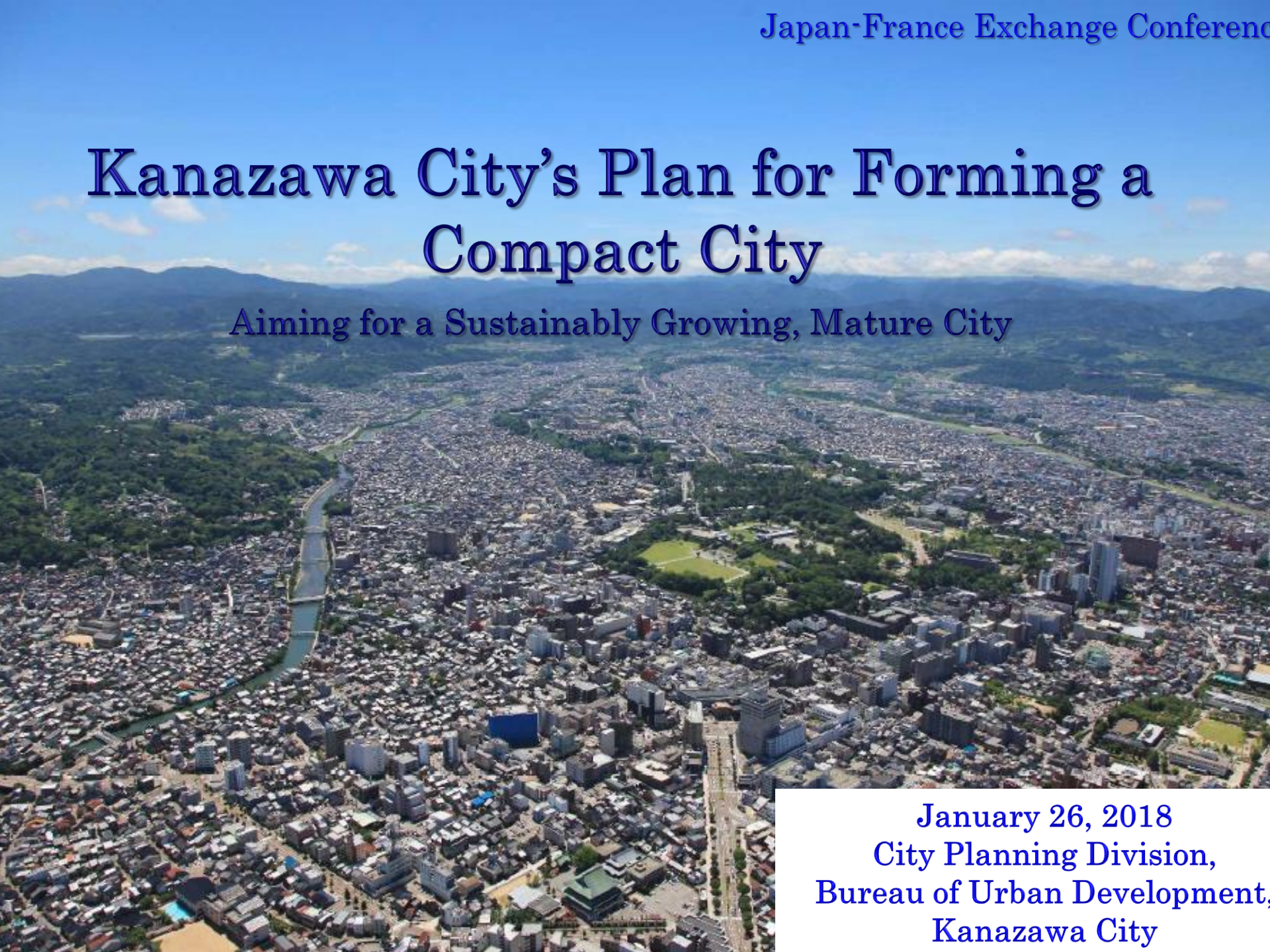
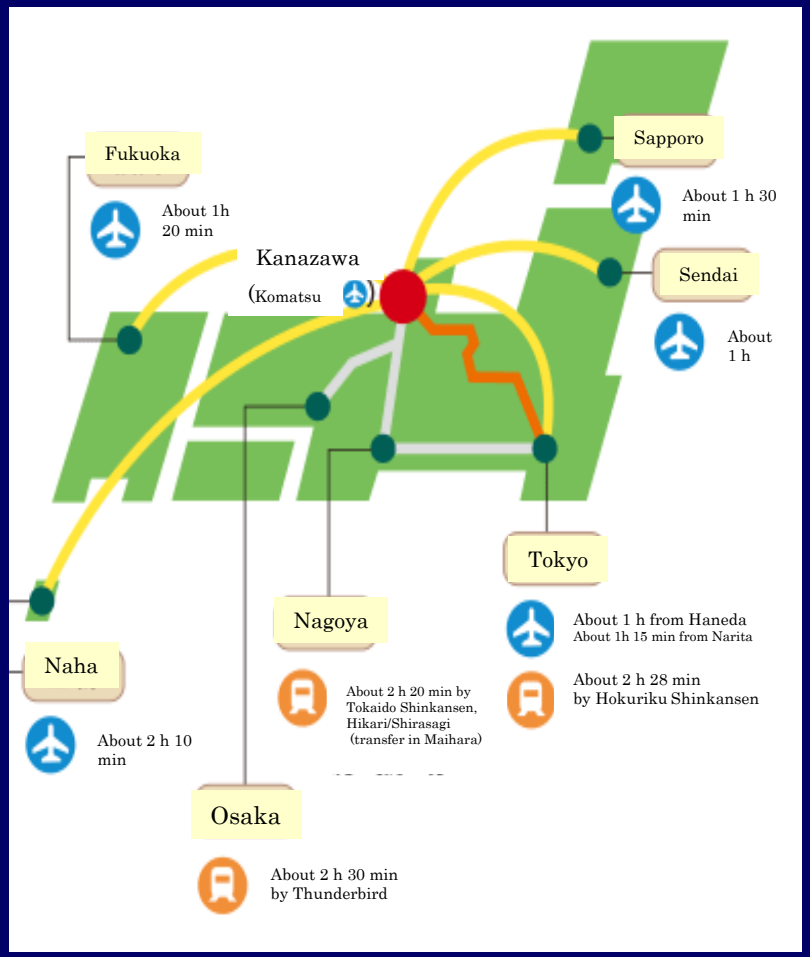
Kanazawa City's Plan for Forming a Compact City

Aiming for a Sustainably Growing, Mature City



January 26, 2018
City Planning Division,
Bureau of Urban Development,
Kanazawa 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

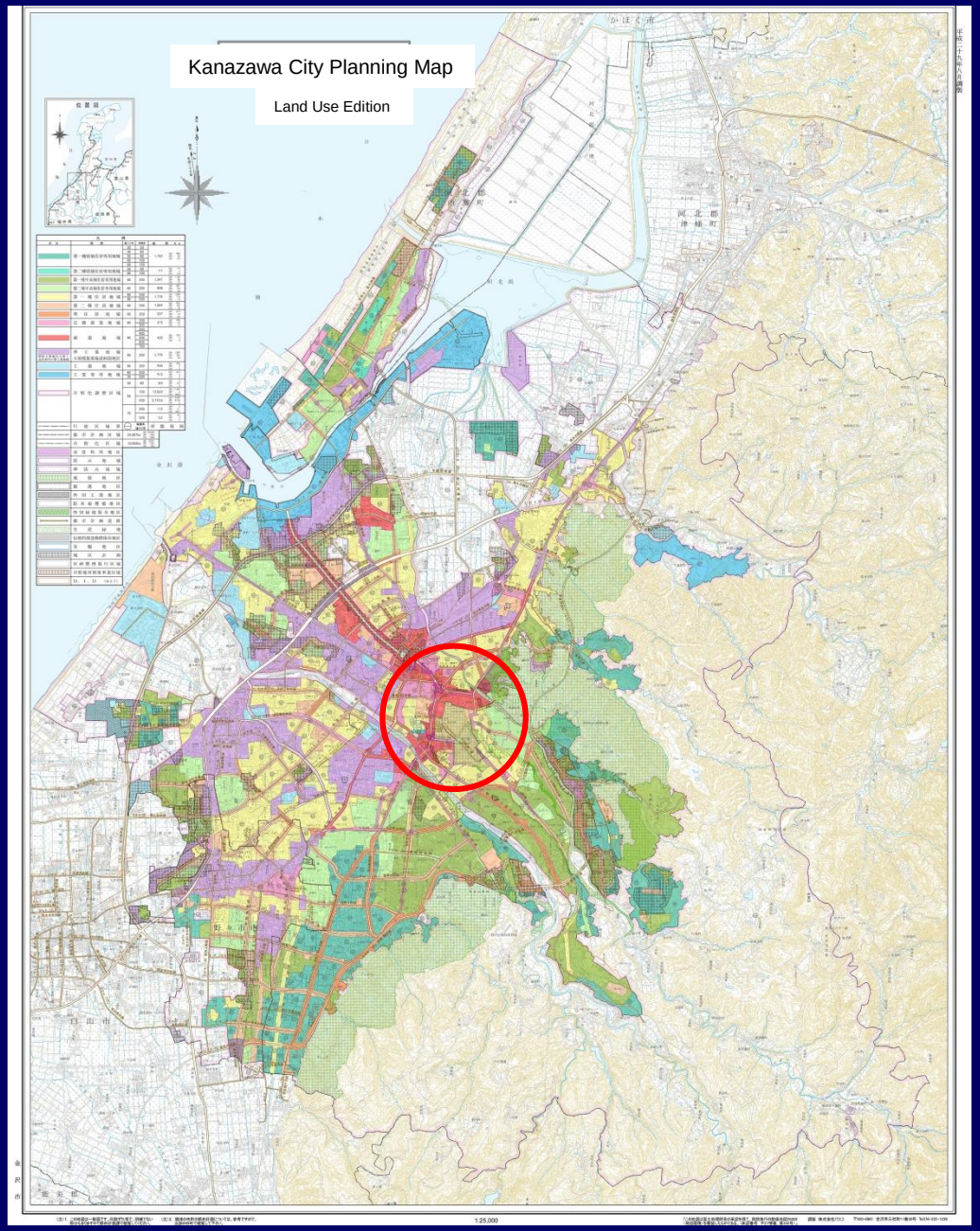
223.25km² (47.6% of city area)

Urbanization Zones

85.98km² (38.5%)

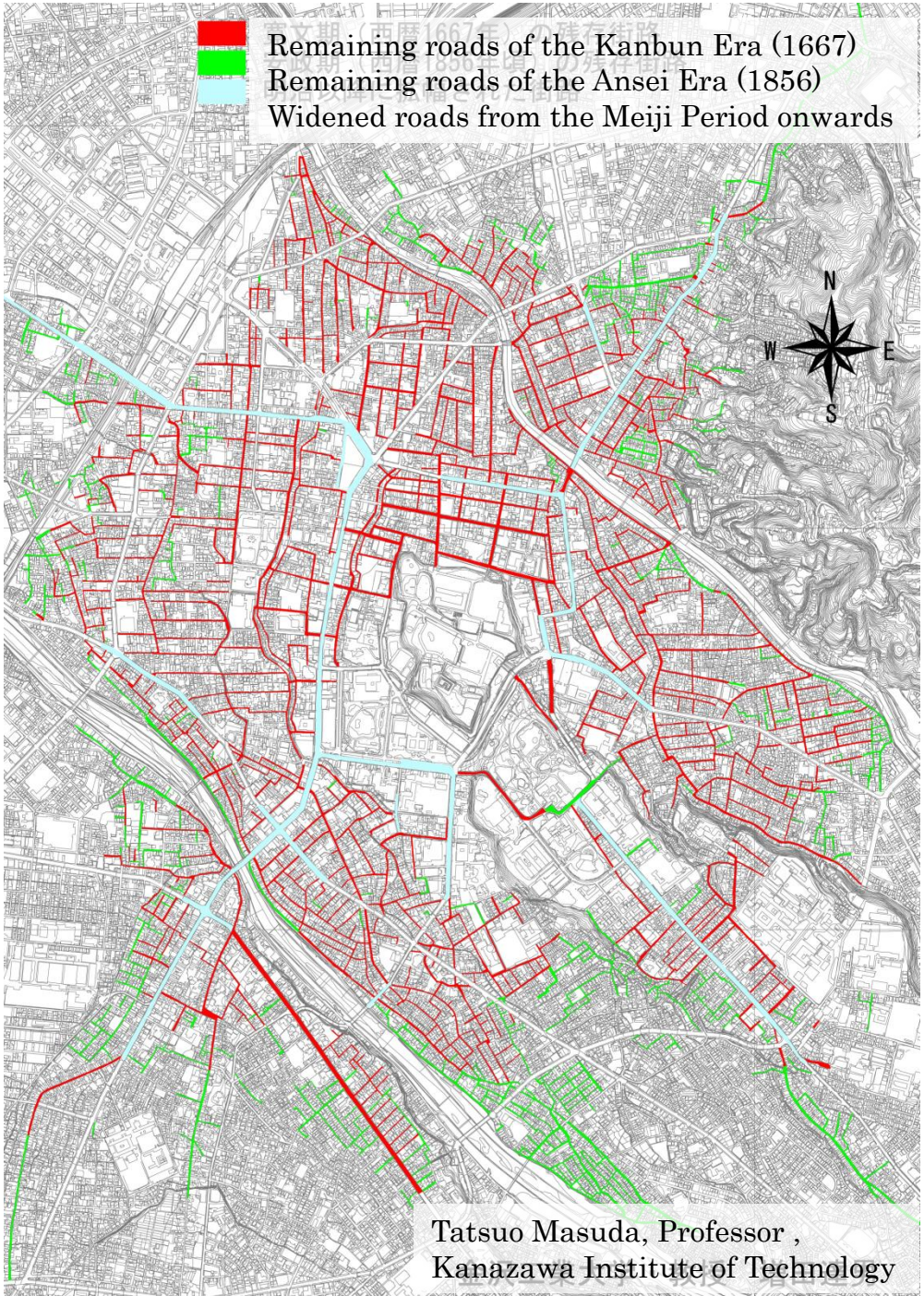
Urbanization Adjustment Zones

137.28km² (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

Kanazawa City's policy for city planning is "harmonizing preservation and development"

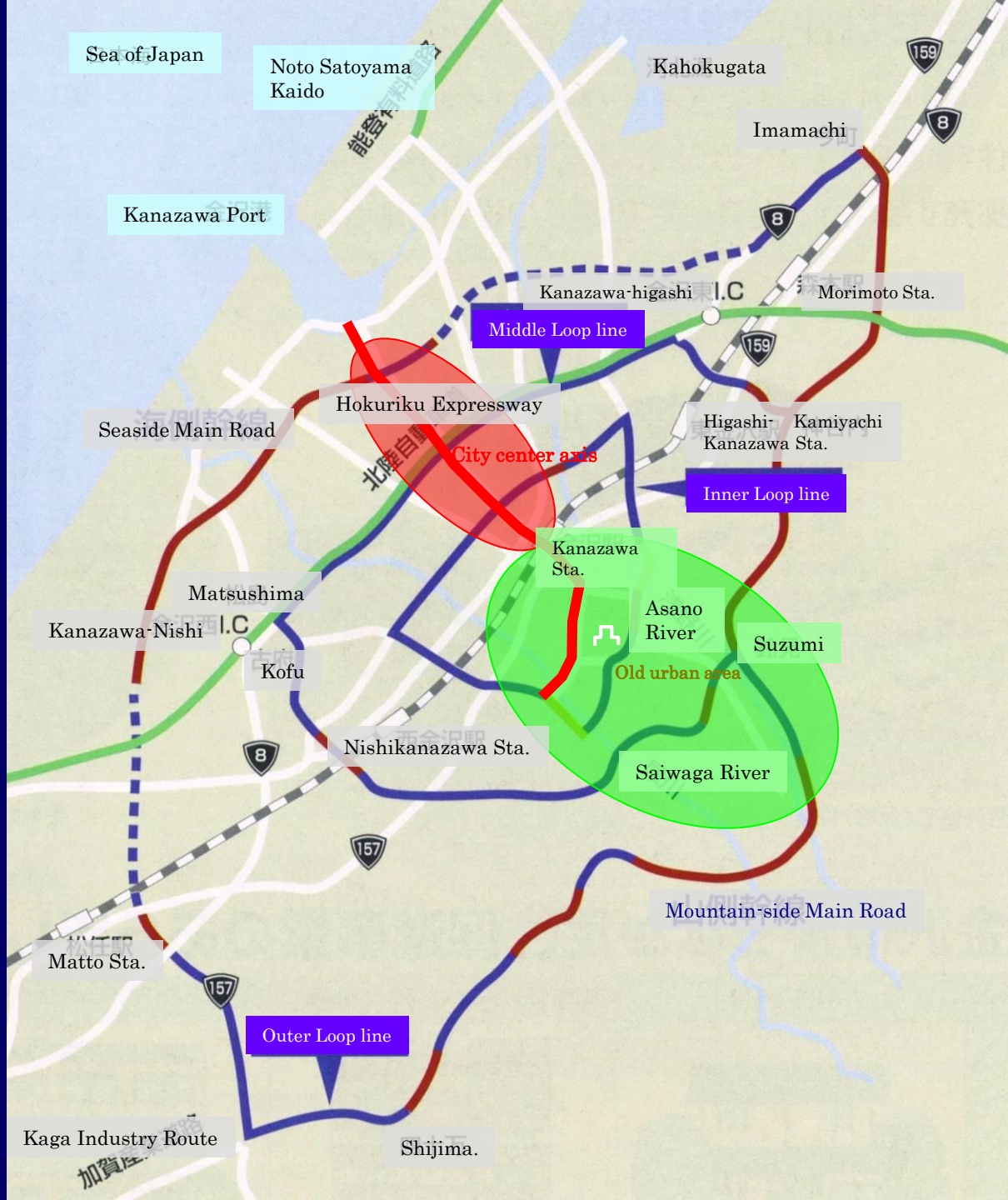
■Preservation and development divisions

- **Preservation**

The Old City, centered on Kanazawa Castle and Kenrokuen

- **Development**

West-of-Station New City Center and City Center Axis (land rezoning operations and redevelopment)



Kanazawa City's Health Examination for "Adult Diseases of Cities"

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.

Examination #1 (How will the overall population decrease?)

Overall population trends

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

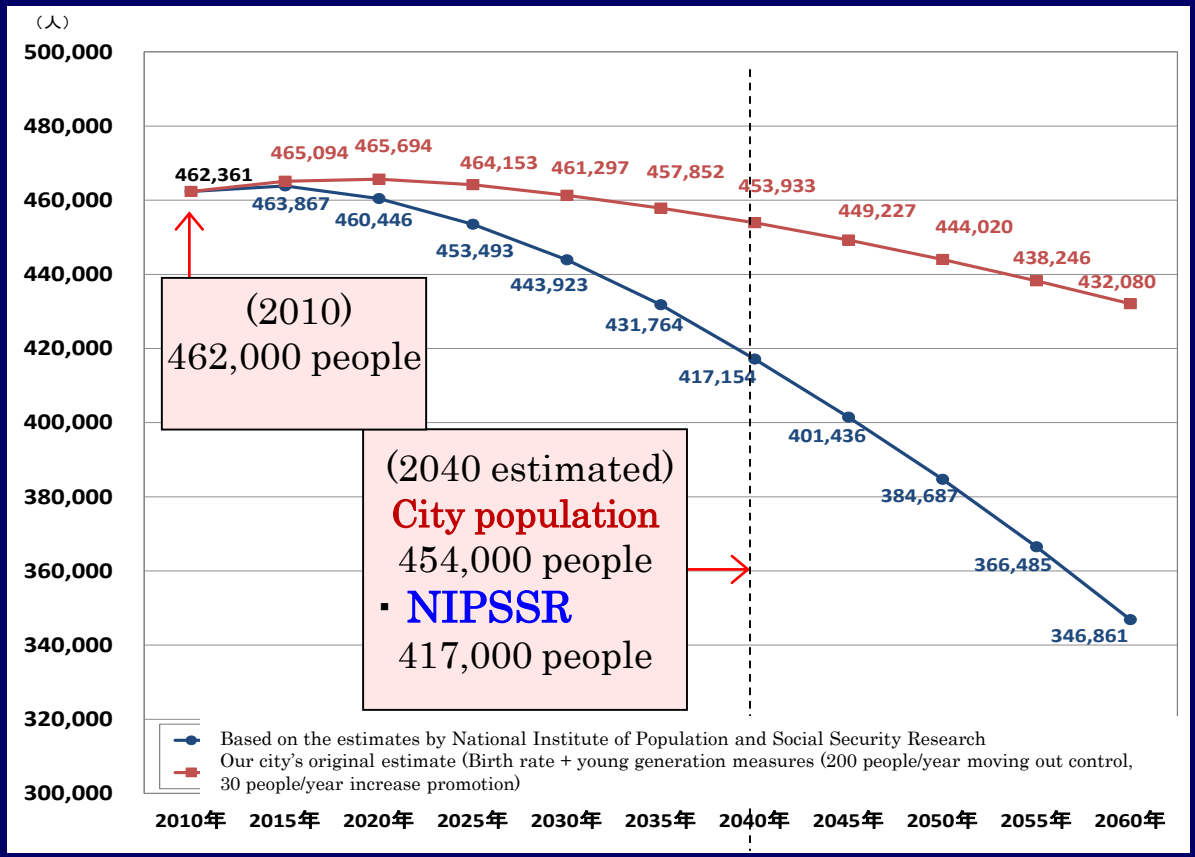
- Rates of decrease

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?!

Demographic estimates

- Proportion of elderly (65+)

2015: 25.0%

2040: 34.8%

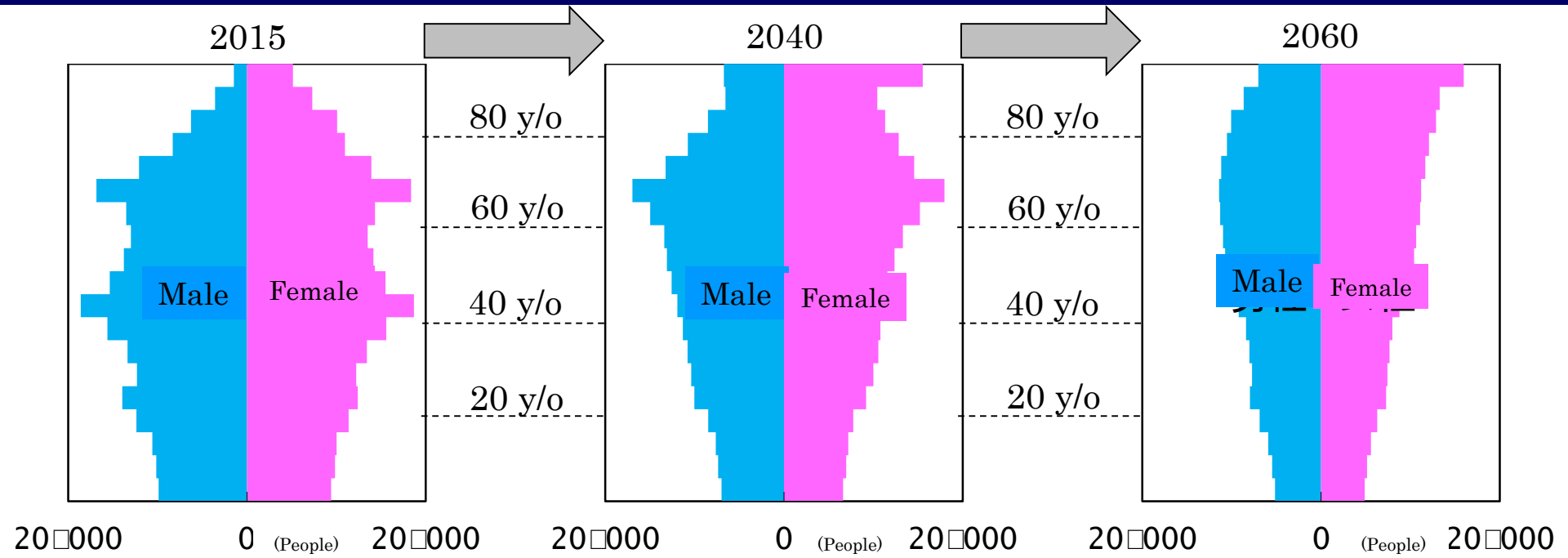
2060: 39.2%

Rapid Increase

※ 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

- DIDs' surface area

→ ~70% of urban zones

- Average population density

→ Stable at 61 population/ha

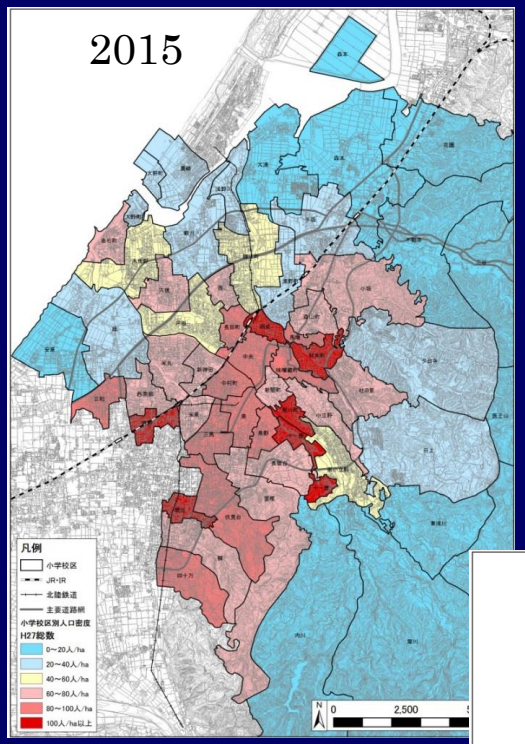
- Future estimates (NIPSSR)

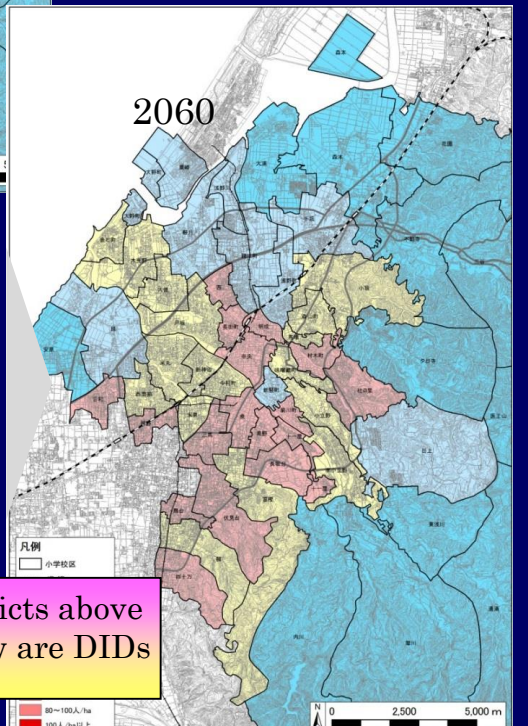
→ 2060 (~1/4 decrease)

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?





Districts above yellow are DIDs

Examination #4 (What are people using for transportation)

Shifts in primary transport methods

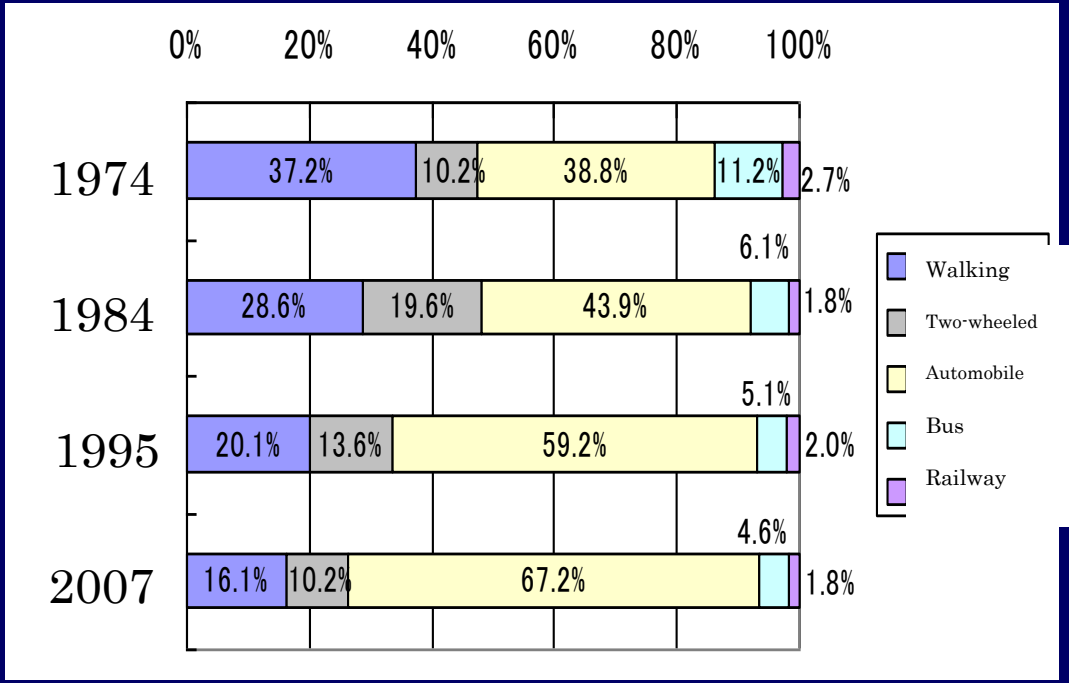
- Only automobiles increased in past 30 years
- The decrease in usage of public transport is stopping, but at under 10%
- Driver's license returns by the elderly are a major topic in recent years

・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?

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



S49 (1974) H19 (2007)

Walking/two-wheeled 47.4% → **26.3%**
Bus/railway 13.9% → **6.4%**
Automobile 38.8% → **67.2%**

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

Functions expected to be necessary for daily life		Population within walking distance of facilities		
		<300m	<500m	<1,000m
Medical facilities	Hospitals, clinics (facilities w/ internal medicine and pediatric units)	208,850 46.2 %	333,719 73.8 %	423,970 93.7 %
Commercial facilities	Superstores, grocery stores, pharmacies/drug stores *2)	189,707 41.9 %	321,817 71.1 %	408,440 90.3 %
	Above facilities + convenience stores	296,667 65.6 %	395,246 87.4 %	433,620 95.8 %
Financial facilities	Banks, credit unions, shinkin banks, post offices	209,911 46.4 %	338,435 74.8 %	433,388 95.8 %
Educational facilities	Kindergartens, preschools, and Centers for Early Childhood Education and	8,770 36.5 %	16,473 68.6 %	22,981 95.7 %

Results of Kanazawa City's Health Examination

"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

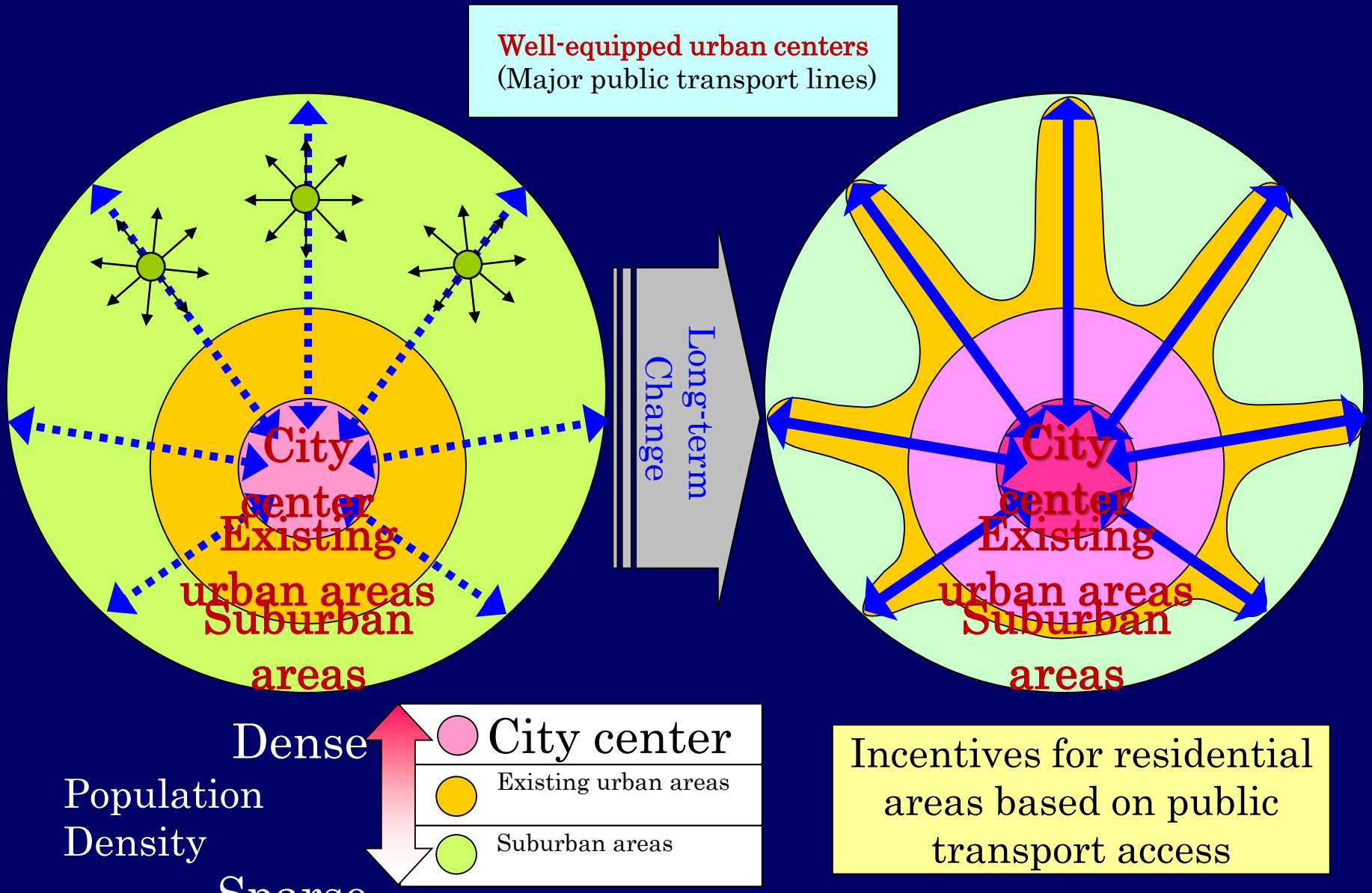
- Change from quantitative growth to qualitative growth
- Improving the city center's appeal as a place of wonder
- Change of lifestyles to not depend on automobiles

⇒ Making usage of the city more compact

Plans Related to Forming a Compact City

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.

"City Plan MP 2009"



Linking land use policies and transportation policies is critical

In enabling compact usage of cities, we believe public transport policies and land use policies hold the key.

Year of issue	Plan name	Point regarding city compaction
2007	New Kanazawa Transportation Strategy	Introduction of critical public transportation routes
2009	City Plan MP2009	Policy presented for city compaction
2016	Second Kanazawa Transportation Strategy	Reevaluation of critical public transportation routes
2017	Kanazawa City's Plan for Forming a Compact City	Linking land usage policies and transportation policies

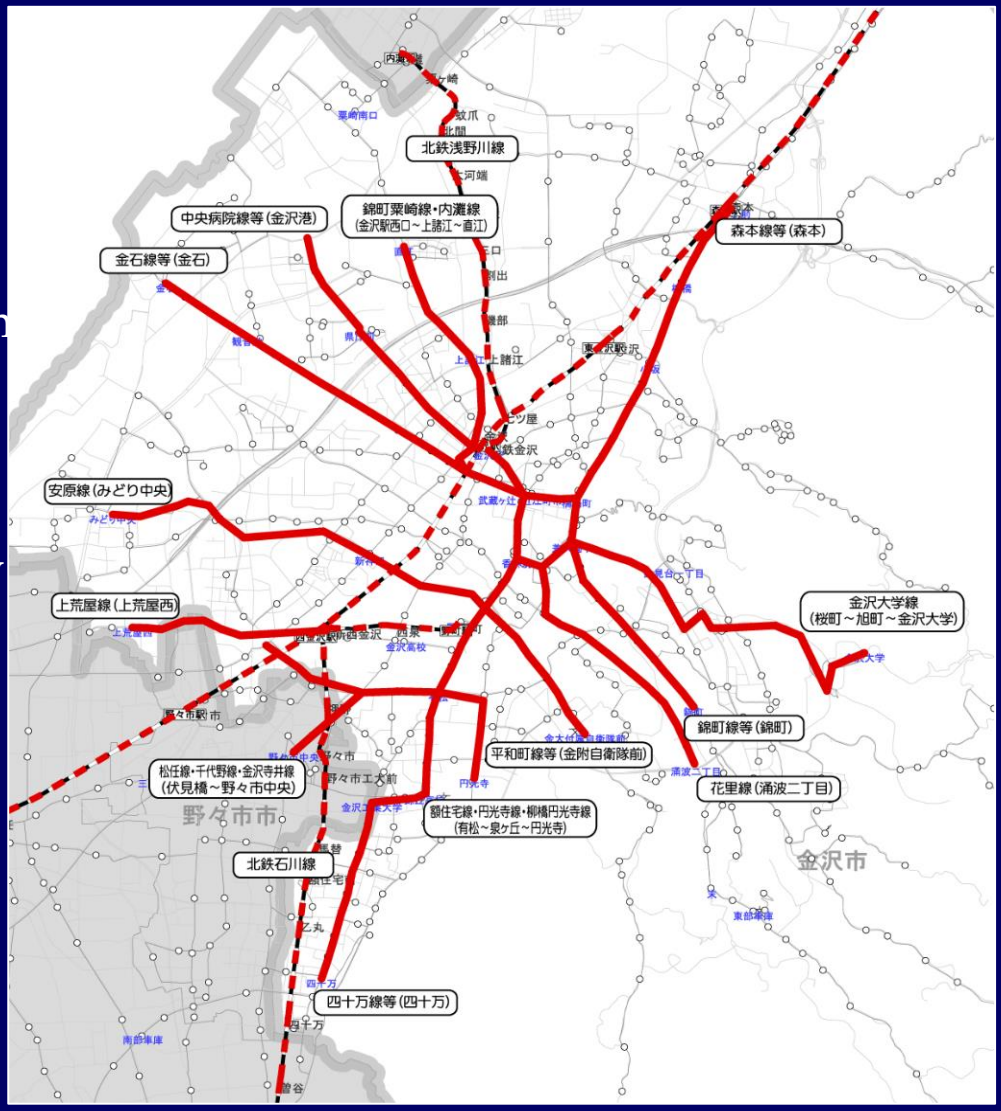
Links adjusted and planned

Links adjusted and planned

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

Reevalute "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

Change toward a Strong Axis City Structure supporting sustainable growth

Forming an Attractive, Compact City with the City Center at its Heart

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

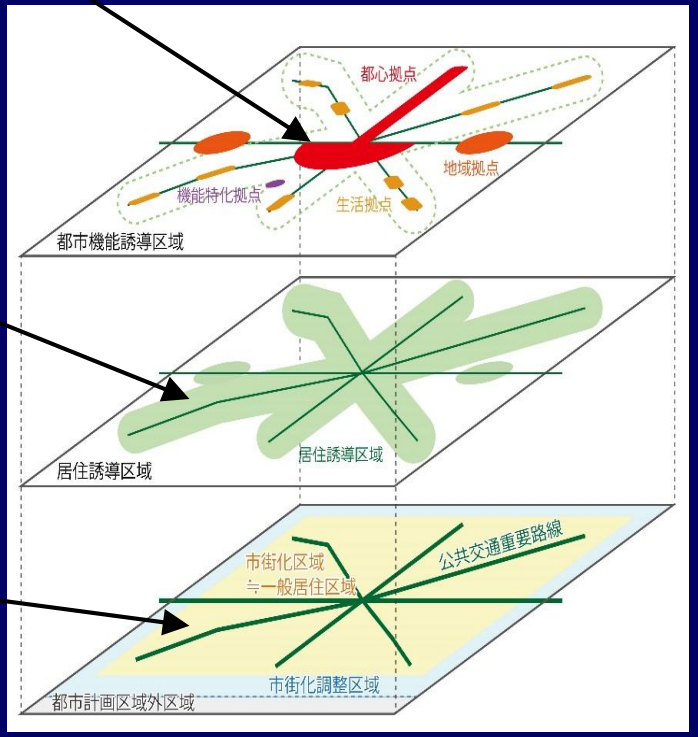
Zone incentivizing residence (area convenient for public transport)

- 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)

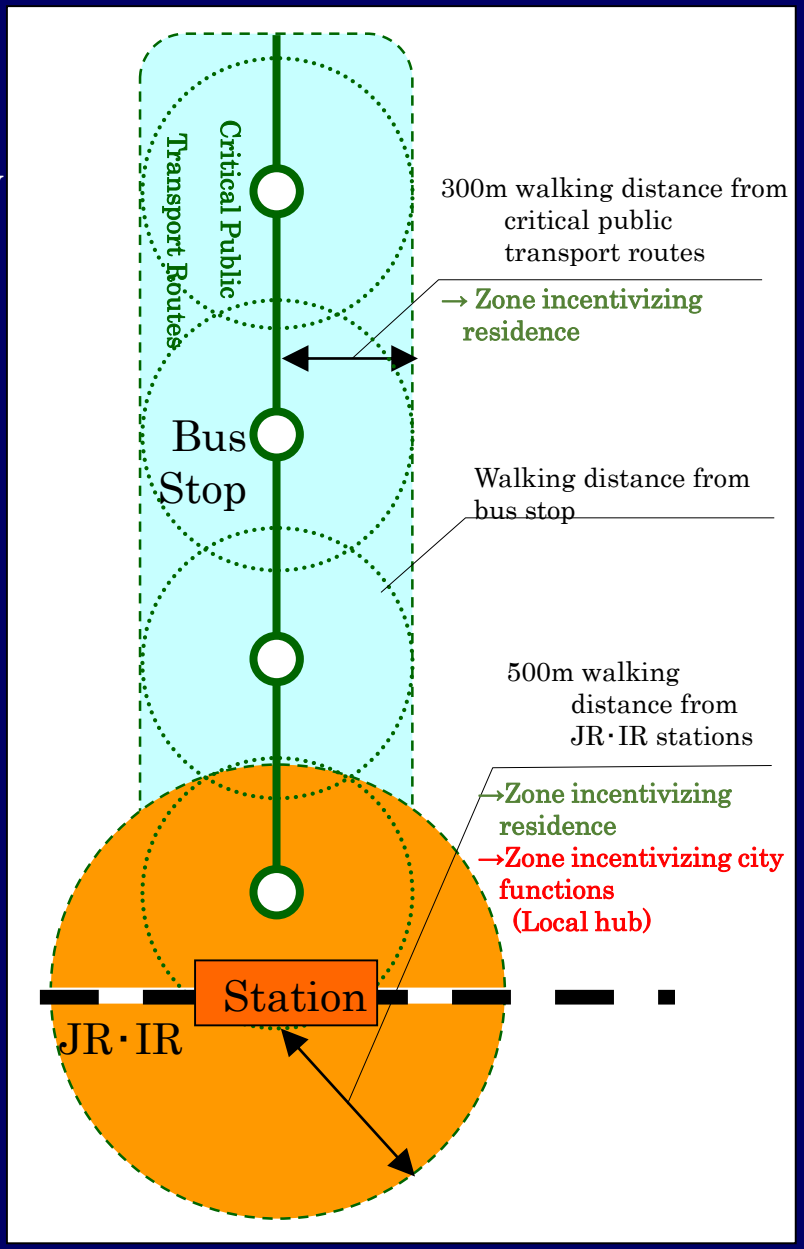
※ Responding to aging is a priority issue

- 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

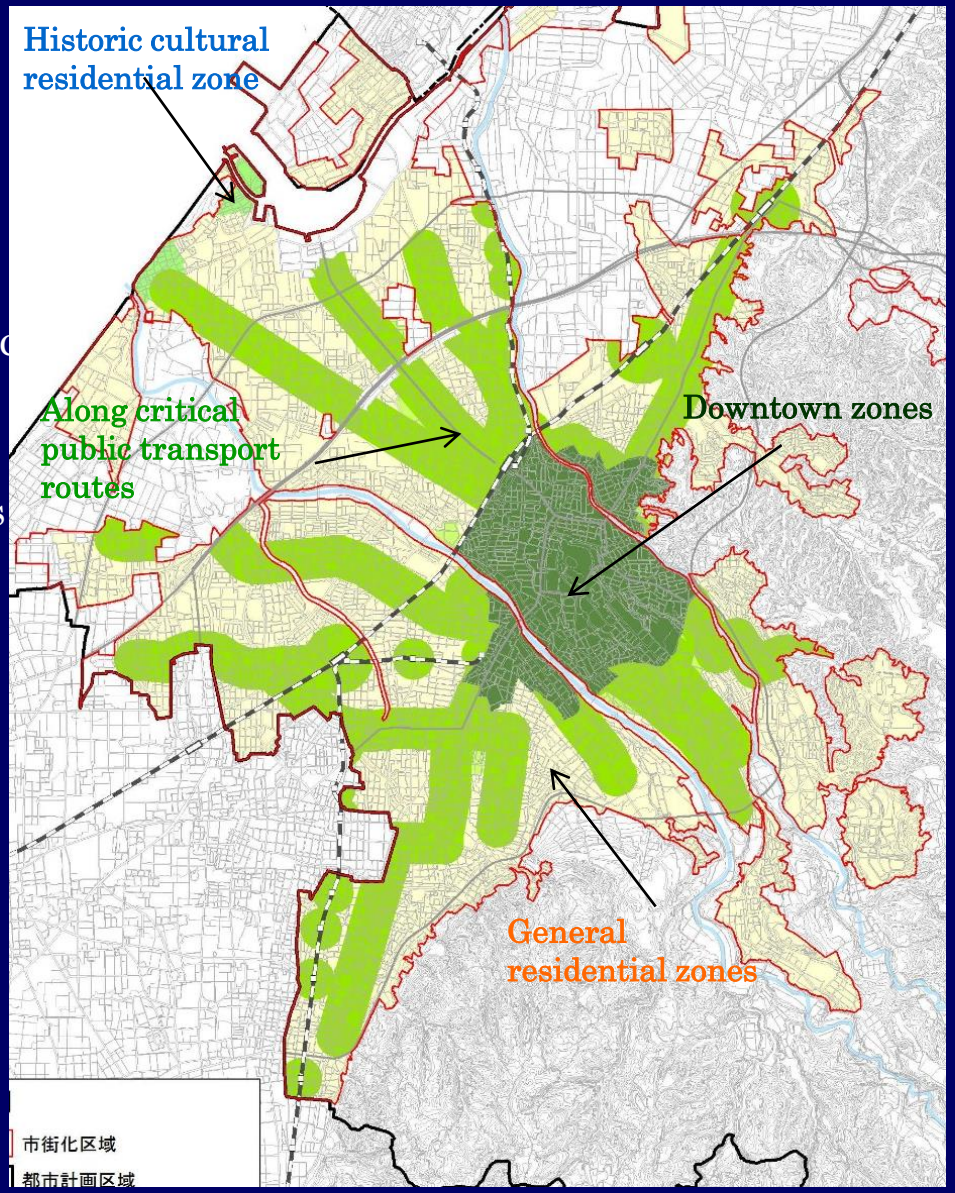
Parameters for zone incentivizing residence

- Limited to areas where it is easy to design a lifestyle that doesn't use automobiles
  - ➢ Downtown zones (Long-term residenc 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

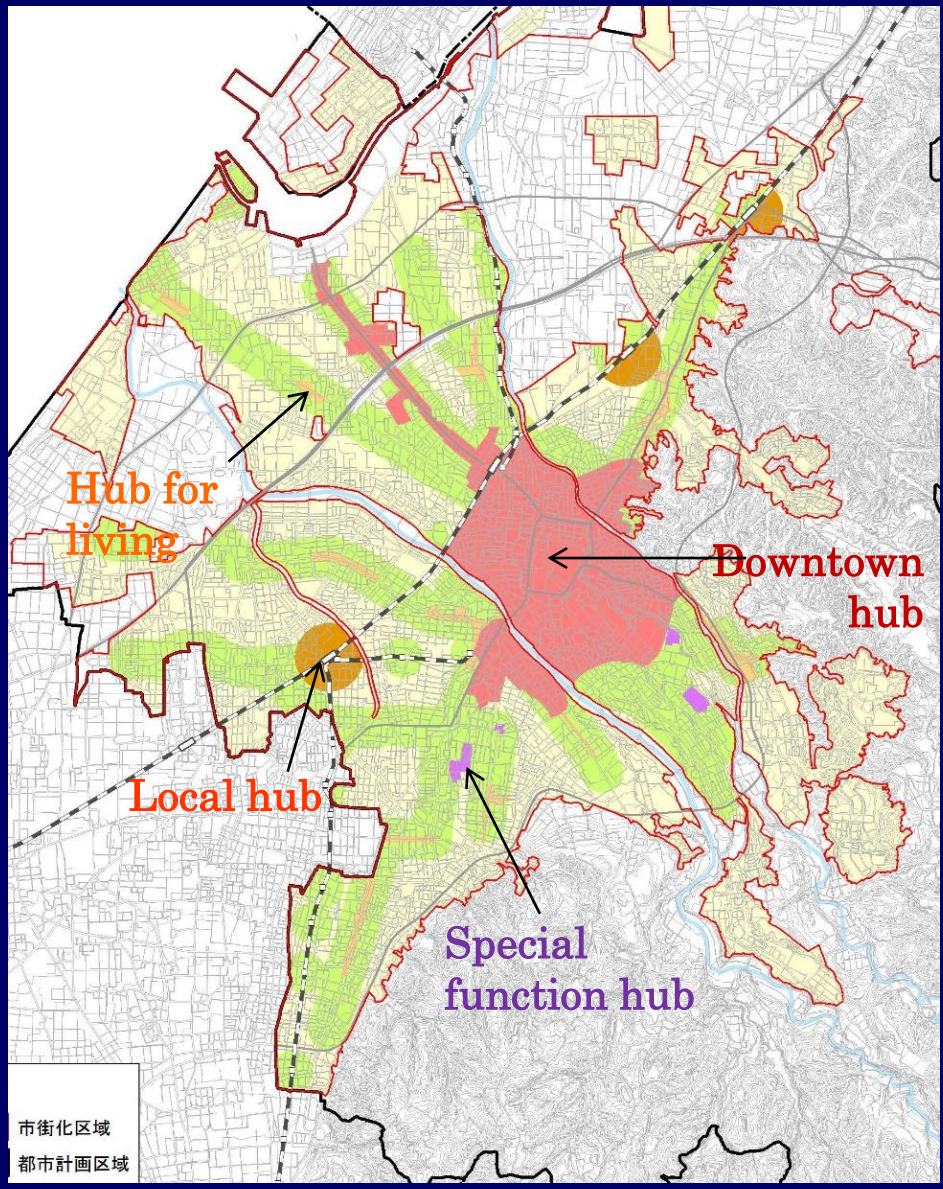
→ Educational, medical, welfare, and other special facilities

- 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.