Kanazawa City’s Plan for Forming a Compact City
Aiming for a Sustainably Growing, Mature City
Overview of Kanazawa City (Location/Population)

Area
468.64 km²

Population
465,699 people

Number of households
199,572
(2015 Census)

Historic City, Kanazawa
Listed as Historic City #1 (2009)

Creative City, Kanazawa
Listed as a UNESCO Creative City (2009)
Overview of Kanazawa City (Zones/Divisions)

Zones/Divisions (Demarcation)

1/7/1970 (New City Law)

City Planning Divisions

223.25k㎡ (47.6% of city area)

Urbanization Zones

85.98k㎡ (38.5%)

Urbanization Adjustment Zones

137.28k㎡ (61.5%)
Map made during clan rule

Present-day photo
City scenery remaining from the time of clan rule

About 180 km of roads match up if the current roads are superimposed on the Kanbun Era (1661 – 1672) map

Tatsuo Masuda, Professor, Kanazawa Institute of Technology
Kanazawa City’s policy for city planning is “harmonizing preservation and development”

 Preservation and development divisions

* **Preservation**

  The Old City, centered on Kanazawa Castle and Kenrokuuen

* **Development**

  West-of-Station New City Center and City Center Axis (land rezoning operations and redevelopment)
Kanazawa City is a mature city with a long history. The effects of population decreases, lower birthrates, and an aging population can be compared to adult diseases. First, we shall examine Kanazawa City’s health.
Kanazawa City’s vision for its population

Target population inclusive of all strategies, such as birth rate increases

NIPSSR’s population estimates

Estimated population if no action is taken

- Rates of decrease
  - 2040: 2–10% decrease
  - 2060: 7–25% decrease

(2015: 466,000 people)

⇒ Gradual decrease for foreseeable future

It will be a little while longer before population decreases have a major effect
⇒ What are the strategies needed for the future?!
Examination #2 (How will aging and lower birthrates progress?)

Demographic estimates

- Proportion of elderly (65+)
  - 2015: 25.0%
  - 2040: 34.8%
  - 2060: 39.2%

※ Major transformations in pyramid

- Aging progresses rapidly
- Increases in elderly population for 30 years
- Low birthrates could be improved with future strategies

⇒ Aging is an urgent issue!!
Examination #3 (In what way are people living?)

About DIDs

- DID's surface area
  → ~70% of urban zones

- Average population density
  → Stable at 61 population/ha

- Future estimates (NIPSSR)
  → 2060 (~1/4 decrease)

  but decreases in these zones will be minimal

- Population decreases are predicted to eat away at all urban areas
- Even in the long term, physical deterioration of urban areas is considered unlikely

⇒ What inducements are effective and needed?
### Shifts in primary transport methods

- Only automobiles increased in past 30 years
- The decrease in usage of public transport is stopping, but at under 10%
- Driver's license returns by the elderly are a major topic in recent years

- Escaping from excessive dependence on automobiles is the issue
- An urban structure with daily needs in walking distance is the goal

⇒ How can we improve toward an urban structure that ends public transport’s vicious cycle?

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### Trends in usage rates of primary public transportation methods (All of Kanazawa City)

<table>
<thead>
<tr>
<th>Year</th>
<th>Walking</th>
<th>Two-wheeled</th>
<th>Automobile</th>
<th>Bus</th>
<th>Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>1974</td>
<td>37.2%</td>
<td>10.2%</td>
<td>38.8%</td>
<td>11.2%</td>
<td>2.7%</td>
</tr>
<tr>
<td>1984</td>
<td>28.6%</td>
<td>19.6%</td>
<td>43.9%</td>
<td>5.1%</td>
<td>1.8%</td>
</tr>
<tr>
<td>1995</td>
<td>20.1%</td>
<td>13.6%</td>
<td>59.2%</td>
<td>4.6%</td>
<td>2.0%</td>
</tr>
<tr>
<td>2007</td>
<td>16.1%</td>
<td>10.2%</td>
<td>67.2%</td>
<td>4.6%</td>
<td>1.8%</td>
</tr>
</tbody>
</table>

**S49 (1974)**
- Walking/two-wheeled: 47.4% → 26.3%
- Bus/railway: 13.9% → 6.4%
- Automobile: 38.8% → 67.2%

**H19 (2007)**
Examination #5 (Are facilities for daily life in walking distance?)

Coverage of facilities for daily life

- Over 40% within 300m, considering mobility of the elderly
- Over 90% within 1,000m, for healthy adults

- Each type of facility is covered across the entire urban area, though coverage varies
  ⇒ In supporting facility sites, maintenance of population density is effective

<table>
<thead>
<tr>
<th>Functions expected to be necessary for daily life</th>
<th>Population within walking distance of facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt;300m</td>
</tr>
<tr>
<td>Medical facilities (over 40% within 300m)</td>
<td></td>
</tr>
<tr>
<td>Hospitals, clinics (facilities w/ internal medicine and pediatric units)</td>
<td>208,850</td>
</tr>
<tr>
<td></td>
<td>46.2 %</td>
</tr>
<tr>
<td>Commercial facilities (over 90% within 1,000m)</td>
<td></td>
</tr>
<tr>
<td>Superstores, grocery stores, pharmacies/drug stores *2)</td>
<td>189,707</td>
</tr>
<tr>
<td></td>
<td>41.9 %</td>
</tr>
<tr>
<td>Above facilities + convenience stores</td>
<td>296,667</td>
</tr>
<tr>
<td></td>
<td>65.6 %</td>
</tr>
<tr>
<td>Financial facilities</td>
<td></td>
</tr>
<tr>
<td>Banks, credit unions, shinkin banks, post offices</td>
<td>209,911</td>
</tr>
<tr>
<td></td>
<td>46.4 %</td>
</tr>
<tr>
<td>Educational facilities</td>
<td></td>
</tr>
<tr>
<td>Kindergartens, preschools, and Centers for Early Childhood Education and Care</td>
<td>8,770</td>
</tr>
<tr>
<td></td>
<td>36.5 %</td>
</tr>
</tbody>
</table>
“Adult diseases for cities” health examination results

- Kanazawa City is not at a level where it needs inpatient or outpatient care, or medicine
  ⇒ It will improve its life habits now, and survive future risks
  Creating a strong body (city structure) is essential

Prescription (life habits to be improved)

- Respond to aging (medical/welfare, drivers licenses)
- Break away from excessive dependence on automobiles (shift towards public transport usage)
- Prevent urban sprawl (maintain population density, curb empty housing)

Enable a sustainable urban structure

- Change from quantitative growth to qualitative growth
- Improving the city center’s appeal as a place of wonder
- Change of lifestyles to not depend on automobiles
  ⇒ Making usage of the city more compact
Two plans are heavily involved in this plan’s formulation.
A major theme is city planning development based on land usage policies and transportation policies.
The plan’s primary policy was presented in 2009 "City Plan MP 2009"

- **City center**
- **Existing urban areas**
- **Suburban areas**

**Density**

- **Dense**
- **Sparse**

- **Well-equipped urban centers**
  (Major public transport lines)

- **Incentives for residential areas based on public transport access**
In enabling **compact usage of cities**, we believe **public transport policies** and **land use policies** hold the key.

<table>
<thead>
<tr>
<th>Year of issue</th>
<th>Plan name</th>
<th>Point regarding city compaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>New Kanazawa Transportation Strategy</td>
<td>Introduction of critical public transportation routes</td>
</tr>
<tr>
<td>2009</td>
<td>City Plan MP2009</td>
<td>Policy presented for city compaction</td>
</tr>
<tr>
<td>2016</td>
<td>Second Kanazawa Transportation Strategy</td>
<td>Reevaluation of <strong>critical public transportation routes</strong></td>
</tr>
<tr>
<td>2017</td>
<td>Kanazawa City’s Plan for Forming a Compact City</td>
<td>Linking land usage policies and transportation policies</td>
</tr>
</tbody>
</table>
Critical public transportation routes

Public transportation framework that maintains high service levels for the long term

- Second Kanazawa Transportation Strategy
  → Reevaluation of routes
  → Service levels added as priority

- Buses: 13 routes, rail: 4 routes

- Population covered by critical route bus stops
  → 300m: ~40%
  (all routes: 84%)
  → 1,000m: ~86%
Overview of Kanazawa City’s Plan for Forming a Compact City

This plan plays an important role by clearly signifying a course shift away from the “constant growth” that was a precondition until now. Additionally, it is also for prioritizing appropriate prescriptions based on “health examinations” and continually developing them with a long-term perspective.
Overview of Kanazawa City’s Plan for Forming a Compact City (Goal)

- Applicable zones: City planning zones (mainly urban areas)
- Applicable term: 2040 (surveying city planning while looking toward the far future around 2060)

Change from ensuring quantity to high-quality city structure
- Maintain a certain population density while forming a city where daily needs are in walking distance
- Revitalization of the downtown area that uses the city’s unique attractions and arranging an environment that raises accessibility via public transport and navigability

Reevaluate “city usage” through both land use and transportation
- Create an environment for enjoying living where each area of the city’s unique characteristics are maximized
- City planning where all sorts of lifestyles can be chosen, including lifestyles eschewing excessive dependence on automobiles

Fulfillment of “hard” needs

Revitalization of “soft” characteristics

Realization of a mature city with sustainable growth
Overview of Kanazawa City’s Plan for Forming a Compact City (5 Basic Policies)

1. Concentration of city functions in the city center
2. Strengthening of functionality along the city center axis
3. Guide residences to sites along critical public transport routes
4. Create hubs supporting local activity and socializing
5. Maintenance/maximization of local communities and living

Change toward a town life offering a diverse selection of transport options
Expressed through what sort of zones?

Kanazawa City’s unique zone parameters (general frameworks)

**Zone incentivizing city functions** *(convenient and active area)*

- As the city’s “face” and hub for activity, effects are maximized through concentrating here
- Zone that gathers city facilities

**Zone incentivizing residence** *(area convenient for public transport)*

- As the pillar of the city’s residential areas, the zone has facilities needed for daily life, public transport services, and more
- An area where it’s easy to set up a lifestyle that doesn’t use automobiles

**Zone for general residence** *(area easy for life with a car)*

- Using existing city infrastructure, the zone allows continuing a car or bicycle based lifestyle just as before
The key thinking on walking distance

The 300m walking distance parameter

- Based on the average Kanazawa City elderly person’s distance on an outing
  (Kanazawa City case study research by Kanazawa University)

※ Responding to aging is a priority issue

- From the distance 90% of typical people can walk with no issues (Bus Service Handbook)

The 500m walking distance parameter

- Based on walking distance from train stations

※ Transport nodes with high service levels
We set the **zone incentivizing residence and general residential zone** like this

Parameters for zone incentivizing residence

- Limited to areas where it is easy to design a lifestyle that doesn’t use automobiles
  - Downtown zones (Long-term residence encouraged)
  - Along critical public transport routes
    - Equivalent to **axis lines**
  - Historic cultural residential zone

Parameters for general residential zone (independently set)

- Generally, the urban zones besides the zone incentivizing residence
  - Incentivizing will not be done, but current urban areas will generally be maintained
We set the **zone incentivizing city functions** like this

Parameters for the zone incentivizing city functions

In addition to being a zone incentivizing residence:

- **Downtown hubs**
  Downtown + city center axis
  → Gathers a variety of functions

- **Local hubs**
  Areas near IR/JR
  → Primary transportation nodes

- **Special function hubs**
  Areas that are individually pending questions
  → Educational, medical, welfare, and other special facilities

- **Hubs for living** (uniquely determined)
  Local shopping districts, etc.
  → Creating local community activity

※ Coordinate with commercial environment formation guidelines
We’ll be moving forward with a variety of policies

- From 2017 on, we will move forward with ensuring coordination with reevaluated related plans and introducing concrete plans, working on improvement towards a sustainable city structure

Coordination with residential policies

- In 2017, we will coordinate by reevaluating the Basic Plan for Residential Life (Residence MP), creating, eliminating, and changing support systems.

Coordination with transportation policies

- Set transfer hubs from the bus system reorganization as local hubs.
- Coordinate the system based on the current Regulations for Proper Parking Area Placement and the Special Measures Law

Reevaluation of the Urban Plan MP (2017-18)

- Alter Urban Plan MP according to the Compact City Formation Plan

Continued additional awareness activities

- In 2017, we will continue raising resident awareness of the Compact City Formation Plan, and secure understanding and cooperation for long term initiatives.
Thank you for your kind attention.