Minato Mirai 21 Master Plan

Yokohama: Leading Japan into the Future

Since the opening of its port in 1859, Yokohama has been prosperous as a place of exchange for people, cultures, and goods from around the world while cultivating an open, enterprising spirit. It is also where modernization of Japan originated and has been developing as a city that is open to the world. Even today, it is growing as an international city with a population of 3.74 million people.

Yokohama has a highly developed urban environment required for business, including one of the largest international trading ports in Japan, a high degree of accessibility from various parts of the Tokyo metropolitan area such as the re-expanded International Handa Airport, given living environment, competent human resources and the extensive market of the Tokyo metropolitan area.

Not only a perfect base for business, Yokohama is a vibrant, entertaining city that is extremely popular with both domestic and overseas tourists, and a favorite site for conventions. In this publication, we focus on Minato Mirai 21, a remarkable initiative. Minato Mirai 21 is now firmly established as an outstanding business environment that also offers fascinating glimpses of history and stunning waterfront scenery. Each day, 100,000 people come to work here. Each year, 83 million people come to visit.

Minato Mirai 21 is already one of the strongest people magnets in Japan, and yet it’s still a work in progress. Future plans include a greater focus on business and commercial entities, accompanied by cultural and artistic activities that make full use of the port’s historical and cultural assets. Our aim is to shape an urban environment that will attract creative industries and individuals.

| Yokohama Today |
|-----------------|-----------------|
| Area | 435.48 km² (January 1, 2019) |
| Population | 3,740,944 (January 1, 2019) |
| Households | 1,692,610 (January 1, 2019) |
| Gross municipal product | 13,5429 trillion yen (2018) |
| Per capita income | 3,063,009 yen (2017) |
| Visa status (4 July, 2017) | 11,310,000 yen (2017) |
| Private business establishments | 124,866 (2017) |
| Private-sector employees | 1,475,974 (2017) |
| Universities and colleges | 16 (May 1, 2018) |
| Junior colleges | 3 (May 1, 2018) |
Project Objectives and Ideal City Image

Project Concept

“The Minato Mirai 21 Project” is a project to create a new city center along the waterfront of Yokohama. When the project was first proposed in 1965, during the period of rapid economic growth, Yokohama was experiencing growing pains from rapid residential development and population growth as a suburb of the expanding capital city of Tokyo. The downtown area of Yokohama was largely destroyed during WWIII and its subsequent requisitioning by the occupying American forces precluded the chance for any systematic rebuilding. As a result, trading companies and other businesses moved their operations to Tokyo. At the same time, the area around Yokohama Station began to flourish as a connector point for rail lines leading to suburban areas, creating a vigorously developing area separate from the old downtown districts of Kanai / Izakicho.

Yokohama thus failed to join in on the post-war recovery boom and had little choice but to become a commuter center for Tokyo. With a view to breaking this trend and creating a unique and independent city, the City of Yokohama proposed six major, interlocking strategic projects in 1965.

1. Yokohama City Center Redevelopment Project
2. Kohoku New Town Construction Project
3. Kanazawa Frontage Reclamation Project
4. Rapid Transit Railway/Subway Construction Project
5. Express highway Network Construction Project
6. Yokohama Bay Bridge Construction Project

*The Minato Mirai 21 Project’s a core project of Yokohama City Center Redevelopment project.*

Yokohama City Center Redevelopment Project

The Yokohama City Center Redevelopment project aims to realize the integration and redevelopment of the Kanai/Izakicho District, which was the original city center after the opening of the Yokohama Port, and the districts around Yokohama Station, where urbanization advanced rapidly during and after the era of rapid economic growth. Sandwiched between these two urban centers, the waterfront area was home to thriving piers and shipyards during the period of rapid economic growth, however, now that these functions have either become obsolete or been relocated, it is intended to consolidate business and other urban functions into the abandoned sites and integrate and strengthen the two city centers.

Central district in 1965

Integrated city center

Urban Vision

1. A Round-the-Clock Cosmopolitan Cultural City

PACIFIC Yokohama (Pacific Convention Plaza Yokohama) integrates office, cultural and commercial facilities in proximity to urban housing, enabling the area’s extensive convention facilities to serve as a center for cross-cultural exchange. A lively, appealing, cosmopolitan city in tune with trends from across the globe is emerging.

2. A 21st Century Information City

Minato Mirai 21 is an information city, buzzing with a constant stream of economic and cultural information. It is attracting a cluster of high-tech, knowledge-intensive, global enterprises’ executive HQ and R&D operations, as well as divisions of many government agencies.

3. An Inviting City Offering Ample Waterfront, Green Space and Heritage

Harmony between people and nature is emphasized, highlighting the waterfront’s charm and treasuring green spaces. Preserving the Aka-Renga Sokjo (red brick warehouses) and stone docks evoking Yokohama’s historical heritage, Minato Mirai 21 forms a spacious city environment framed by the sea and attractive greenery, and steeped in historical ambiance.

Project Objectives and Ideal City Image

Primary Objectives

1. A More Independent Yokohama

Prior to the Minato Mirai 21 project, Yokohama’s city center was divided into two areas: the Kanai/Izakicho District and the Yokohama Station Area District. Minato Mirai 21 District consolidates and integrates the two areas and concentrates the various functions of offices, cultural facilities and commercial establishments in these areas. This creates jobs and bustling recreational areas for citizens, rejuvenates the local economy and establishes an economic infrastructure that enhances Yokohama’s self-sufficiency.

2. A Transformed Role for the Port

The introduction of wide expanses of parkland and green space, such as Rinko Park and Nippomonmaru Memorial Park, is creating a waterfront environment where people can relax and enjoy themselves. The port also houses a variety of international conference facilities and central port administration services.

3. A Decentralized Capital Region

The Minato Mirai 21 project is designed to facilitate decentralization of the official, commercial and international conference functions formerly concentrated in Tokyo and to promote more balanced metropolitan development.

Results of the Minato Mirai 21 Project

- **Effects of the Minato Mirai 21 Project**
  - Companies: 1,810
  - International conferences held: 119 (Source: Japan National Tourism Organization, 2017)
  - Municipal tax revenues: ¥16.0 billion (FY 2017)
  - Economic ripple effects toward Yokohama City: ¥2.882 trillion (FY 2016)
  - Effects of investment in construction: ¥2.0446 trillion (FY 2016)

- **Transition of Visitors (Unit: Percent)**

- **Transition of Employment and Companies**

- **Progress of City Block Development**

- **Numbers of Passengers Using Local Railway Stations**

Before the start of the Project(1980)
High accessibility and a diverse transportation network

Access  ~Convenient Traffic Access~

Access by train

Travel Time from Major Terminals

By Train

By Air

Access by Car

Arterial Roads  ~A network of roads linking the district to outer areas~

Two major arterial roads support the urban functions of Minato Mirai 21. Minato Mirai-odori Boulevard connects the district to Kanagawa Route 1 Yokohama Line. Kokusai-odori Boulevard is a split level obverse and below ground bayside road connecting the Shinko District and Yamanashi District. Thoroughfares connecting these two major arterial roads are named for the different species of trees planted along each.

Diverse Traffic Modes for Enhancing Movement

Water Traffic

Exploiting the district’s waterfront location, marine access is secured in addition to land transportation. Waterbus services are operated out of Minato Mirai Pukuri-sanbashi Pier and other piers.

Buses

Shuttle buses are operated to directly connect the Minato Mirai 21 District to both Haneda Airport and Narita Airport. Within the district, Aki Kebu buses that travel around adjacent tourist spots are operated in addition to multiple local bus lines.

baybike

A bicycle rental service aimed at making it easier to move around the city center. Bicycles can be shared and returned at any of the numerous docking stations.

Minato Mirai 21 contains diverse pedestrian spaces built around three main axes: the Queen Axis which extends from Sakuragicho Station towards the seaport, the King Axis which extends from Yokohama Station to the seashore, and the Grand Mall Axis, which connects these two axes in the central area. In addition, pedestrian bridges and underground passageways such as Noge Chikamichi that form links both inside and outside of the district have also been constructed, thereby forming a pedestrian network that is both pleasant and offers good accessibility.

Moving Walkway

Hamamirai Walk

Minatomirai Pedestrian Bridge

Noge Chikamichi Passageway

Service started March 1989

Service started July 2009

Service started March 2010

Service started April 1999

High accessibility and a diverse transportation network
Disaster-resistant urban infrastructure

Ground Improvement and Liquefaction Prevention
In reclaiming land and preparing ground for urban infrastructure comprising roads and residential districts in the central area of Minato Mirai 21, various ground improvement measures are implemented in consideration of earthquakes, ground subsidence, and the like. Sediment of varying particle sizes offering greater resistance to liquefaction is used for reclamation work, while the ground improvement measures indicated below are also adopted:
- **Sand Drain Method for Improving Ground in Residential Areas**
  This method entails creating columns of sand at uniform intervals in soft ground so that the water contained in the ground (which causes ground subsidence) can be quickly drained away in order to reduce the risk of land subsidence.
- **Cement Deep Mixing Method for Improving Ground under Roads**
  This method entails strengthening ground by mixing cement and other reinforcing materials into soft ground.

Utility Tunnels
Utility tunnels in the ground under the main traffic arteries are used to facilitate Minato Mirai 21’s vital shared urban utility services. Situated these facilities under the roads effectively utilizes underground spaces, improves disaster-resistance, and enhances the appearance of the city. These facilities were progressively installed from 1983 in the Central District, as part of the Minato Mirai 21 development, and completed in 2004. Utility tunnels for electric power cables are currently being installed in the Shinko District.

District Heating & Cooling System
Making urban life even more convenient and secure, Minato Mirai 21 has adopted a districtwide cooling and heating system that centralizes the production, supply, and control of processed air. This is more energy efficient and minimizes pollution and the possibility of accidents. The central plant features an STL heat exchange and storage system that draws its power in the middle of the night, when electricity is cheap. A second plant uses a largescale, high-efficiency turbo refrigeration unit to save energy and reduce CO₂ emissions. As the area is served, more eco-friendly, higher efficiency heating equipment is being installed.

Disaster-resistant Urban Infrastructure

Earthquake-Resistant Domestic Berth
The domestic cargo berth handles daily commodities for Yokohama residents. The quay is reinforced to withstand earthquakes so that it can transport supplies in the event of an earthquake or other emergency.

Marine Disaster Prevention Complex
This facility responds to marine disasters in Tokyo Bay and throughout the Kantō region. It also serves as a base for rescue work and other emergency activities after a marine disaster.

Emergency Underground Water Tanks
These emergency underground water tanks are designed to store drinking water for use in the event of a disaster or other emergency. They are connected to water pipes so that water flows through them constantly. Minato Mirai 21’s four large-sized water tanks are capable of supplying drinking water for 500,000 people for three days in the event of disaster.

High Tide and Tsunami Countermeasures
The following measures address to high tides and tsunamis in rivers and Yokohama Port have been incorporated into Minato Mirai 21 district. (Central District): 1. **Evacuation height:** 2.7m—3.1m above sea level
2. Height of residential land: 3.1m—5.0m above sea level

Furthermore, considering the forecast level of inundation in the event of the largest predicted tsunami, numerous signs showing height above sea level have been erected, and tsunami evacuation information boards and a tsunami warning communication system have been established to facilitate prompt evacuation.

For details of the regions predicted to be flooded by potential tsunami activity, please see the “Guidelines for Evacuation from Tsunamis” in the Yokohama City homepage: http://www.city.yokohama.jp/en/safety/safety/earthquake/evacuation/index.html

Areas Subject to Evacuation

While this page is focused on urban infrastructure, the text does not provide specific details on the various systems and features listed. It appears to be an overview of how the city is prepared for different types of disasters, including natural disasters and emergency situations. The text seems to be part of a larger document or report detailing various aspects of disaster preparedness and management in Minato Mirai 21. However, without additional context or a broader view of the document, it's challenging to provide a comprehensive summary. If you need more specific information or assistance with a particular aspect of the text, feel free to ask!
Development of a charming and relaxing urban environment

Green Space Network

Minato Mirai 21 makes use of its waterfront location with numerous green spaces linked by promenades to showcase the special features of the waterfront environment. Including Grand Mall Park at the heart of the Central District, a green network connecting the whole of Minato Mirai 21 is taking shape. Efforts are also made to create greenery that reminds people of the four seasons and nature throughout the entire area based on a program of high-level greening in and around roads and other public spaces and facilities.

Green Rooftops, Walls and Public Spaces

Promotion of greening of private land is also ongoing within the area, with proactive greening of rooftops, walls and public spaces. The measures can not only be expected to alleviate the heat island effect, cool the environment inside rooms, reduce energy consumption, and protect buildings; and structures, but also to bring a soothing emotional effect to pedestrians.

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Parks / Green Areas

2 Aka-Renga Park

The green area around the renovated Aka-Renga Soko (Red Brick Warehouse) offers beautiful bay view and historical scenery with the remains of the old Yokohama Customs Office, and the platform of the former Yokohama Minato Station.

1) 1989 2) April 2002 3) 1.7a 4) The preserved platform of the former Yokohama Minato Station, ruins of the old Yokohama Customs Office, lawn space, parking lot, etc. 5) Municipal government

8 Shinko Central Square

A large green space linking Aka-Renga Park and Kisha-michi Promenade, this square provides extensive open views.

1) 2001 2) June 2005 3) 1.6ha 4) Open space, etc. 5) Municipal government

17 Kishimichi Promenade / Unga Park

Promenades and a park were created to take advantage of historical assets, such as old railway tracks.

Kishimichi Promenade

1) 1992 2) July 1993 3) 1.8ha (length: 500m) 4) Garden path and timer value bell trail bridge, etc. 5) Municipal government

Unga Park

1) 1998 2) September 1999 3) 1.3ha 4) Lawn space, water space promenade, etc. 5) Municipal government

23 Nippon-maru Memorial Park

The symbol of this green area is Sailing Ship Nippon-maru, which was registered as a national Important Cultural Property in 2017. There is also a museum (site p.15) and observation tower, as well as an event area, Sea Kayak Park and green spaces overlooking the waterfront.

1) 2017 2) April 2018 (partly) 3) 3.3ha 4) Sailing Ship Nippon-maru (length: 97m, width: 13m, draft: 7m), Former First Dock of Yokohama Dock Co., Ltd, Yokohama Port Museum, lawn space, shops, etc. 5) Municipal government

51 Takashima-Chuo Park

An oasis in the heart of the city, this multi-function park located at the center of the King Aqua Residences, an event space, playground facilities and mist fountain.

1) March 1994 2) July 2007 3) 1.4ha 4) Lawn space, event space, playground, mist fountain, emergency underground water tanks, etc. 5) Urban Renaissance Agency (independent administrative institution)

10 CUPNOODLES MUSEUM PARK

CUPNOODLES MUSEUM PARK forms a pair with Rinko Park, with grassy spaces and embankments from which to enjoy the outlook over the water.

1) 1994 2) April 2001 3) 2.5ha 4) Lawn space, terraced embankments, emergency underground water tanks, etc. 5) Municipal government

19 Rinko Park

Following the curve of the waterfront, this park is the largest green space in the district. A wide open lawn offers panoramic views of the Yokohama Port and is ideal for holding events.

1) 1988 2) March 1989 (partly) 3) 3.3ha 4) Lawn space, terraced embankments, tidal basin, parking lot, whalewatching post, emergency underground water tanks, etc. 5) Municipal government

35 Grand Mall Park

This park on the Grand Mall Axis is a large open space created by the use of water, greenery and light, and featuring public art exhibits. It underlies sensations in the 2015-17 FY to add new attractions made possible by the ongoing development of the district.

1) 1998 2) November 2011 (partly) 3) 3.2ha 4) Lawn space, terraced embankments, tidal basin, parking lot, whalewatching post, emergency underground water tanks, etc. 5) Municipal government

64 Takashima Suisaien Park / Waterside Promenade

A spacious waterside park with delightful open views over the mouth of the Katasegawa River. It includes the Waterside Promenade that links Minato Mirai-rd. Blvd to Route 1.

1) 1974 2) March 1980 3) 1ha 4) Lawn space, terraced embankments, tidal basin, parking lot, whalewatching post, emergency underground water tanks, etc. 5) Urban Renaissance Agency (independent administrative institution)

**Development of a charming and relaxing urban environment**
### Basic Agreement on Town Development

In 1988, the Basic Agreement on Town Development under Minato Mirai 21 was signed between Central District landowners and other parties. The aim was for landowners to take the initiative in formulating rules for urban development, and then to share this basic philosophy in order to achieve balanced development. The agreement covers themes for urban development, vision for land use, and the following matters:

- Water and greeneries
- Skyline, streetscapes and vistas
- Shared space (active placement of public art, etc.)
- Activity floors
- Color schemes and outdoor advertising
- Car and bicycle parks

With regard to buildings, it sets standards for minimum site scale, height, pedestrian networks and setback of exterior walls. In addition, stipulates the urban management systems needed for advanced information services, disaster prevention, environmental support, and for smooth integration with adjoining urban districts.

### Pedestrian Network

Pedestrian ways connecting blocks have been established to create a network of pedestrian spaces in the city center. The network is built around three main axes: the Queen Axis, which links Landmark Tower Yokohama to Pacifico Yokohama via the inner mall; King Axis, which links Yokohama Station to Rinko Park; and the intersecting Grand Mall Axis, which acts as a link between these two routes.

### Skyline

The Central District of Minato Mirai 21 features a highly attractive urban skyline. In line with the urban framework, super-high-rise buildings are arranged in such a way that they form landmarks, and as an overall trend, the buildings gradually become lower moving from inland towards the waterfront. Moreover, scenic views looking towards the ocean are arranged from the main vista points and buildings are constructed in such a manner that one can sense the presence of the ocean and port from even inland parts of the city.

### Common Space

Common spaces are provided in all parts in order to create a bustling and abundant urban area. These common spaces are the intermediate areas that connect public spaces and buildings. They are freely accessible to people. Such spaces are created in various ways in each facility by means of walk-through corridors, inner courtyards, open ceiling spaces and so on.

### Activity floor

In order to enhance local vitality in the area, all buildings have activity floors on lower levels. Occupied by shops, showrooms, service facilities and other spaces that people are free to use, these activity floors serve to create a human-scale townscape while maintaining the continuity of the local vibrant atmosphere.

### Guidelines for the Urban Landscape of the Central District

The aim is to improve the urban landscape in accordance with rules outlined in the Landscape Plan under the Landscape Act and the Urban Landscape Conference Zone in the Ordinance Governing the Creation of an Attractive Urban Landscape in Yokohama City. The basic topic headings are:

- Activity floors
- Pedestrian spaces
- Shared spaces
- Car parks
- Bicycle parkings
- Associated facilities, etc.
- Color schemes
- Night-time lights
- Architectural design
- Skyline
- Roadside landscape
- Outdoor advertising
- Promoting activity

### Area in question

- Minato Mirai-odori Blvd. District
  - Promoting activity “SOTO Café” (Open-air café)
  - West of Minato Mirai-odori Blvd

- Nissan Motor Co., Ltd., Global Headquarters
  - Minato Mirai, Center Building
  - MM Grand Central Tower

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**Creation of bustling and lively urban spaces <Central District>**
Redevelopment that Respects History and Scenery

The Shinko District connects Minato Mirai 21’s Central District with the Kannai-Yamashita District, whose history stretches back to the earliest days of Yokohama’s port. The Shinko District was first developed in the early 20th century to house Japan’s first modern port. Landmark structures like the Aka-rena Soko (red brick warehouses) and stone pavements still attest to this legacy. While carefully preserving its historical monuments and port scenery, the Shinko District is being upgraded with facilities to support its port-related businesses and open spaces to make the most of the tranquil waterfront setting.

Shinko Area Vision

The Shinko District has many distinctive features, from its numerous preserved historical landmarks to its island geography. Therefore, in contrast with the intensive land use and futuristic concept seen in the Central District, the Shinko District is pursuing a more relaxed streetscape that evokes the port and its history with the following themes:

1. Realizing a “Fun” City
   We will proceed with the creation of a city overflowing with activity and fun, including operation of the port related facilities that support our 21st century port, facilities that contribute to the promotion of trade and international exchange, and green spaces that take advantage of our history and quiet inland waters to link our citizens and the port together.

2. Realizing a “Kind” City
   We will proceed with the creation of a city that is kind to all who live there, including the creation of wide walkways with few height differences so that people may stroll at their leisure and in comfort, a promenade that runs around the waterfront, and the placement of easy to understand information signage.

3. Realizing a “Beautiful” City
   We will create a beautiful city space, overflowing with an appeal that takes both history and the scenery into account in order to depict the perfect port-town vistas.

Guidelines for the Urban Landscape of the Shinko District

http://www.city.yokohama.lg.jp/korean/business/keikai

In order to create an attractive cityscape, a set of guidelines has been established based on the Landscape Plan under the Landscape Act and the Urban Landscape Conference Zone in the Ordinance Governing the Creation of an Attractive Urban Landscape in Yokohama City.

1. Cityscape
   1. Design streets and buildings to evoke a sense of continuity, open to the sea.
   2. Create a pleasant, open waterfront and shoreline.

2. History
   1. Preserve sightlines of the area’s historic symbols, the Yokohama Red Brick Warehouses.
   2. Limit building height and ensure design consistency to respect the historical nature of the area.

3. Island
   1. Create a sequential scenery, making use of the area’s historical and port-like qualities.
   2. Create an enjoyable urban environment that encourages strolling.
   3. Design in consideration of the views of the area from surrounding higher areas.

Land Reclamation

Forty percent of the land in Minato Mirai 21 is the result of land reclamation work, which was largely completed by March 1998.

<table>
<thead>
<tr>
<th>Status</th>
<th>Central District: The Central District (19.8ha) was completed in April 1995 except for a limited area. The Takashima District (5.7ha) was completed in November 1996. Shinko District: The Island District (5.4ha) was completed in April 1995. Area between two jetties (0.2ha) was completed in March 1999.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule</td>
<td>December 1983 to August 2020</td>
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<tr>
<td>Area</td>
<td>73.3ha</td>
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<tr>
<td>Developer</td>
<td>Municipal government</td>
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</table>

Urban Planning (Zoning)

The objective of Minato Mirai 21 is to create a busy, attractive area that also offers employment to local citizens. Under the City Planning Law, the entire area is designated a commercial area.

Initiatives for Infrastructure Development

Land Readjustment

A land readjustment program was the basis for developing the Minato Mirai 21 Central District. Re-planning was implemented in June 2006, and the readjustment program was completed by March 2011.

<table>
<thead>
<tr>
<th>Status</th>
<th>Work has been completed on Satsukicho Station Square, Minato Mirai 21, Shinozaki 1-6 and other roads, Grand Park and Shinko Park.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule</td>
<td>November 1993 to March 2011 (five-year liquidation period included).</td>
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<tr>
<td>Area</td>
<td>161.8ha</td>
</tr>
<tr>
<td>Developer</td>
<td>Urban Renaissance Agency (Independent administrative institution)</td>
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</table>

City Planning and Infrastructure Development

Central District Plan


To provide a firm legal status for the self-administered rules and regulations specified in the Basic Agreement on Town Development, the district plan stipulated in the Minato Mirai 21 Central District Plan was officially established in October 1989. This 10th revision to the Plan was made in July 2017. It provides detailed guidelines for building, construction, parks and other facilities, to ensure they match the distinctive character of the district.

Shinko District Plan


In April 1997, the Minato Mirai 21 Shinko District Plan was adopted to foster a relaxed cityscape to contrast with the futuristic clusters of towers that make up the Central District.

Port Facility Improvement

Port facility improvement efforts, including new green spaces, roads and other port-related facilities, are mostly complete.

<table>
<thead>
<tr>
<th>Status</th>
<th>The development of Rinko Park, domestic berths and other facilities has been completed except in a few areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start work</td>
<td>1983</td>
</tr>
<tr>
<td>Area</td>
<td>774ha</td>
</tr>
<tr>
<td>Developer</td>
<td>Municipal government, Ministry of Land, Infrastructure, Transport and Tourism</td>
</tr>
</tbody>
</table>

Creation of bustling and lively urban spaces <Shinko District>
Yokohama Minato Mirai 21

High-rise residential accommodation

Yokohama Station East District

Shinko District

Concentration of diverse functions through development of city blocks