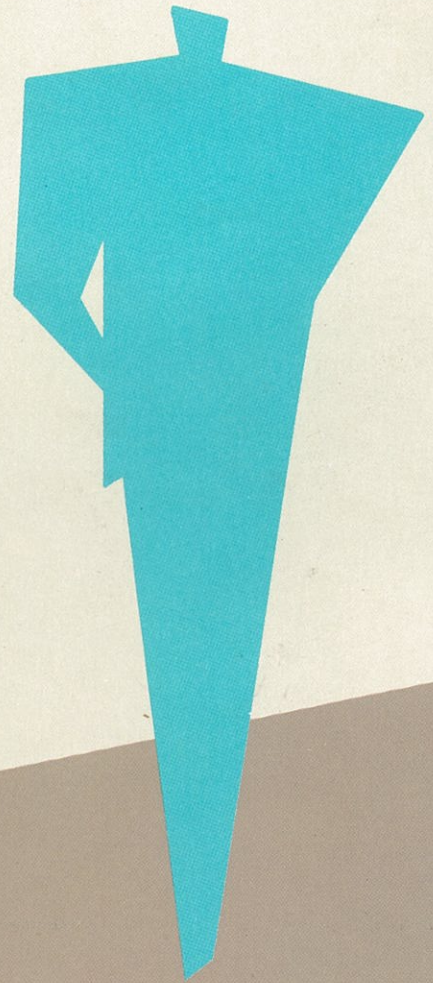
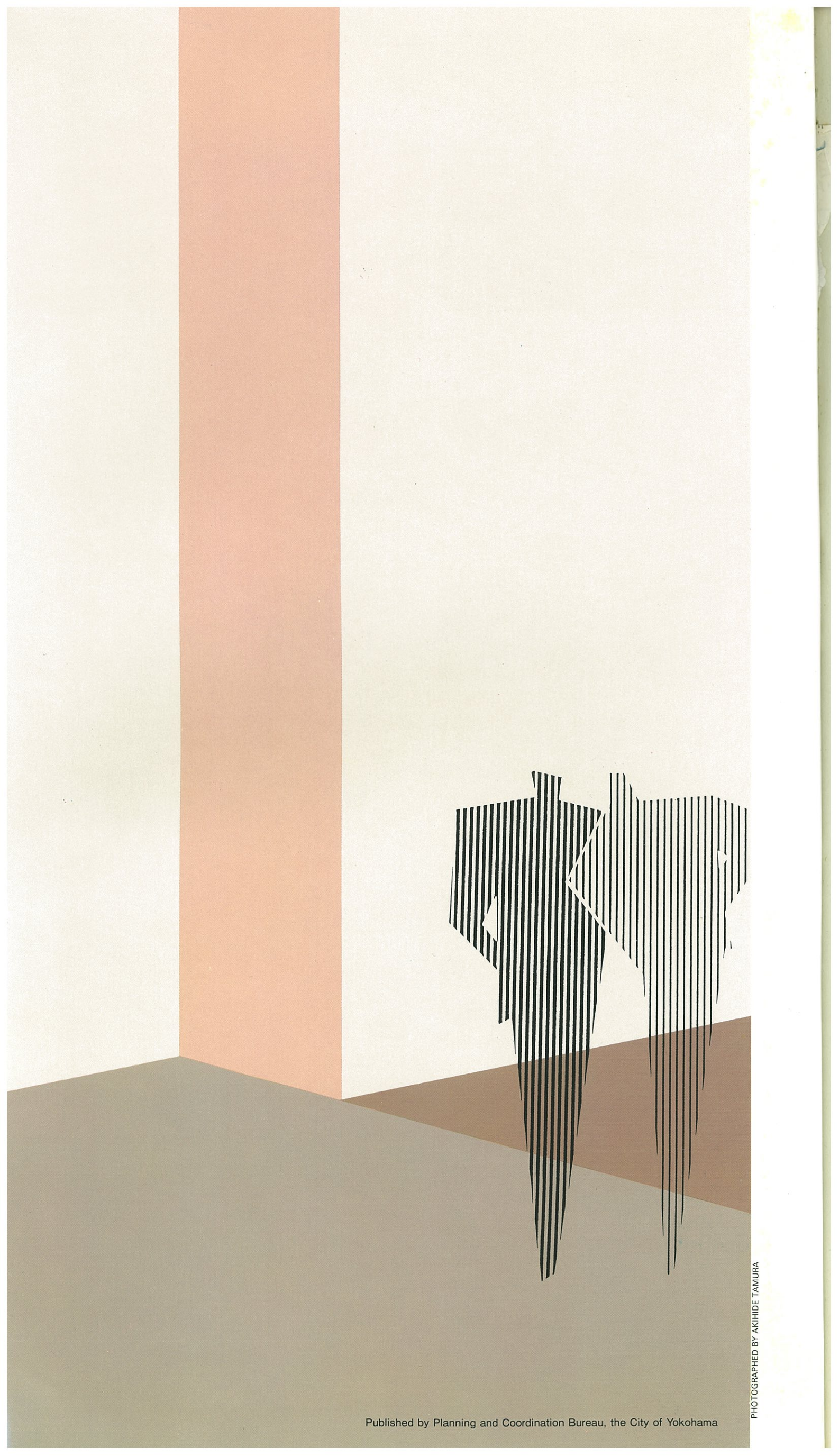


YOKOHAMA

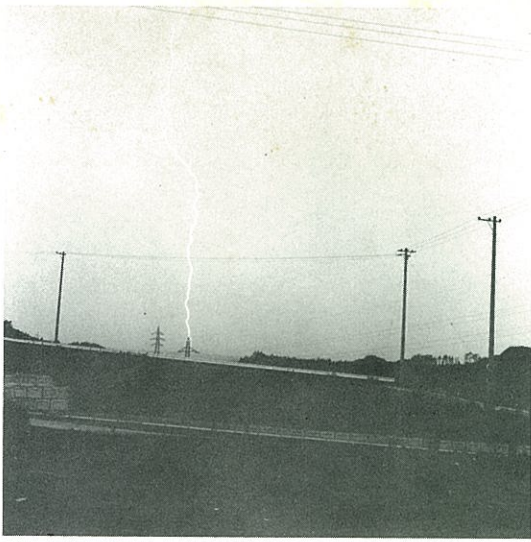
PORTRAIT OF A CITY FROM ITS PORT OPENING TO THE 21ST CENTURY

横浜の都市づくり—開港から21世紀へ

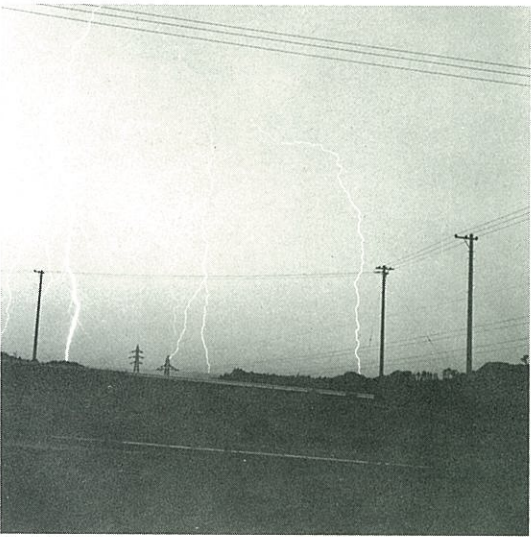




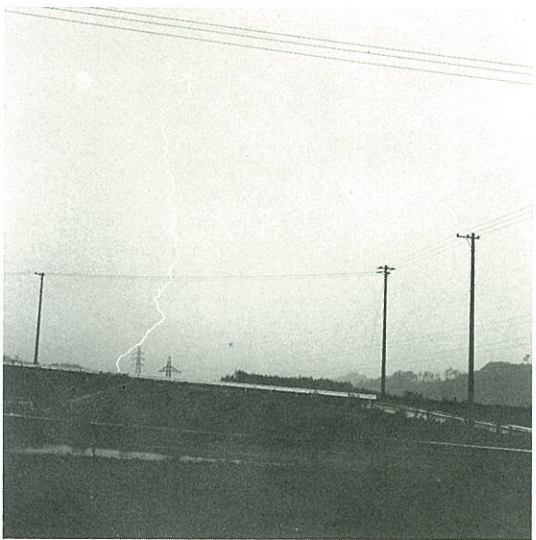
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18 JULY 1967



18 JULY 1967



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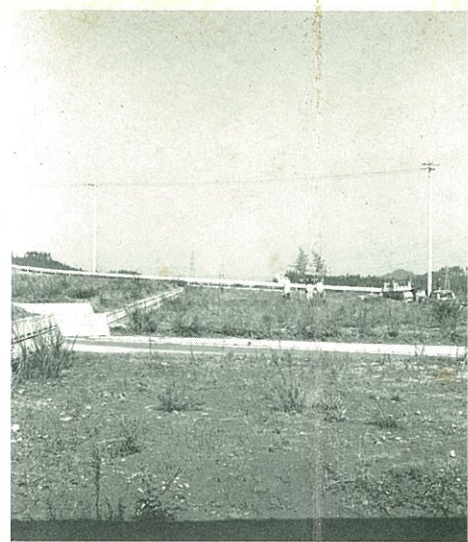


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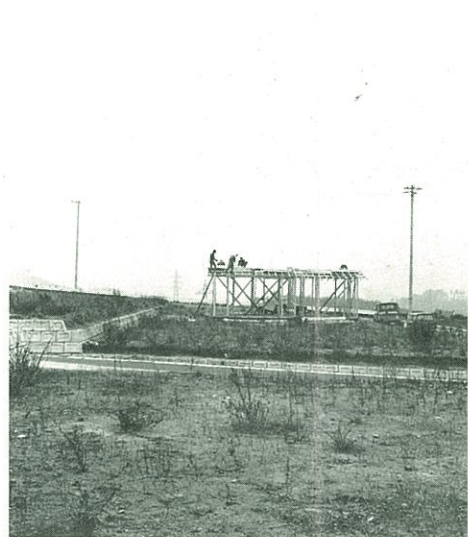
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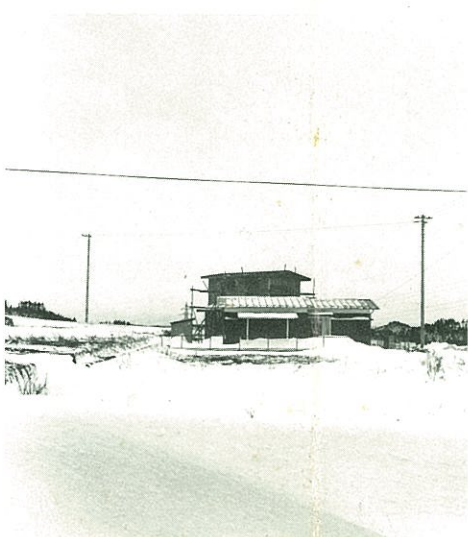
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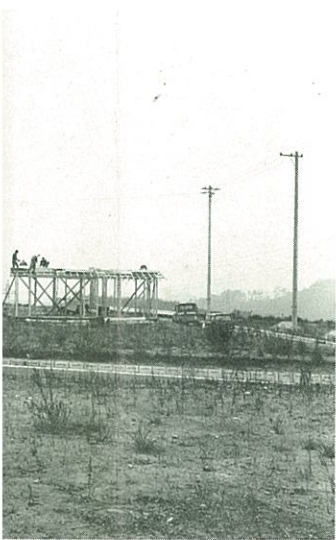
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6 JULY 1968



27 JULY 1968

YOKOHAMA

PORTRAIT OF A CITY FROM ITS PORT OPENING TO THE 21ST CENTURY

横浜の都市づくり—開港から21世紀へ

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本書は開港以来の横浜市の都市づくりの歴史・現状・将来について書かれています。すなわち開港以来、日本の代表的な港湾、工業都市として、どのように発展してきたか、関東大震災、昭和はじめの経済恐慌、戦災、戦後の接収にどう対応したか、高度経済成長に伴う人口の急増以後、現在までどのような都市づくりを行ってきたか、そして21世紀を展望する新しい総合計画「よこはま21世紀プラン」により、今後どう都市づくりを進めていくか等が述べられています。本書を発行するきっかけは、昭和57年6月9日から6月16日まで横浜で「アジア・太平洋地域における自治体の都市づくりに関する国際会議」が開催されるからです。この会議は国連アジア太平洋経済社会委員会、国連人間居住センター、横浜市 of the 三者の主催によりアジア太平洋地域の横浜市も含めた16都市の自治体関係者の参加を得て都市づくり、人間居住環境のあり方について論じようとするものです。この機会に横浜市が都市づくりの歴史、現状、将来の姿を参加者に紹介することは、会議の主旨、主催者の立場からいっても当然の義務であるということで、本書を作成することとなりました。

しかし、本書はただ単にこの会議の資料というだけでなく、広く市民の皆さんにも自分の住んでいる街について知ってもらえれば、自分と都市づくりとの関係について考えてもらう機会になると思います。さらに、日本、外国を問わず、都市づくりに興味をもっている人々にとっても、横浜という都市を知ってもらう手びききとなると考えています。いずれにしても本書がたくさんの方に読まれ、横浜を知ってもらう一助になることを祈念して、あいさつのごとばといたします。

昭和57年6月9日

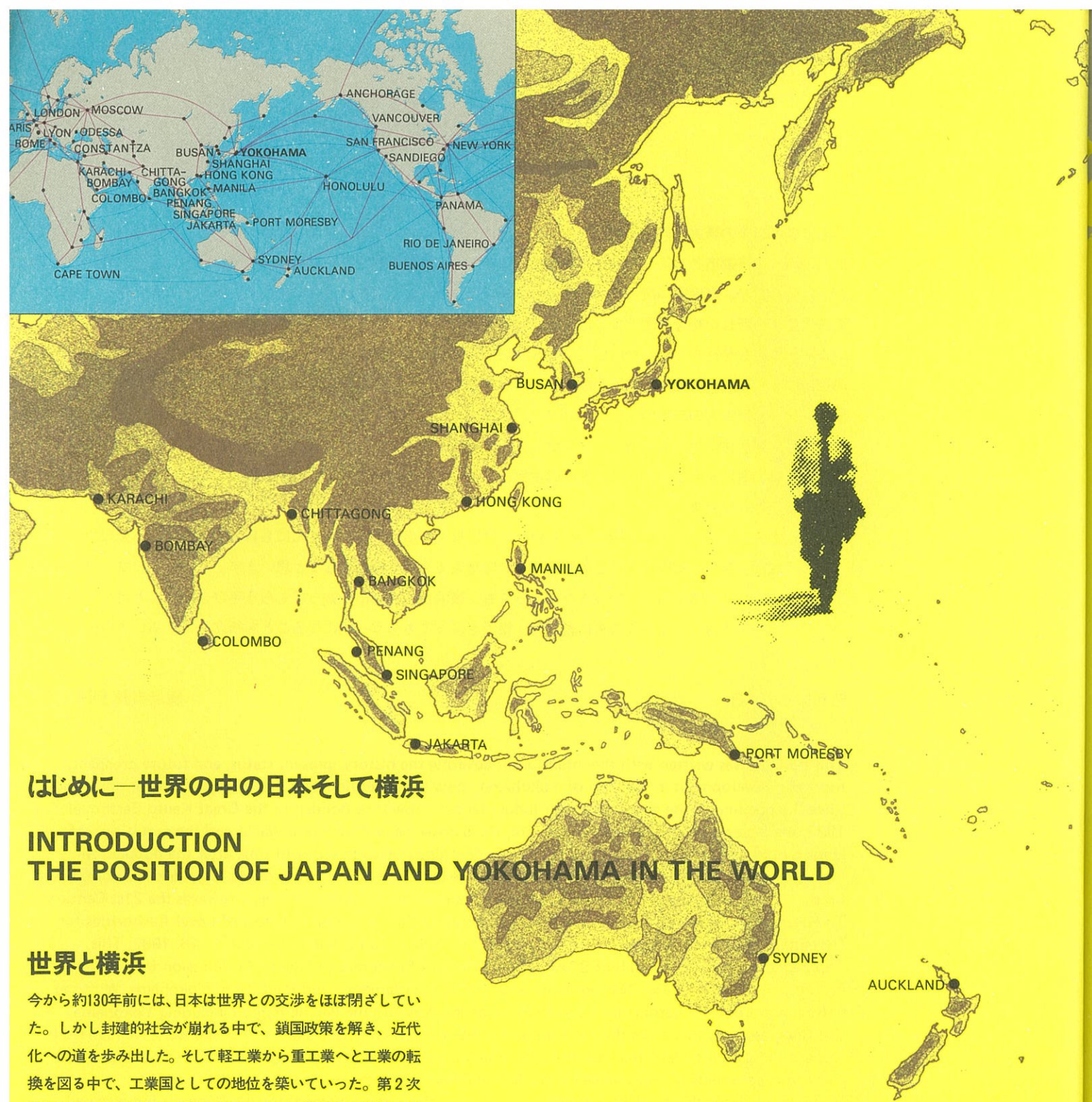
横浜市長 細郷道一

This booklet was written with the intention of covering the history, present status, and future prospects for urban development in the City of Yokohama - how it has developed as one of Japan's major ports and, since the opening of the port, as a major industrial city; how it responded to the Great Kanto Earthquake of 1923, the Depression in the early Showa Era, the damage caused by World War II and the requisition of lands by the occupied forces; how the city has developed up to the present time after the population increase brought on by high economic growth of the 60's; and how it will proceed towards the future, based on the "Plan for Yokohama to the 21st Century", a new master plan with a view towards the 21st Century. The decision to write this booklet was brought about by the "Regional Congress of Local Authorities for Development of Human Settlements in Asia and the Pacific" to be held from June 9 - 16, 1982. This Congress has been sponsored by ESCAP (United Nations Economic and Social Commission for Asia and the Pacific), HABITAT (United Nations Centre for Human Settlements) and the City of Yokohama. With the participation of local authorities from 16 cities of the Asia and the Pacific Region including Yokohama, this Congress aims to discuss the environment of human settlements. As one of the sponsors, we realized it was our obligation to take this opportunity to prepare a booklet introducing the history, present status, and future prospects of Yokohama's city planning policies for the participants of the Congress. However, we hope this booklet will not only serve as information material for the Congress but also will give the citizens of Yokohama a chance to be more aware of their city and think about its city planning in relation to them on the individual level. We also hope this will be a guide for persons both in Japan and abroad who are interested in city planning to learn something about our city. In either case, we hope this booklet will capture the attention of many readers and help to make more people come to know about the City of Yokohama.

June 9, 1982

MICHIKAZU SAIGO

Mayor of Yokohama



はじめに—世界の中の日本そして横浜

INTRODUCTION THE POSITION OF JAPAN AND YOKOHAMA IN THE WORLD

世界と横浜

今から約130年前には、日本は世界との交渉をほぼ閉ざしていた。しかし封建的社会が崩れる中で、鎖国政策を解き、近代化への道を歩み出した。そして軽工業から重工業へと工業の転換を図る中で、工業国としての地位を築いていった。第2次世界大戦という不幸なでき事があったが、戦後日本は重工業に石油・化学工業を加えて、世界有数の工業国となった。い

いかえれば、日本は原料を外国から輸入し、製品を外国へ輸出して、すなわち貿易で発展してきた。

しかし、これからは物による貿易だけでなく、人と人との交流が非常に大切な時代である。エネルギー問題、食糧危機、都市問題と世界に共通する課題は多く、それらは人と人の話し合いによって解決されるものであり、また、貿易国である日本にとって不可欠の外国との相互理解は人と人の交流によって、始めて真のものとなる。それには政府による外交も勿論重要であるが、人と人の交流は市と市の間、そして市民と市民の間でもなされるべきものである。

1859年の開港により、世界の文明は横浜を通して入ってきた。さらに横浜は港を中心に、日本の工業発展の重要な役割を担ってきた。このように国際性のある横浜は国際文化都市をめざして、現在世界の8都市と姉妹・友好都市の提携を行っているが、今後も都市間外交、市民レベルの交流を積極的に進めていく考えである。

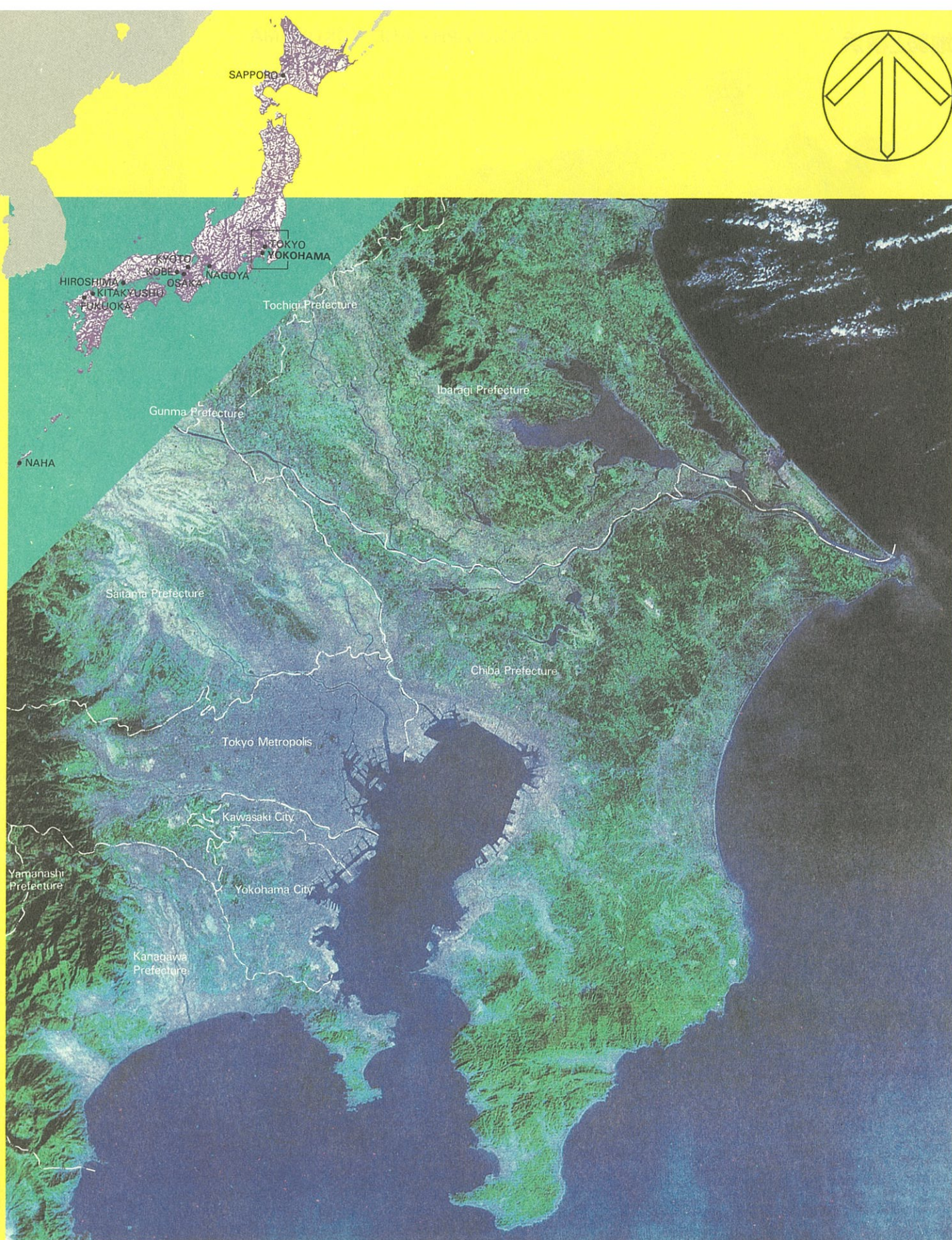
WORLD AND YOKOHAMA

Approximately 130 years ago, Japan remained with its doors closed to the rest of the world. However, with the old feudalistic social structure on the verge of collapse, the government retracted from its policy of isolation and took the first steps towards modernization. Japan gradually achieved its position as an industrial nation, transforming its industries from light to heavy industries. Although it experienced the tragedies of World War II, post-war Japan became one of the most industrialized nations in the world through the introduction of petrochemical industries. In other words, Japan's development was based on trade, importing raw materials from abroad, and exporting manufactured goods to foreign countries.

However, we are now encountering an age where not only trade but the interexchange between people is becoming increasingly important. Today, the world faces such common problems as energy and food crises, urban problems, etc. which we feel can all be resolved through discussion. Mutual understanding, essential for a trading nation like Japan, can only become genuine when there is a strong foundation of interexchange between the people. Although efforts at foreign diplomacy on the national level are important, these exchanges must be seen at the micro level of each city and every citizen.

Ever since the opening of its port in 1859, foreign culture has been introduced to Japan through the City of Yokohama. Since then, Yokohama has played a vital role in the industrial development of Japan. With the aim of becoming a cosmopolitan city and a leading cultural center, Yokohama is at present in cooperation with eight sister and friendship cities, and intends to further develop city level diplomacy as well as international exchange on a more personal level.





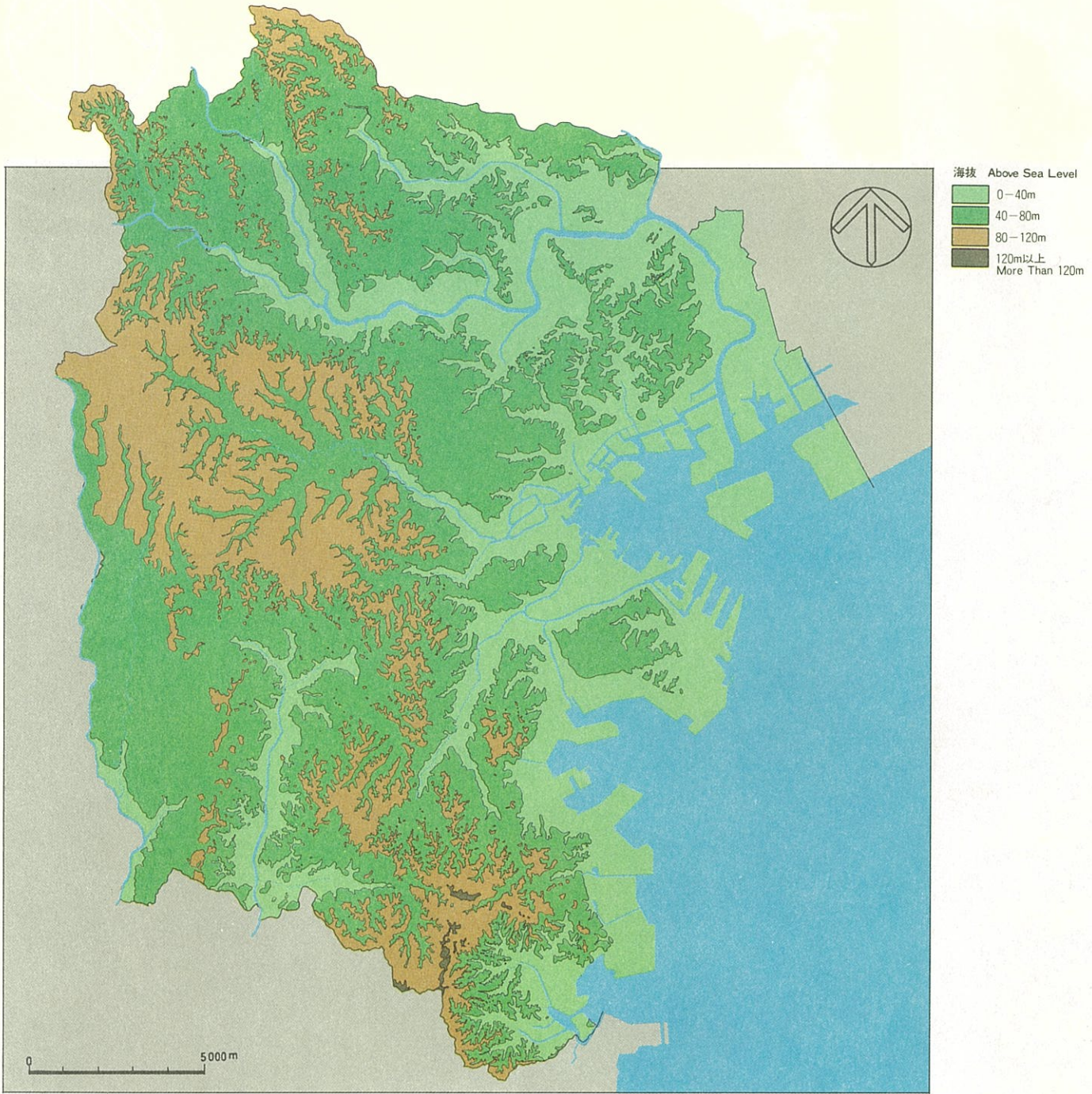
首都圏 Tokyo Capital Region

日本と横浜

日本列島は、北は北海道から南は沖縄まで延長約3,000kmに及び、また、中央の山脈によって太平洋側と日本海側に、はっきり分けられていて、その気候も様々である。この列島の上に、約1億1千万人が暮らしている。それらの人々の住む区域は地方自治法により、いずれかの市町村に属し、また市町村は、いずれかの都道府県に属することになっている。市町村は、人々に最も密着した自治体として、身近なサービスを行い、同時に、国や都道府県から任された仕事も行っている。都道府県は広域的な仕事など市町村ではできないことを行うとされているが、市の中でも、政令で指定する人口50万以上の市は、通常の市町村よりも広範な仕事を受けもっている。現在の指定都市は横浜を含めて、札幌、川崎、名古屋、京都、大阪、神戸、広島、北九州、福岡の10市である。1960年代からの経済成長に伴い、これらの指定都市を中心に人口が集中したわけである。1980年現在、東京都区部およびこれら10大都市の人口は約2,600万人で全人口の20%を占めている。指定都市の中でも、大阪と名古屋は東京とともに三大都市圏を形成したが、人口の集中は首都のある東京圏で最も激しく起こった。人口の集中したこれらの大都市は、東京圏にある横浜において顕著にみられるように、限られた権限と財源の中で、うっ積する都市問題に立ち向っている。

JAPAN AND YOKOHAMA

The Japanese Archipelago, from the northern-most tip of Hokkaido to the southern island of Okinawa, extends to a total of approximately 3,000 km. and is vertically divided into two sections - the Pacific Ocean side and the Japan Sea side - by a long stretch of mountain ranges running down the continent. The climate is diverse. Today, it has a population of around 110 million. The Local Government Act demands that areas of human habitation belong to a local government area designated as a city (shi), a township (machi), or a village (mura). These local authorities are constituents of prefectural governments. As the local authority most closely related to its inhabitants, it performs various services on behalf of the people as well as those services entrusted to it by the prefectural government. It is usually considered that the prefectural governments provide a wide range of services which cannot be executed by the smaller local authorities. However, there are 10 specially designated cities (each of which contains a population of 500,000 or more) which execute a broader range of services compared to those provided by smaller authorities. Running down the Japanese archipelago from north to south, these specially designated cities may be listed as - Sapporo, Kawasaki, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hiroshima, Kita-Kyushu, and Fukuoka. Following the economic growth in the 1960's, the population tended to concentrate in these cities. The population in these ten cities adding Tokyo's 23 wards grew to about 26 million in 1980 accounting for 20% of the total population of Japan. Among the specially designated cities, Osaka and Nagoya, along with Tokyo, formed the 3 great Metropolitan Regions. However, population concentration occurred most heavily in the Tokyo Metropolitan Region. Its heavily populated cities, as can be distinctly seen in Yokohama, are battling with urban problems within the limitation of their budgets and administrative powers.



120年程前、横浜が外国への窓となる開港の地として、選ばれたひとつの理由は、投錨の地として適しているという地形的な理由であった。その後の横浜の発展も、地形的な要因に影響されることが少なくなかった。

もともと横浜には殆んど平地がなかった。このため、横浜の歴史は、埋立ての歴史であるとも言える。都心の関内地区も横浜駅周辺地区も、埋立てによって作られた。高い山はなかったが、市域全体に起伏の多い丘陵地が連なっていて、その間を鶴見川、帷子川、大岡川、柏尾川、境川の五つの河川が走っている。

このような地形は、市街地の形成や道路の整備にも影響を与えている。鉄道は丘陵地の間をぬって走り、道路は不規則になりがちで、特に環状のものが発達しなかった。これは、今日の横浜の交通問題の背景となっている。鉄道、道路、河川が丘陵地の間を通ることになるので、そこに立地要因をもつ住宅、商業、工業が混在するという問題が生じている。

さらに戦後、人口の集中に伴って起った都市化の波は丘陵地までも住宅地化し、自然の財産である斜面緑地は失われていった。

今後、横浜市が快適な都市として発展を遂げるためには、この斜面緑地に代表される緑地、水際線、河川等の自然環境を保全し、市民に親しめるものにすることが求められている。

One of the reasons Yokohama was selected as a window to the world through the opening of its port about 120 years ago was due to its topography of an area most suitable for the berthing of large ships. The development of Yokohama since then has largely been influenced by such topographical factors.

Because of its shortage of flat land, the history of Yokohama is a history of land reclamation from the sea. The Kannai district and the area around Yokohama Station in central Yokohama were created through reclamation. Although there are no high mountains, Yokohama sits on hilly land with five rivers running through the city - the Tsurumi, Katabira, Ooka, Kashio, and Sakai rivers.

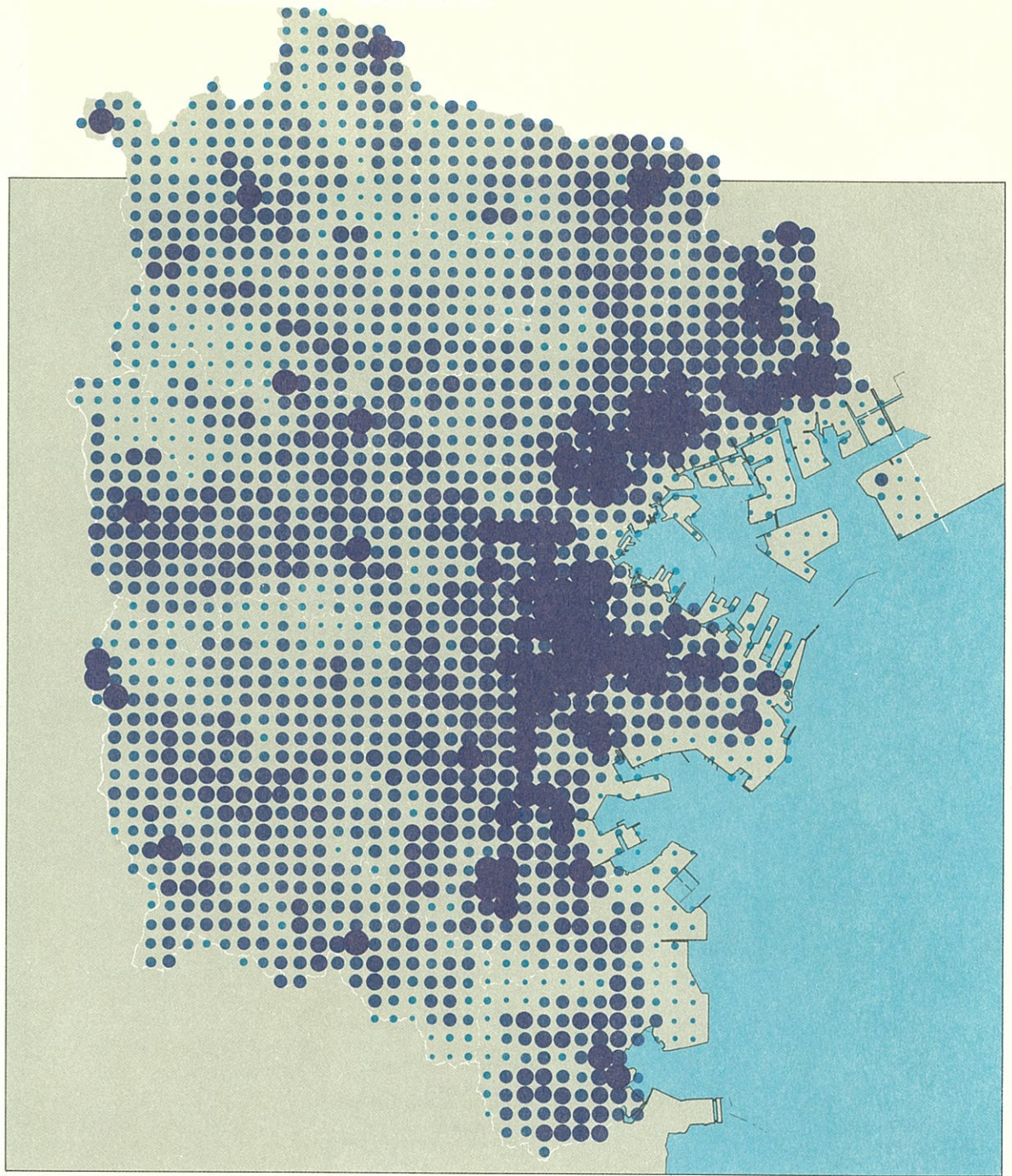
This type of topography affects the formation of the built-up area and street development. Railways run through hilly districts whilst roads have been constructed in a disorderly fashion with a distinct lack of circular roads, thus creating the present day traffic problems of Yokohama.

With railways, roads and rivers passing through the hills, problems have arisen from the resultant mixed land-use; from the coexistence of housing, commercial and industrial functions in the same area. Post-war urbanization brought about by population concentration necessitated that housing be constructed even on the hill sides, thus destroying the natural endowment of green areas.

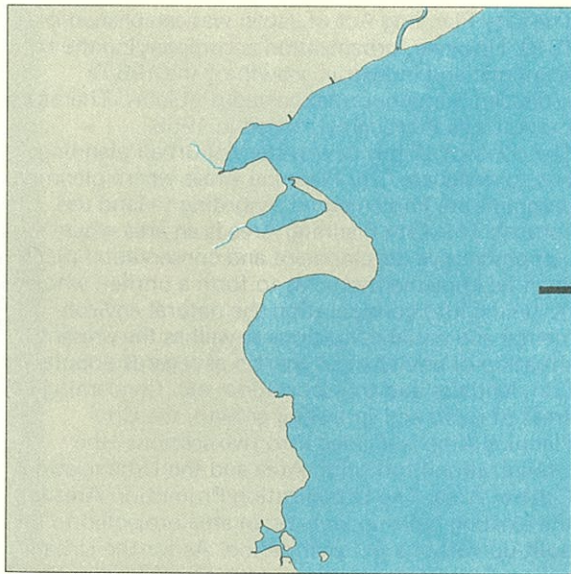
For the future development of Yokohama as a pleasant and comfortable city, the natural environment in the form of green areas, water-front areas, rivers, etc. must be preserved for posterity.

人口密度 Population Density

- 該当者なし
no persons
- 4人/ha 未満
Under 4 persons/ha
- 4人/ha ~
4 persons/ha ~
- 20人/ha ~
20 persons/ha ~
- 80人/ha ~
80 persons/ha ~
- 160人/ha ~
160 persons/ha ~



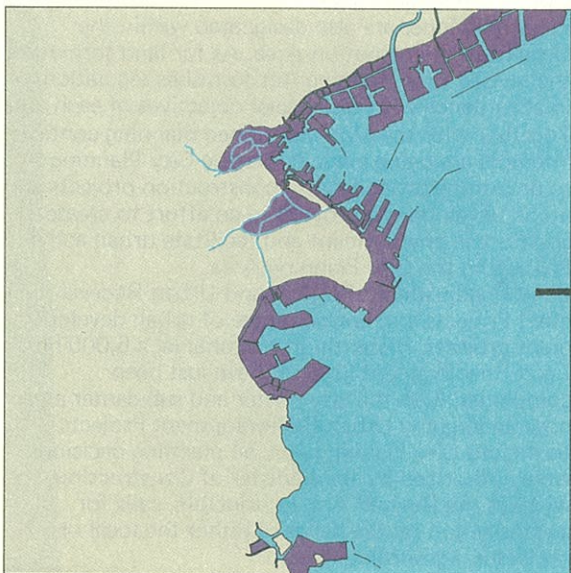
埋立の変遷
Coastal Reclamation



最古の水際線 Oldest Waterfront



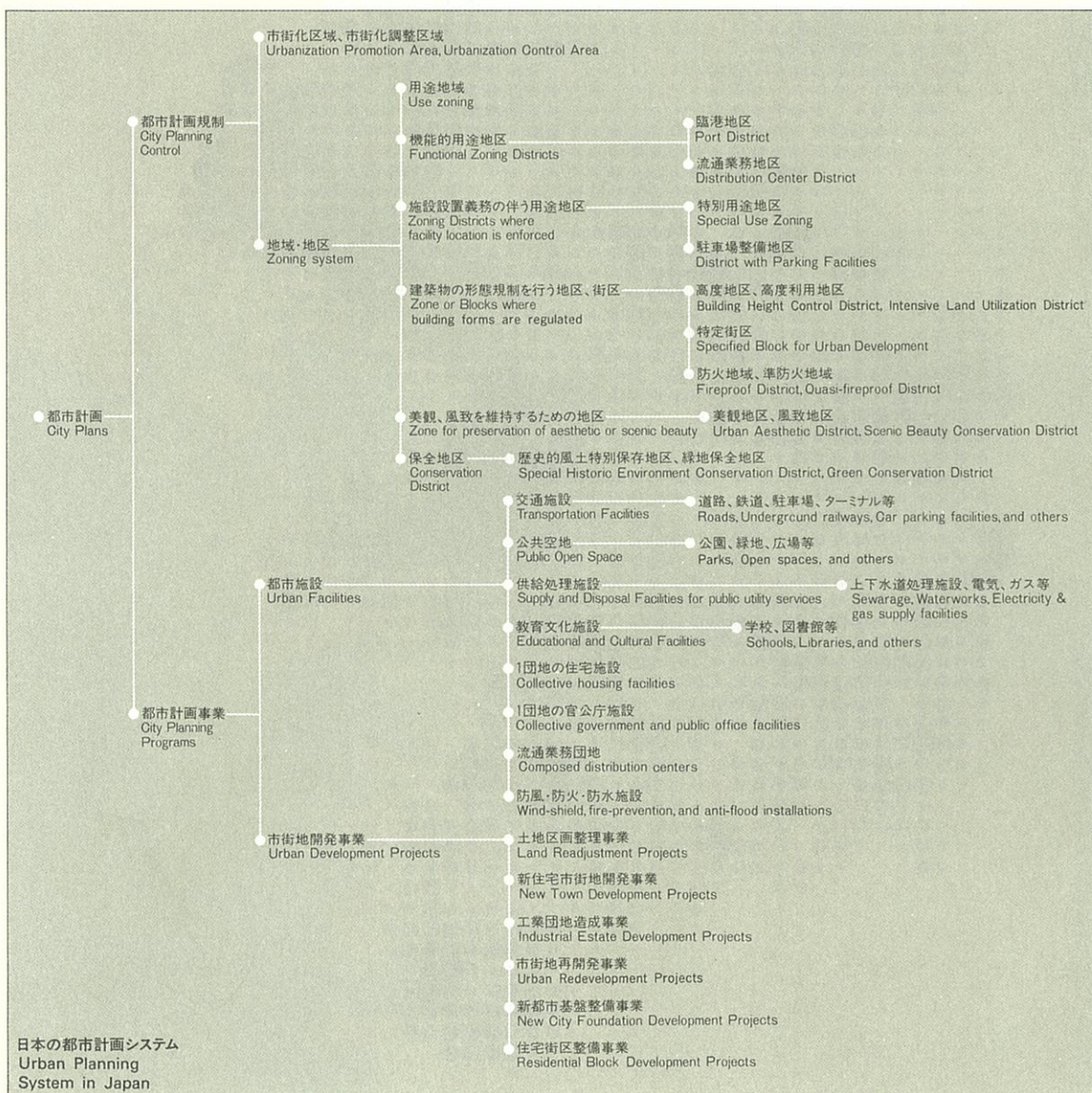
昭和21年 (1946)



昭和46年 (1971)



昭和56年 (1981)



日本の都市計画法は今から約60年前の1919年に確立された。しかし1960年以降の経済、産業の急成長に伴う都市化の傾向により、数多くの予期せぬ問題が生じ、1968年に次のように大幅な改訂がなされた。

新しい都市計画の考え方はまず都市計画区域を指定し、その中において土地利用を規制し、都市計画事業を行うということである。都市計画区域は自然的、社会的条件そして人口、土地利用、交通量等についての現況と推移を勘案して、一体の都市として総合的に整備し、開発し、そして保全すべき地域とされている。

そしてスプロール現象の激しい地域において、都市計画地域を区分し、すでに市街化されているか、おおむね10年以内に市街化を図るべき市街化区域と市街化を抑制すべき市街化調整区域とする。さらに市街化区域の中では少くとも用途地域を定めることとしている。宅地の開発についてはそれぞれの地域指定の目的に沿って規定を設けている。

これらの都市計画の制限とともに、都市計画区域において円滑な都市活動と良好な都市環境を創造するために、都市施設や市街地開発事業を都市計画法により決定して、事業を行うこととしている。

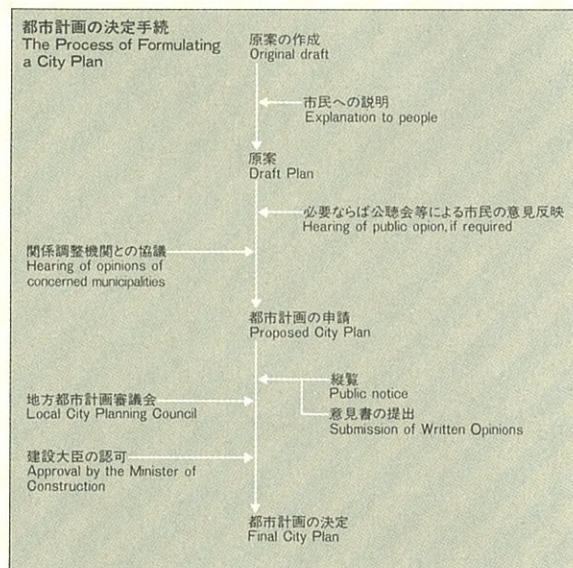
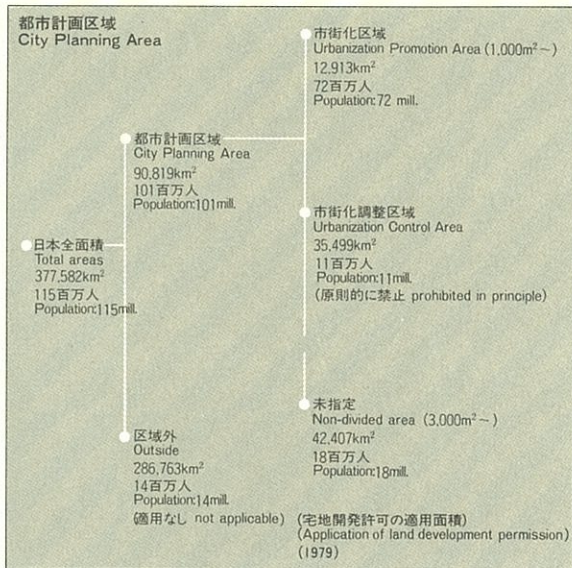
市街地開発事業のうち代表的なものが土地区画整理事業と市街地再開発事業で、横浜市においても現在約6,000 haの土地区画整理事業が完成しており、また、都心、副都心において市街地再開発事業が進められている。また、旧法では都市計画決定はすべて建設大臣の権限であったが、新法では原則として都道府県知事と市町村が決定することとされている。

The City Planning Act of Japan was established in 1919. However, urbanization accompanying the rapid economic and industrial growth of the 1960's produced numerous unexpected problems. Therefore, the Act was thoroughly revised in 1968.

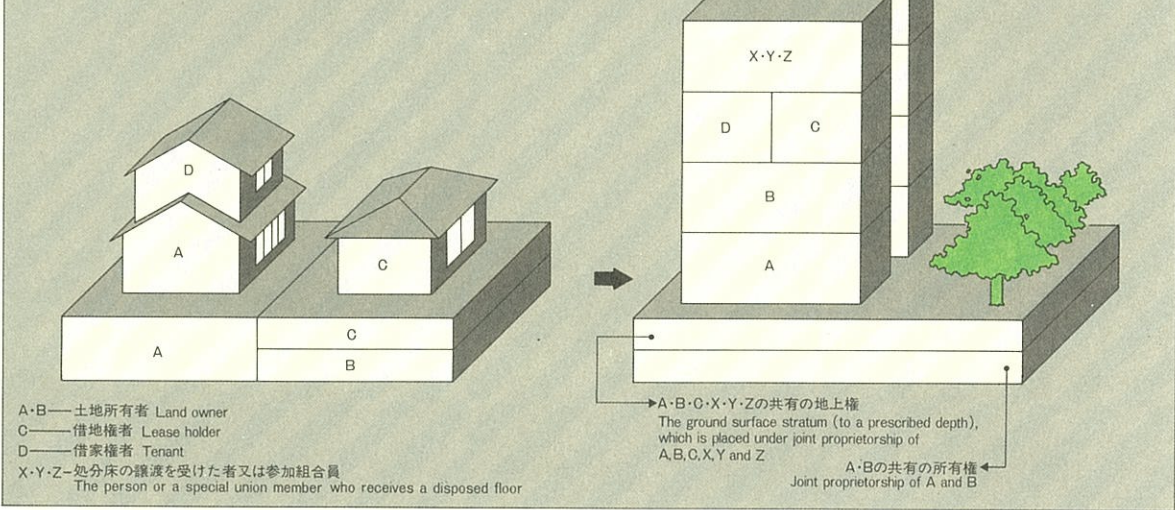
The concept of this new system of urban planning was to designate City Planning Areas where planning programs are implemented according to land use control. This City Planning Area is an area where comprehensive development and conservation plans must be implemented so as to form a unified whole by taking into consideration the natural environmental and social conditions as well as the present situation or any changes therein as regards population, land use and transportation, etc. Concerning areas of rapid and sprawling growth, the City Planning Area is divided into two sections—the Urbanization Promotion Area and the Urbanization Control Area. The Urbanization Promotion Area is the existing built-up area, or an area projected to be built-up within a ten year period. As for the Urbanization Control Area, it is an area where further development must be regulated.

Land Use Zones are also designated within the Urbanization Promotion Area. As for land formation, the revised City Planning Act furnishes regulations in accordance with the special objectives of each area. Together with the aforementioned planning controls, attempts are being made under the City Planning Act, to determine urban facility construction projects and urban development projects in an effort to create a good urban environment and facilitate urban activities within the City Planning Area.

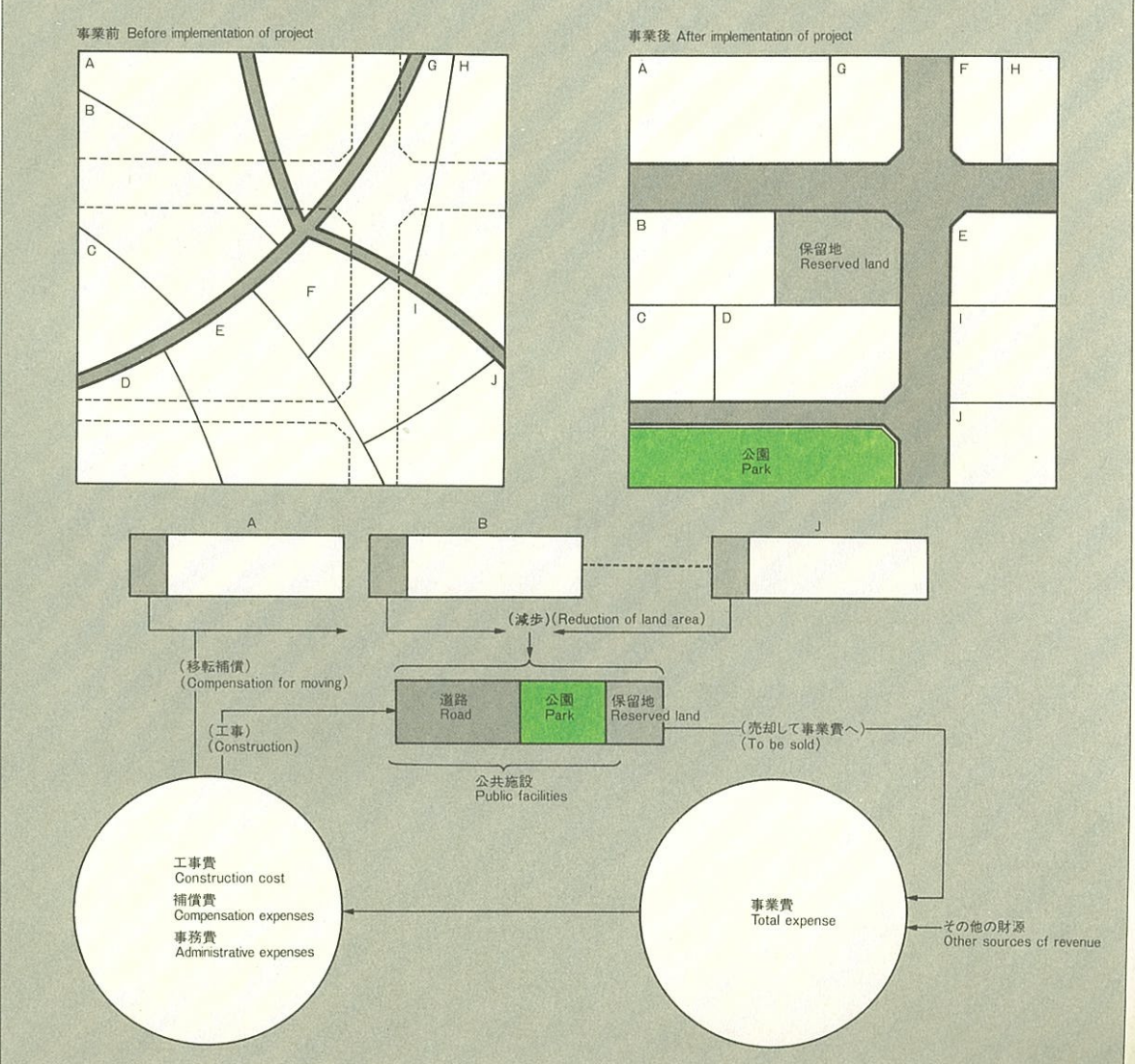
Land Readjustment Projects and Urban Redevelopment Projects are representative of urban development projects. Presently in Yokohama, a 6,000 ha. Land Readjustment Projects have just been completed, with the city center and sub-center areas now undergoing Urban Redevelopment Projects. In the old City Planning Act, all planning decisions were authorized by the Minister of Construction, whereas the Revised Act, in principle, calls for authorization by the heads of either the local or prefectural government.

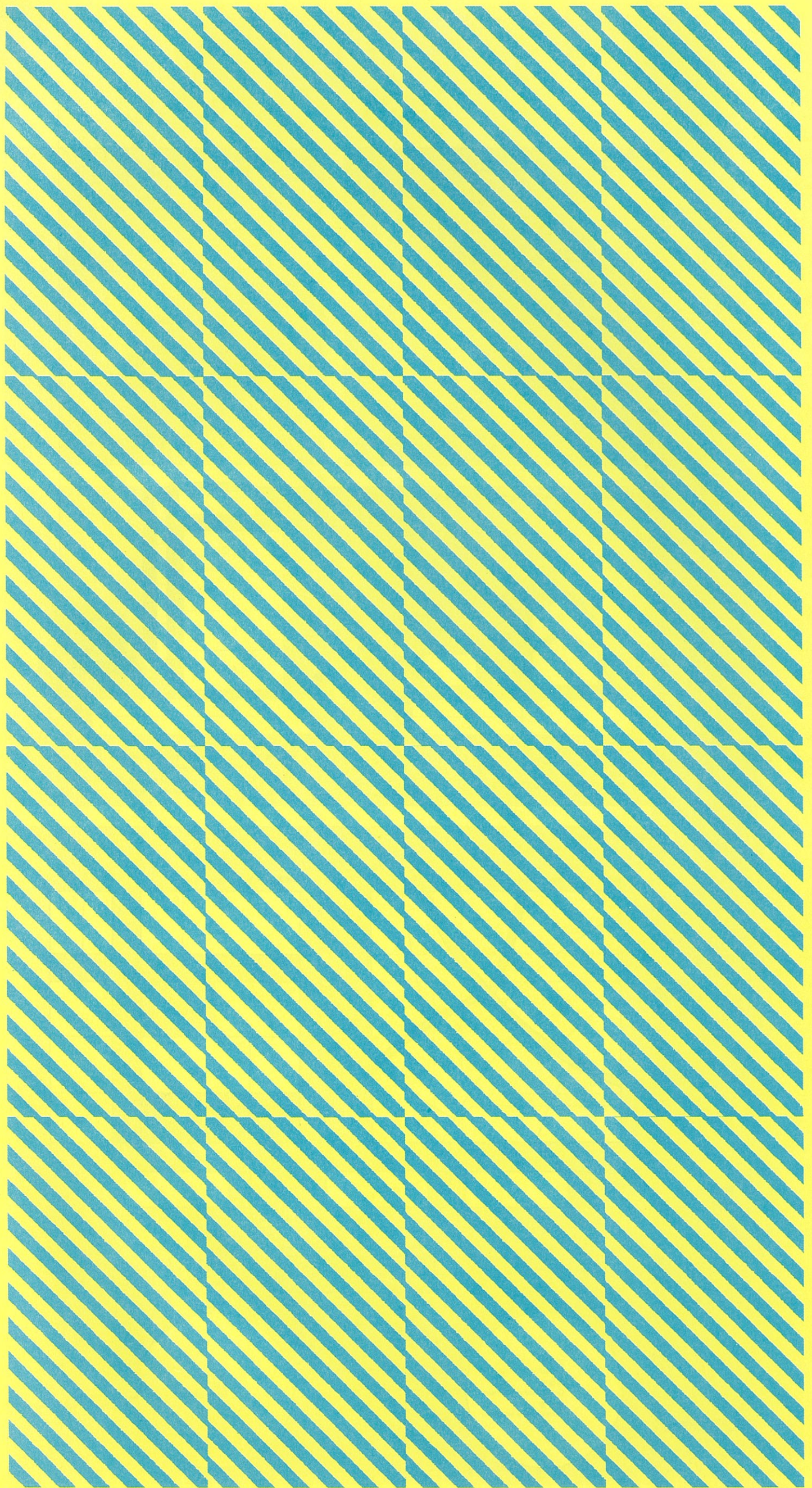


市街地再開発事業のしくみ (第一種市街地再開発事業) Urban Redevelopment Project



土地区画整理事業のしくみ Land Readjustment Project





第I章 歴史は現在の都市づくりにどうつながるか

CHAPTER I HISTORICAL DEVELOPMENTS IN RELATION TO YOKOHAMA'S CITY PLANNING TODAY

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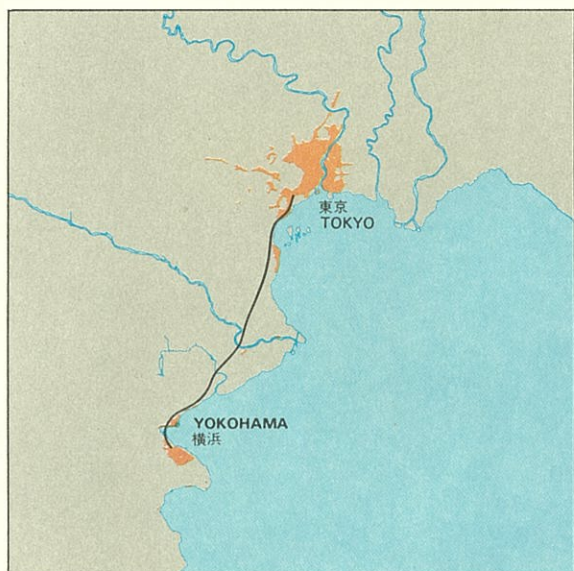
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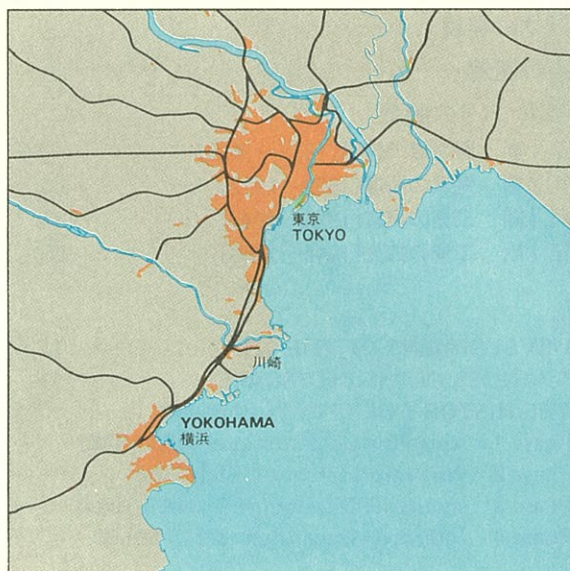
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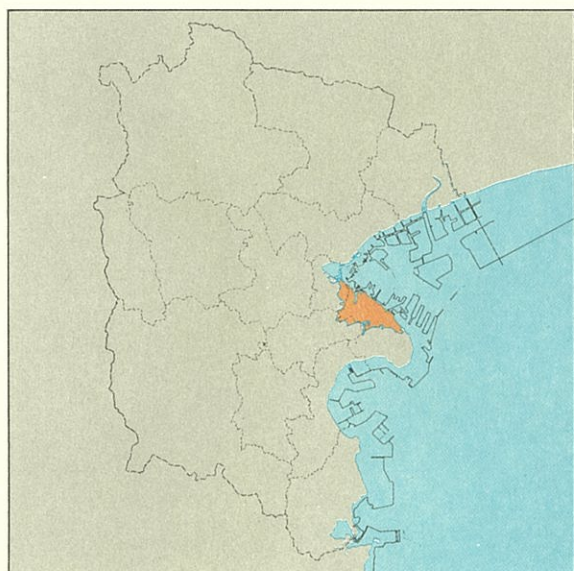
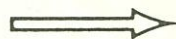


明治13年頃 (Around 1880)

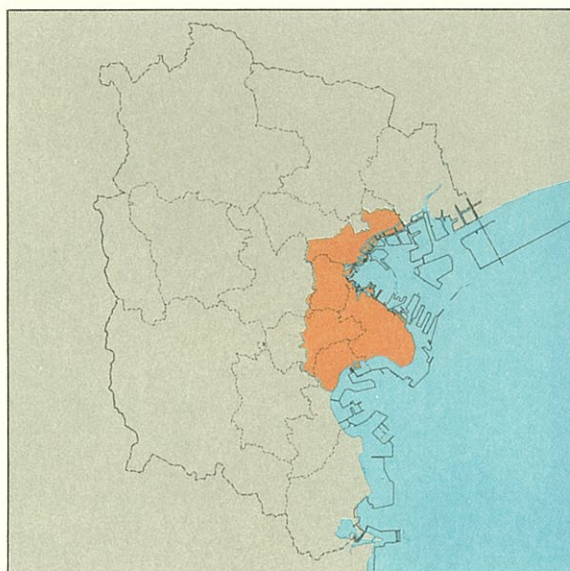


大正6年頃 (Around 1917)

鉄道網の発達と市街地
(東京と横浜)
The Development of the
Railway Network and
Urbanized Areas
(Tokyo and Yokohama)

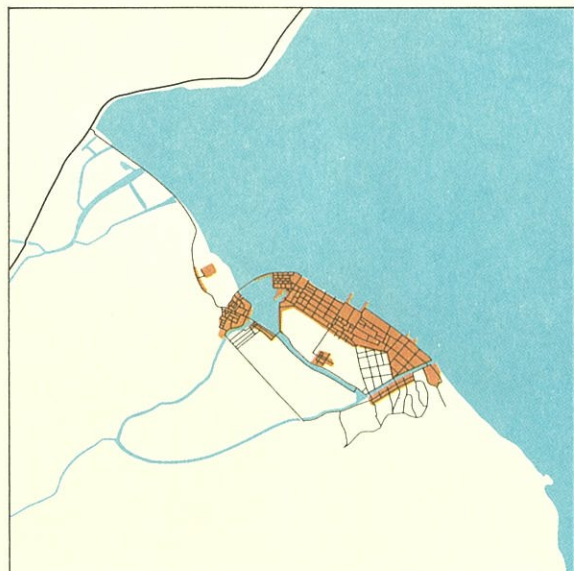
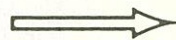


明治22年 (1889)

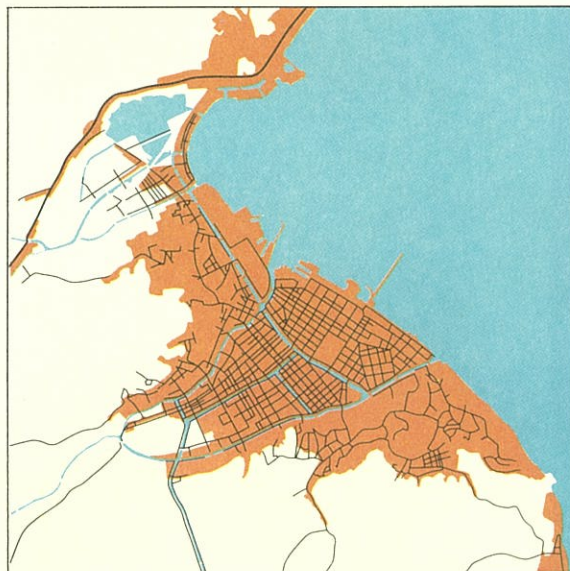


明治44年 (1911)

市域の拡張
City Expansion

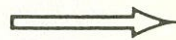


慶応元年 (1865)

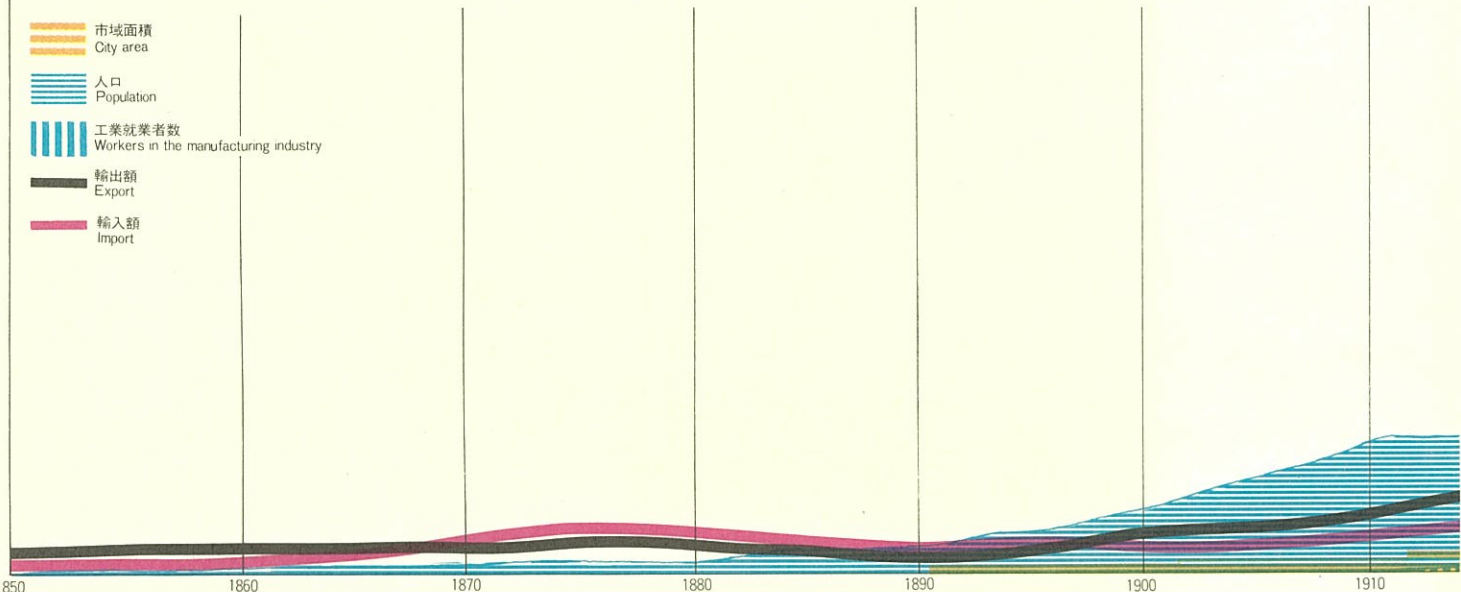


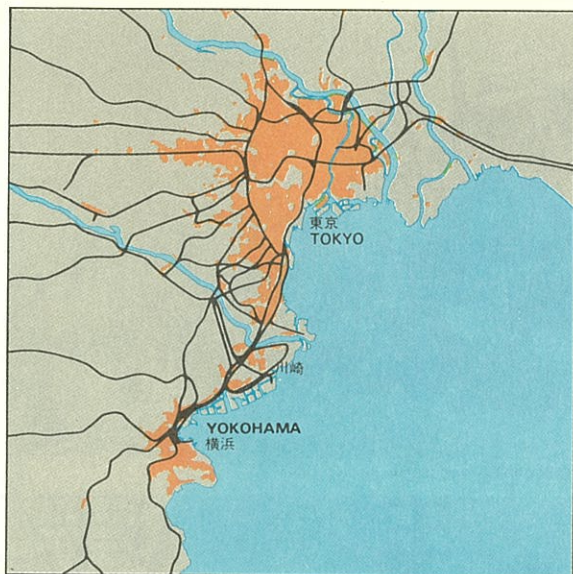
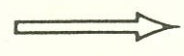
明治39年 (1906)

道路網の発達と市街地(都心部)
The Development of the Road
Network and Urbanized Areas
(The City Center Area)

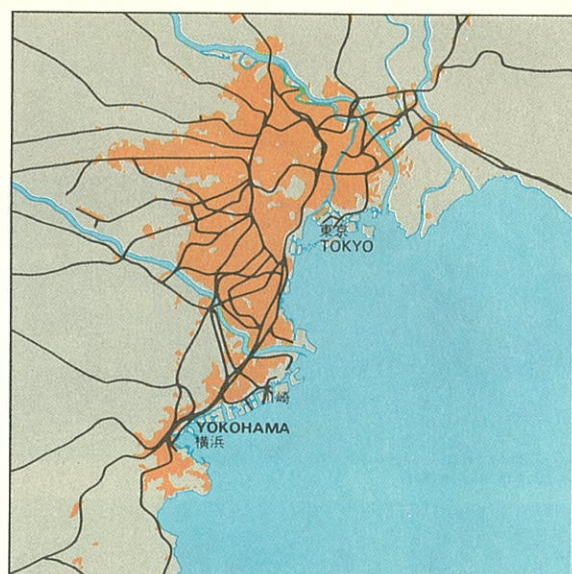


- 市域面積
City area
- 人口
Population
- 工業就業者数
Workers in the manufacturing industry
- 輸出額
Export
- 輸入額
Import

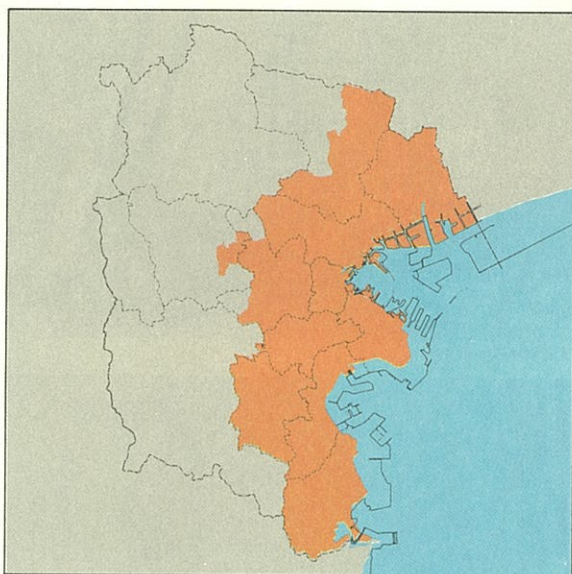
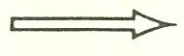




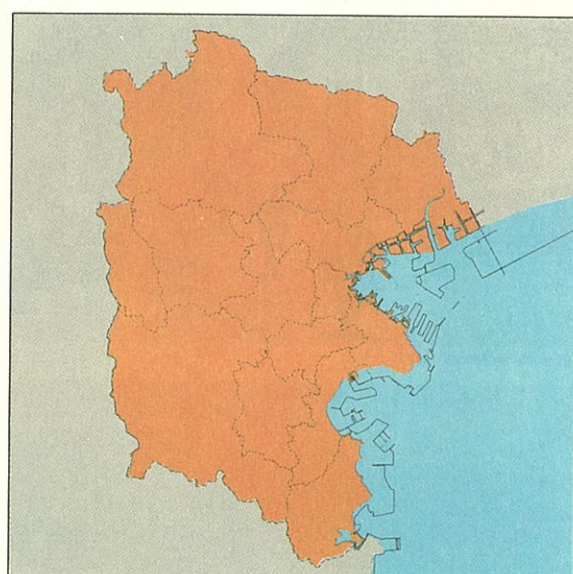
昭和7年頃 (Around 1932)



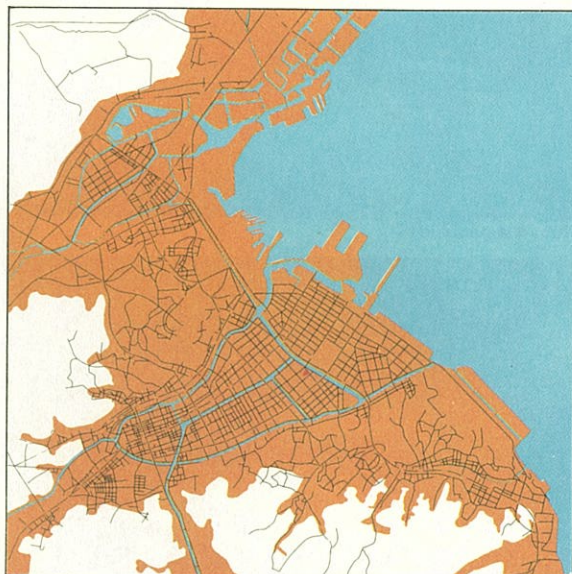
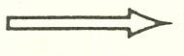
昭和31年頃 (Around 1956)



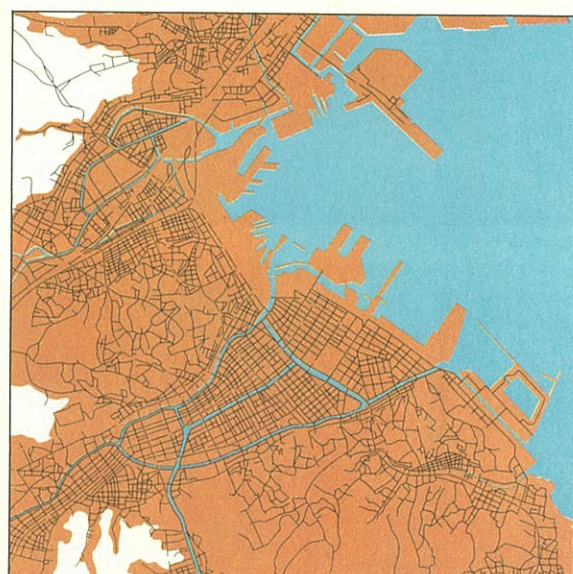
昭和12年 (1937)



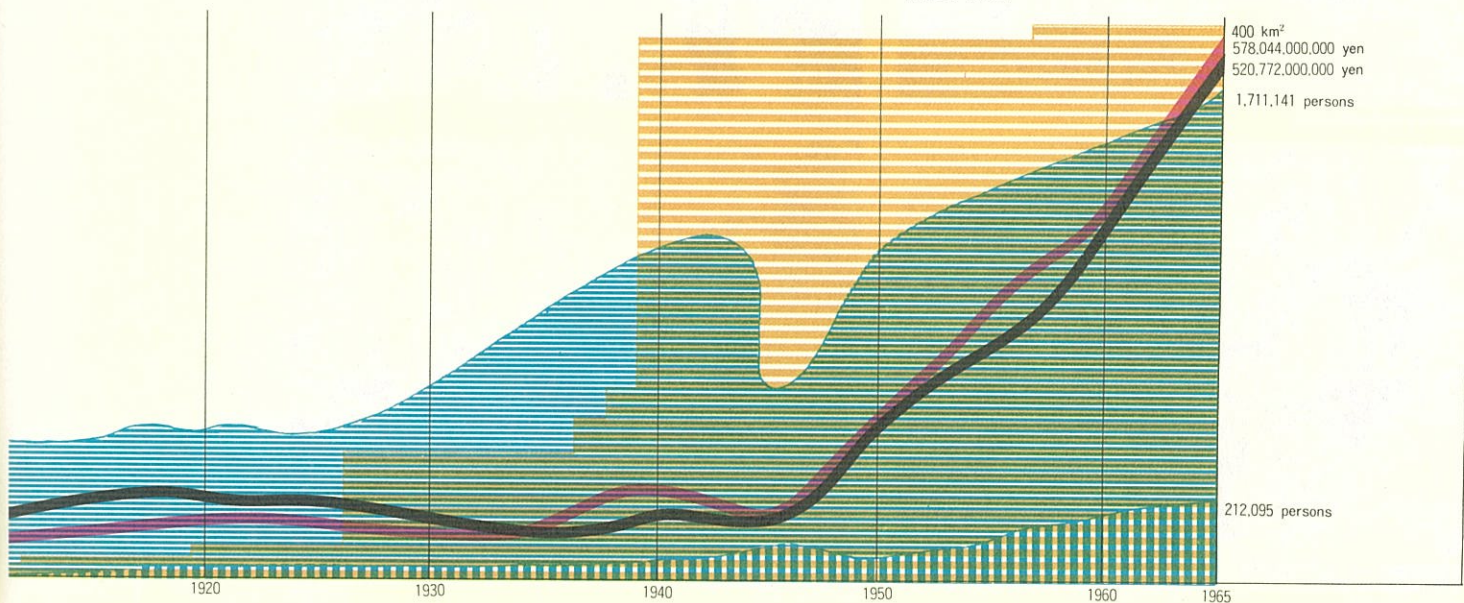
昭和35年 (1960)



昭和4年 (1929)



昭和20年 (1945)



街の変遷

CHANGES IN THE CITYSCAPE

馬車道 Bashamichi



明治30年頃(Around 1897)



明治40年頃(Around 1907)



大正末期(Around 1925)



昭和25年頃(Around 1950)



昭和57年(1982)

伊勢佐木町 Isezaki-cho



明治30年頃(Around 1897)



大正初期(Around 1912)



昭和5年頃(Around 1930)



昭和25年頃(Around 1950)

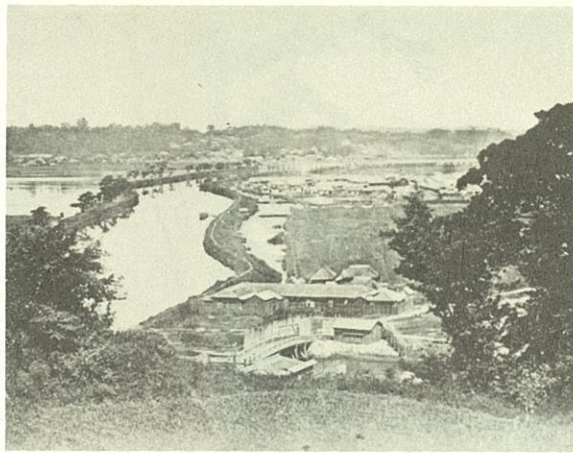


昭和57年(1982)





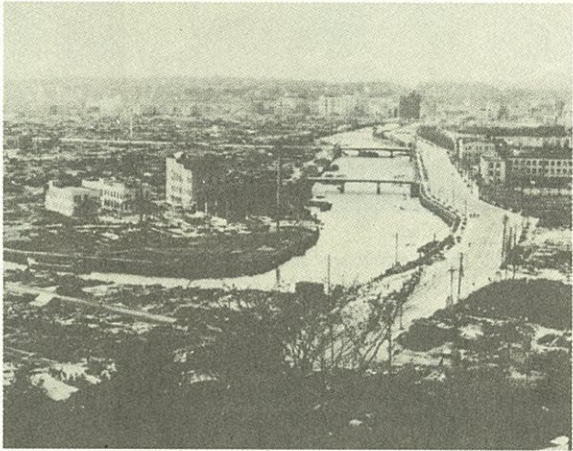
派大岡川 Ha-ooka River



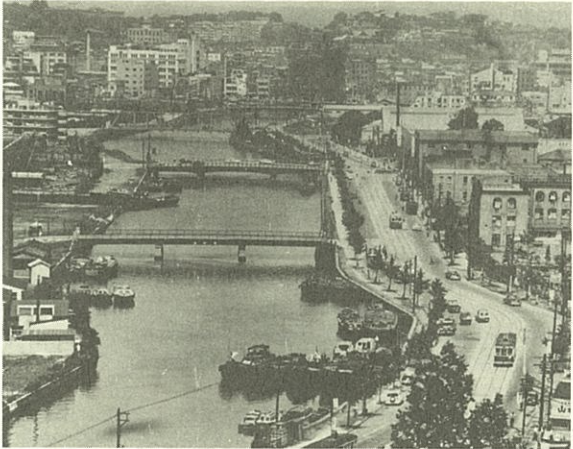
明治初期(Around 1868)



明治30年頃(Around 1897)



戦災直後(Immediately after the World War II)



昭和35年頃(Around 1960)



昭和57年(1982)



港 Port



明治20年頃(Around 1887)



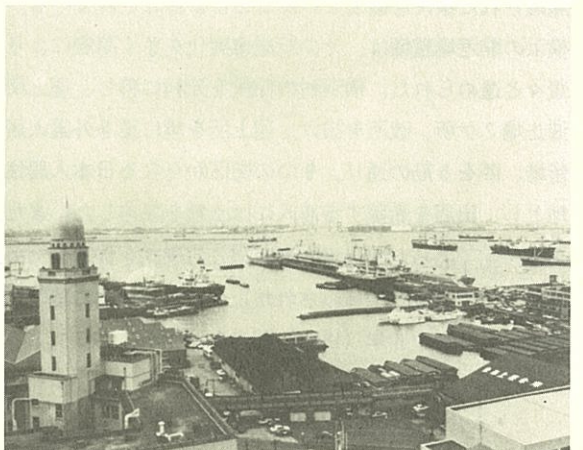
明治30年頃(Around 1897)



昭和初期(Around 1926)



昭和35年(1960)



昭和57年(1982)



第Ⅰ期 開港場の整備(1853→1888)

Phase 1 New Port Construction (1853-1888)



野毛村切通シヨリ横浜遠景(万延元年) Panoramic View of Yokohama (1860)

現在の横浜市域内は、江戸末期においては神奈川宿・保土ヶ谷宿・戸塚宿が東海道の宿場町として、町並みを形成していたが、殆どどの地域は江戸に近い位置にありながらも、商品生産力の低い農漁村が立地しているにすぎなかった。

嘉永6年(1853)、米人ペリーの率いる黒船が浦賀に来航し、翌安政元年(1854)の再度の来航により、日米和親条約が結ばれた。また、安政5年(1858)には日米修好通商条約が調印され、ここに200有余年続いた江戸幕府の鎖国政策が崩壊するとともに、戸数僅かに100戸余りの一寒村であった横浜が、歴史の舞台に登場することとなる。

幕府が開港場を日米修好通商条約で決められた神奈川でなく、横浜としたのは、錨地として優れているということであったが、実際は国内の不穏な情勢のなかで、外国人が東海道筋に居留する際の混乱を危惧したこと、横浜村の地形が丘陵と入海に隔てられ、長崎の出島と同様な隔離された条件を備えていたことによるとされている。横浜の開港場整備は、その既成事実化を急ぐ幕府により着々と進められた。横浜村の住民を元村に移し、運上所、波止場2ヶ所、改所を設け、運上所を境に東を外国人居留地、西を5筋の通り、9つの街区からなる日本人居住地とし、出店を希望する商人には土地を貸与した。また、舟運が主であった開港場と東海道との連絡を強めるため、横浜道や吉田橋等が新設された。かくして横浜の基盤が形成され、安政6年(1859)開港を迎えた。

In 1853, the American "Black Ships" under the command of Commodore Perry arrived in Uruga, returning again the next year to sign the Japanese-American Amity Treaty. With the signing of the Friendship and Commercial Treaty between Japan and the United States in 1858, the isolation policy of the Tokugawa Shogunate which had continued for nearly 200 years came to a close. Yokohama, then only a small village consisting of 100 houses or so, made its debut on the stage of history.

Considering its excellence as an ideal anchorage, the Shogunate decided to construct a port in Yokohama instead of at Kanagawa as stipulated in the Japan-America Friendship and Commercial Treaty. However, the real motive behind it was the Shogunate's apprehension about possible turmoil which might arise from the existence of foreigners living along the Tokaido Road during a time of such domestic unrest. Another reason for opening the port in Yokohama was due to the effect of its topography consisting of hills and the Bay of Tokyo. This had the same advantages with regard to the Shogunate's policy of isolating the foreign community, as Dejima in Nagasaki.

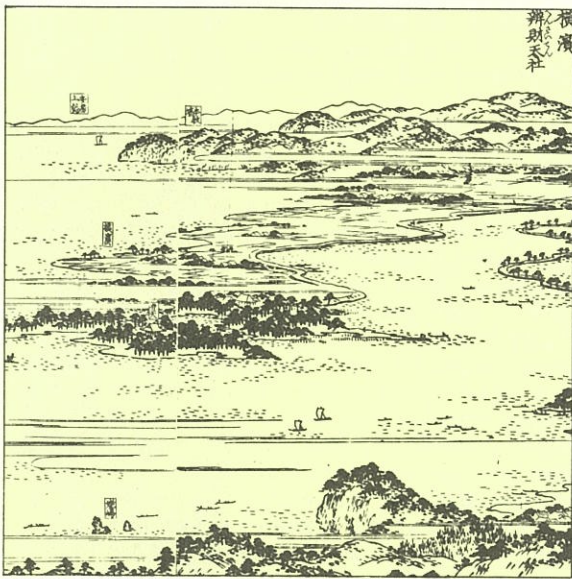
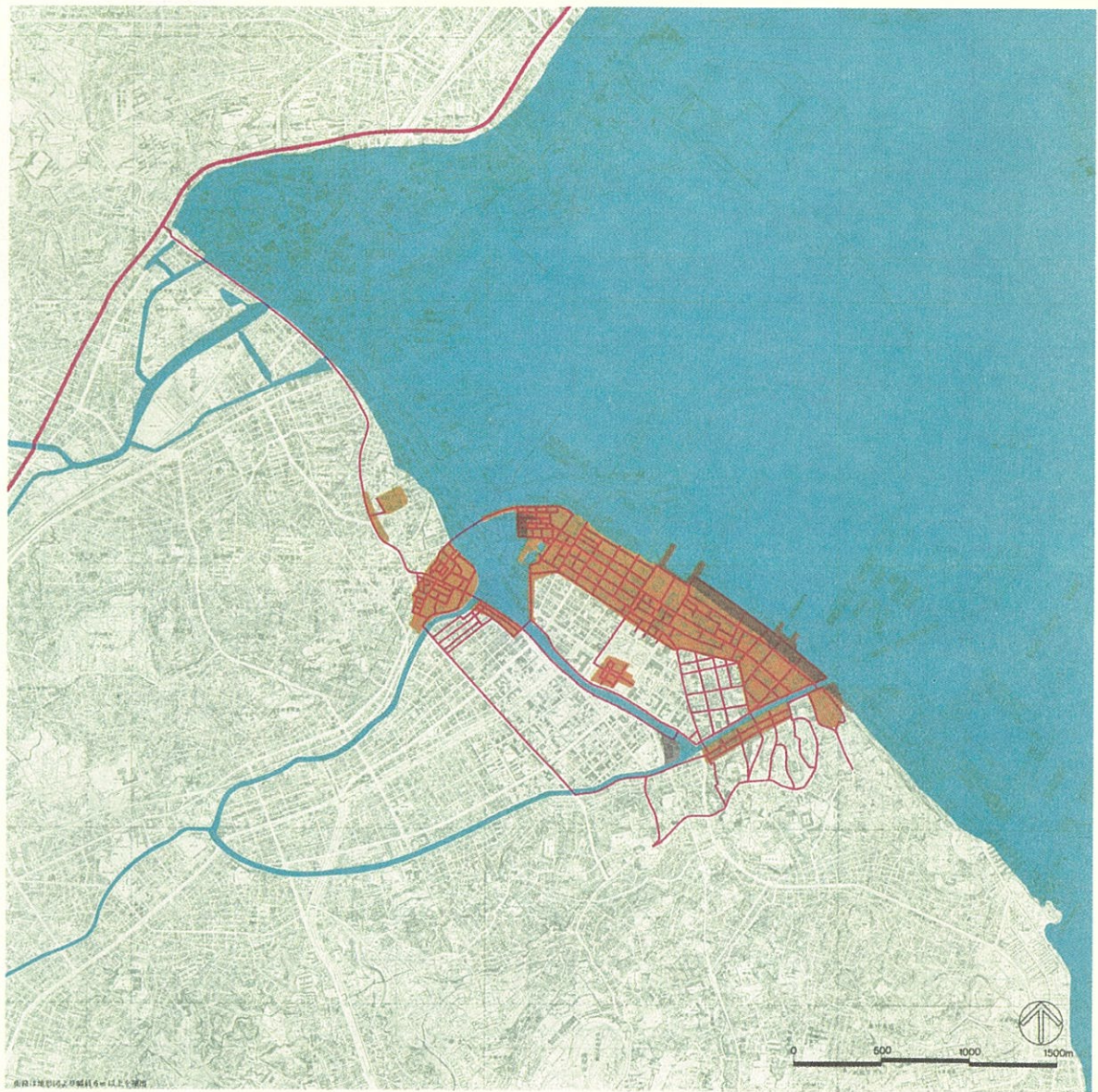
This construction of the new port proceeded at a steady pace. The inhabitants of Yokohama Village were all evacuated to Motomura whilst a customshouse, two harbours and a checking point for trading goods were constructed. The foreign and Japanese communities were segregated by the customshouse - to the east was the exclusive foreign residential area and to the west, the Japanese settlement consisting of five strips of roads and nine districts. Merchants who wished to open up shops were able to rent property from the Shogunate. In order to strengthen the connection between the port and the Tokaido Road, more roads and bridges such as Yokohama Road and Yoshidabashi Bridge were built.

Thus with the basic infrastructure of Yokohama completed, the port opened in 1859.

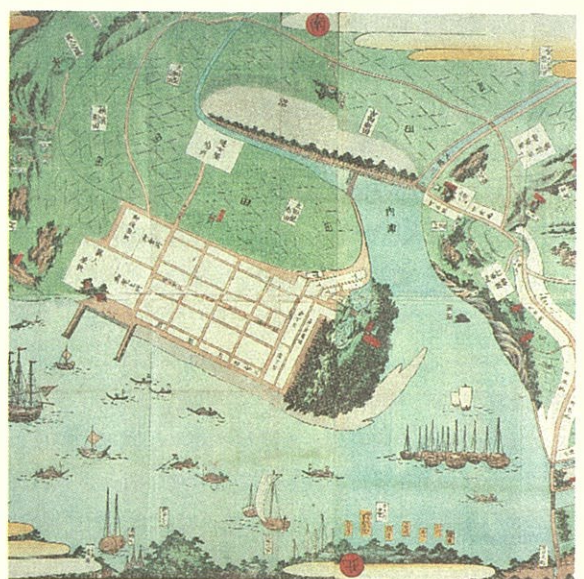
By opening up its port, Yokohama was emancipated from isolation, opened to the world market and it soon became the center of commercial distribution and a thriving trading port. Although foreign trade,

市街地の変遷 I
Changes in Built-up Areas

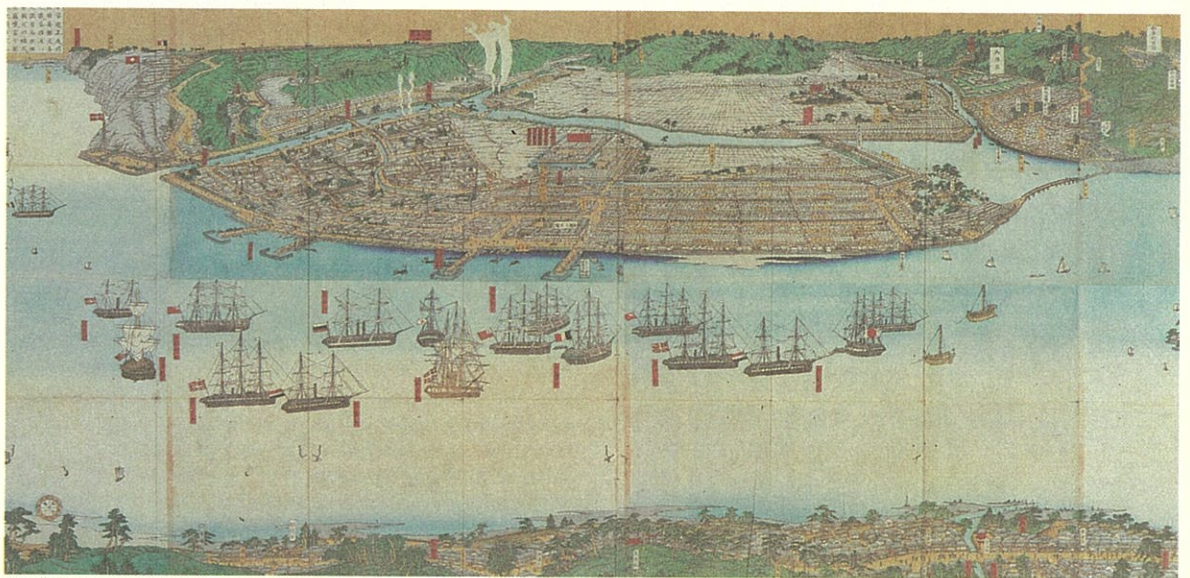
- 街路
Roads (1865)
- 東海道
Tokaido Highway
- 埋立地
Reclaimed lands
- 市街地
Built-up areas



横浜弁財天社(幕末) Yokohama -before the Opening of the Port



神奈川港御貿易場明細大絵図(安政6年) Yokohama -at the Time of the Opening of the Port (1859)



御開港横浜大全・増補再核(慶応元年) Yokohama -after the Opening of the Port (1865)



神奈川横濱新開港図(万延元年) The Japanese Settlement (1860)



横浜商館之図(慶応3年) The Foreign Settlement (1867)

横浜は開港によって世界市場に解放され、一躍商業都市、貿易港として我国商品流通の中心地となった。しかし、開港以来横浜における外国貿易は、生糸を中心として急激な発展を続けたが輸出入共に外国商館の支配下にあったので商権の回復が重要な課題となっていった。

横浜貿易の拡大に伴い、外国側から自治権の確立を含めた居留地の整備拡充等の要望がなされ、その結果、元治元年(1864)第2回地所規則(横浜居留地覚書)が幕府と英・米・仏・蘭4ヶ国との間に調印された。さらに、慶応2年(1866)の大火を契機として第3回地所規則(横浜居留地改造及び競馬場、墓地等約書)が同年締結された。この規則の実施は幕府から明治政府に継承され、洋式公園(現横浜公園)、歩車道分離の幅20間の大街路(現日本大通)、その周辺の防火建築帯等の完成をみた。この規則は、現在の横浜の中心部である関内地区の骨格を決定するとともに、今日の都市計画の基本的要素を含んでおり、まさに我国の近代都市計画の先駆として評価できるものである。

一方、明治政府は富国強兵、殖産興業政策のもとに、欧米技術の積極的な導入を図った。特に外国との窓口となった横浜は、単に物流の拠点としてだけでなく、電信・電話、近代上下水道、鉄道、ガス灯等の新しい都市づくりに関する技術がいち早く移植された。また、新知識や情報の流入とあわせ、経済・文化面でも先駆的役割を果たすこととなり、国際貿易都市として発展することとなった。

consisting mainly of raw silk exports, developed rapidly in Yokohama from the time of its opening, all external trade was controlled by foreign trading houses.

To fight back this oppression from foreign trading houses, the restoration of commercial rights became an important task for Yokohama.

Following the increase of trade in Yokohama, the foreign community made various demands concerning the development and expansion of the foreign residential section, including the right of self government in their own settlement. As a result, the Second Estate Regulation (the Yokohama Settlement Memorandum), a treaty was established in 1864 between the Shogunate and England, the United States, France and Holland. After the Great Fire of 1866, yet another treaty, the Third Estate Regulation (the improvement of the Yokohama settlement, the racecourse, and cemetery, etc.) was concluded. Implementation of this treaty was continued by the Meiji Government which succeeded the Tokugawa Shogunate, and a western style park (the present Yokohama Park), a 36 m. wide avenue separating traffic and pedestrians (the present Nihon Odori Ave.) and a fire protection belt along the avenue were completed. In addition to determining the framework of what is now the Kannai district in central Yokohama, this Regulation included the basic elements of city planning and can be evaluated as a pioneering work of modern city planning.

Based upon their "rich country; strong army" slogan and a productive industrial policy, the Meiji Government attempted aggressively to introduce modern technology from the West. Yokohama, being the window to the outside world, served not only as a base for product flow, but also became the first site for the transplanting of new infrastructural technologies for urban development, such as electricity and telephone services, modern water supply and sewerage systems, railways, gas lighting, etc.

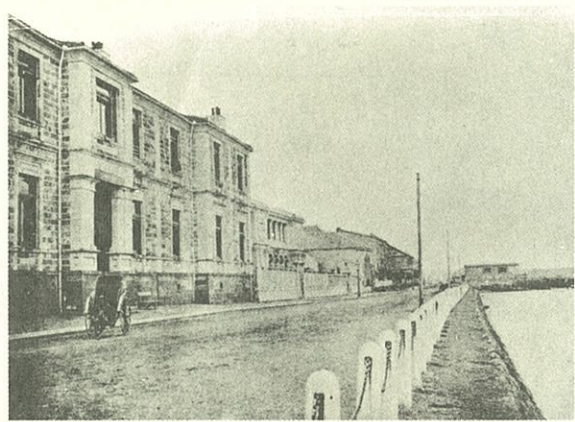
Also with the introduction of new knowledge and information, Yokohama took the leadership in cultivating the economy and culture of Japan, as it developed to become an international trading city in the years that followed.



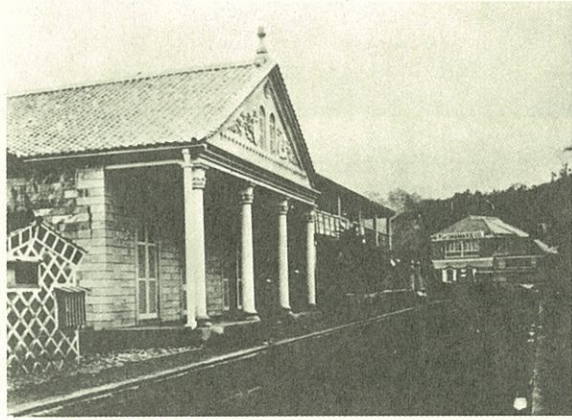
横浜波止場ヨリ海岸通外人館之賽園(明治3年) View of the Wharf (1870)



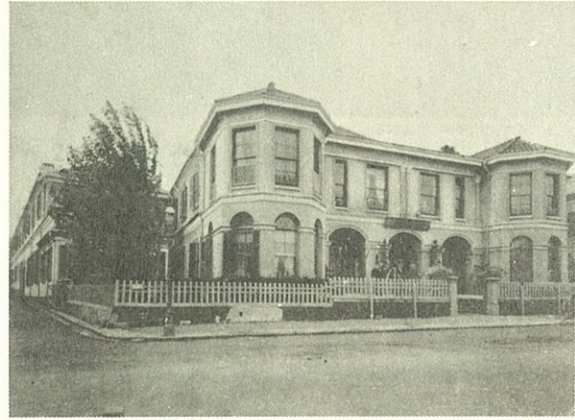
本町通り(明治7年) Main Street (1874)



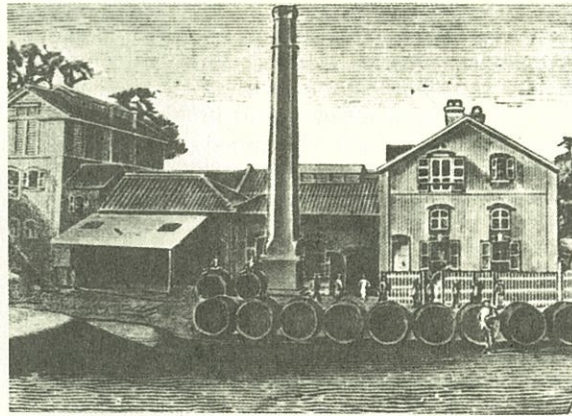
海岸通り(明治20年頃) Kaigan Dori (Seaside Ave.) (Around 1887)



ゲーター座(明治3年) The Gaiety Theatre (1870)



クラブホテル(文久3年) The Club Hotel (1863)



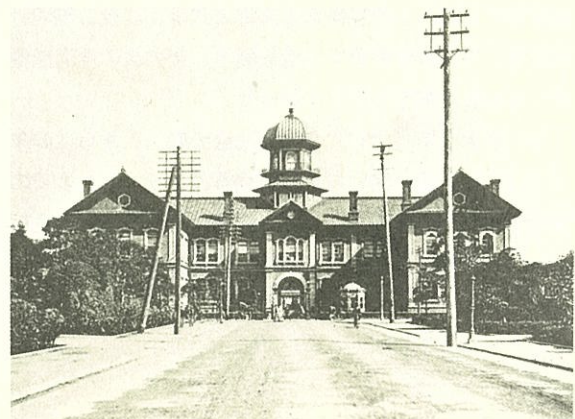
天沼のビール工場(明治5年) Brewery at Amanuma (1872)



横浜正金銀行(明治13年) The Yokohama Shokin Bank (1880)



横浜ステーション(明治4年) Yokohama Station (1871)



横浜税関(明治18年) The Yokohama Customhouse (1885)

第2期 港湾の整備(1889→1922)

Phase 2 Port Improvement (1889-1922)



大日本五港之内横浜(明治24年) View of the Port (1891)

明治17年(1884)頃から、横浜港への出入外航船舶数、外国貿易量が増大するに伴って、商法会議所(現商工会議所)、銀行等の商業金融機関が整備されて、近代的大港湾建設の具体化が望まれるようになった。

ようやく明治22年(1889)、イギリス人技師、H. S. パーマー案による横浜港修築第1期工事が着工され、明治29年(1896)に竣工した。この結果、港内の状態は一新され、船舶錨地は150万坪に及び、面積においては欧米諸港に劣らないまでになった。しかし第1期工事による整備も、日清戦争後の外国貿易の急増、経済情勢の変化に対応できず、第2期工事が、明治32年(1899)に着工された。この工事は、前・後期に分けて行なわれ、前期工事として我国最初の係船壁等の整備が行われたが、政府は日露戦争による資金難を理由に工事の無期延期を決めた。その様な状況下で横浜市は、事業費を負担する旨の意見を添え、工事継続を陳情することにより、引き続き後期工事が明治39年(1906)に着手され、大正6年(1917)東洋一といわれた新港埠頭を柱とする第2期築港工事が完了した。この事業費の負担方式は、以後、港湾計画立案に横浜市が参画する道を開き、その後の港湾整備方針に一石を投ずることとなった。

一方、明治32年(1899)の治外法権の撤廃、さらに44年(1911)の我国の関税自主権の獲得により、これまでの特権に守られて隆盛をほこった外国商館の勢力も衰え始め、併せて横浜居留地の位置付けは相対的に低下していった。

From about 1884 on, the number of foreign ships coming into the port of Yokohama and the quantity of foreign trade increased rapidly. It was during this period that commercial and financial facilities such as a Commercial Law Assembly Hall and banks were established. Gradually, the need for the construction of a modern port arose.

Finally in 1889, the "Construction for Port Improvement: Phase I", drawn up by English engineer, H.S. Palmer, began. The work was completed seven years later, in 1896. As a result, the port facilities were renewed and the entire anchorage area was expanded, making it as large as the major ports of Europe and America. However, these improvements could not meet the demands of heavy external trade and the change in the economic situation.

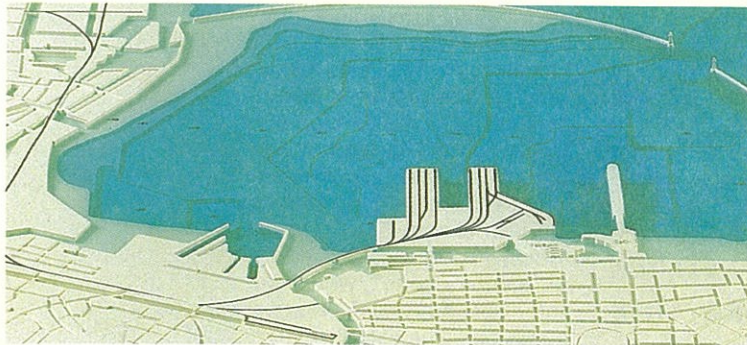
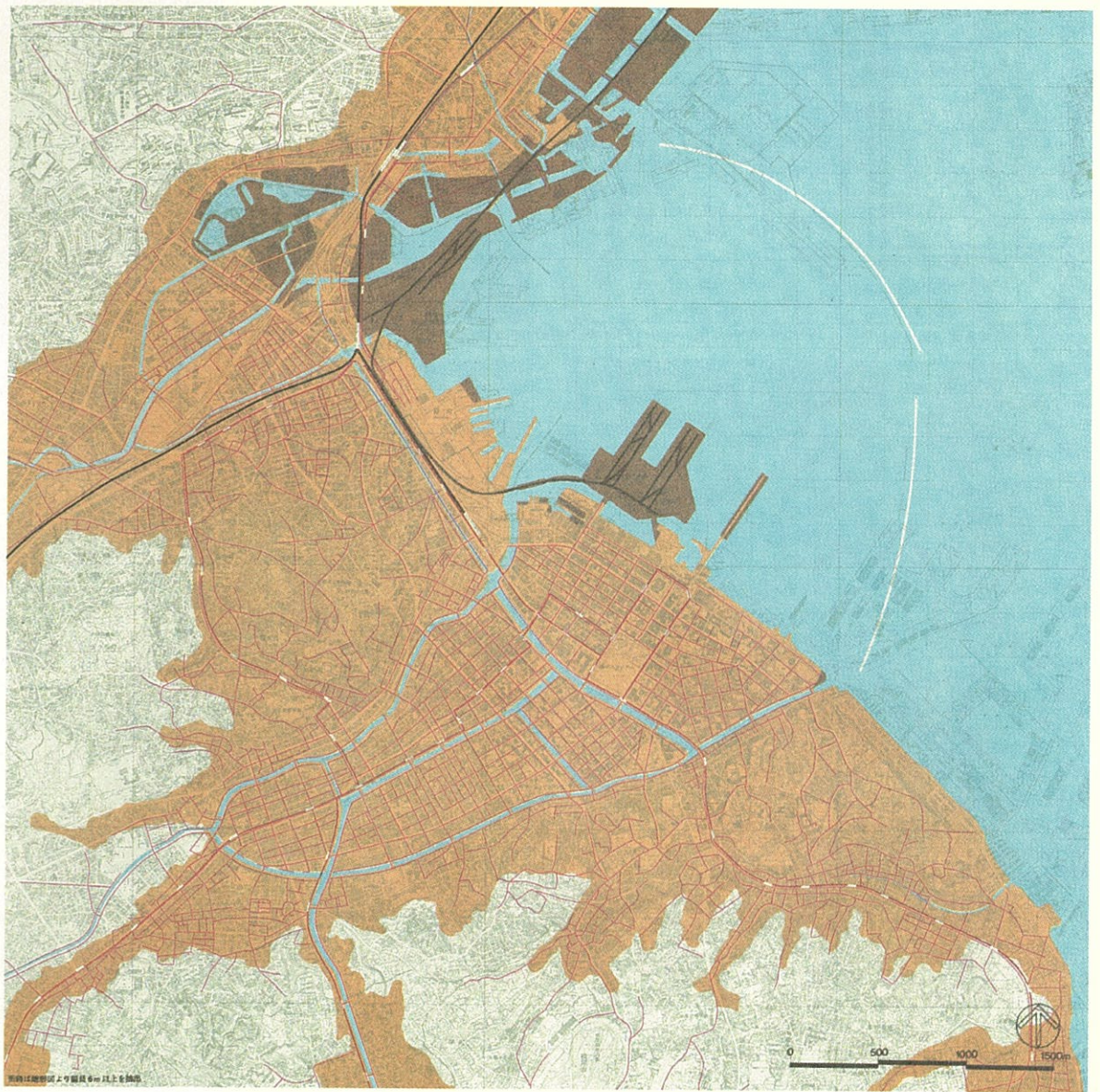
Thus, Second Phase construction was implemented in 1899. Phase II was divided into two stages: the first half focussed on the construction of Japan's first mooring wall. But the Meiji Government decided to indefinitely postpone the work due to financial difficulties arising from the Russo-Japanese War (1904-05). Under these circumstances, the City of Yokohama wrote a petition to the Government, appealing for the continuation of the work, submitting also a statement pledging that the city would bear part of the necessary costs for its completion. The second half of the construction began in 1906, and in 1917 the entire Phase II construction was completed with the result that the largest new port and pier in the Orient had been constructed. This system of bearing construction costs later made way for the city to participate in the planning of port facilities. At the same time, it gave new impetus to future policies for port improvement.

In 1899, extraterritorial rights were abolished. Furthermore, in 1911, through the acquisition of customs autonomy, the powers of foreign trading houses which were protected under the inequitable treaty slowly began to wane.

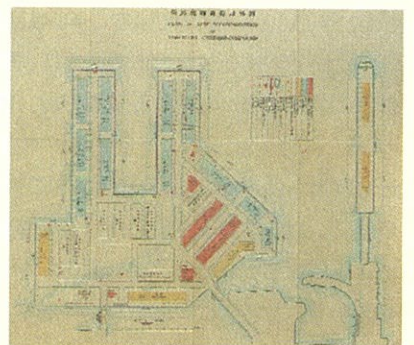
In 1889 when the system of local authorities was inaugurated, Yokohama became a city. The fourth Mayor of Yokohama, Morihiro Ichihara announced

市街地の変遷II
Changes in Built-up Areas

-  街路
Roads (1922)
-  国鉄
Japan National Railway (1917)
-  貨物線
Freight lines (1917)
-  私鉄
Private railway lines (1917)
-  市電
Streetcar (1923)
-  駅
Stations
-  埋立地
Reclaimed lands
-  市街地
Built-up areas



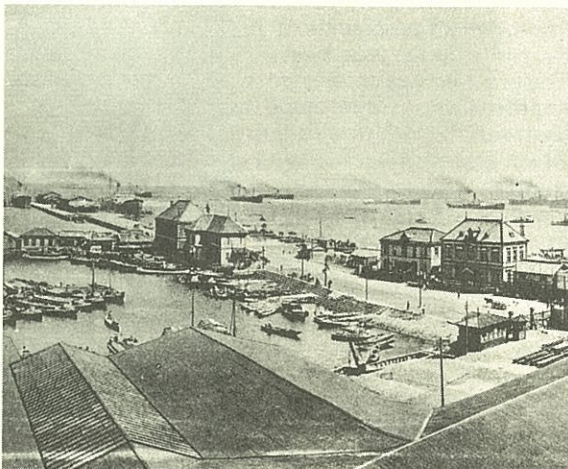
横浜港(大正4年) Yokohama Port (1915)



横浜税関設備図(大正4年) Location of Facilities in the Yokohama Customs Compound (1915)



港全景(大正6年) Panoramic View of Port (1917)



大棧橋(明治中期) View of Osanbashi Pier (Middle of Meiji Era)



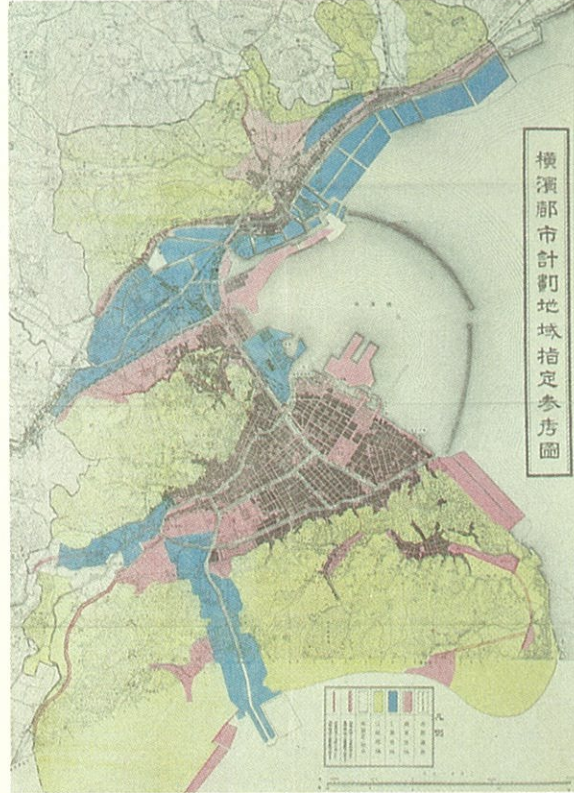
新港埠頭煉瓦第2倉庫(明治44年) Brick Warehouse No. 2 at the New Port (1911)



横浜市区改正事業図(大正8年) Plan of the Municipal Ward Improvement Program (1919) 市区改正後の扇町通り(大正10年) Ogi-cho St. -after the Municipal Ward Improvement Program (1921)



横浜都市計画区域図(大正11年) Map of the City Planning Area (1922)



横浜都市計画地域指定参考図(大正11年頃) Reference Map of Designated City Planning Areas (Around 1922)

明治22年(1889)、市町村制公布に伴い横浜に市制がひかれた。第4代横浜市長となった市原盛宏は、明治36年(1903)に、横浜の都市形成に関する基本方針、「横浜市今後の施設について」を発表した。そして、その中で港湾整備、工業化奨励策を促し、現在の用途地域制のさきがけである「工場地区」の指定をうみだした「産業基盤整備」、住宅・別荘を招致するための「衛生地区」をもち込んだ「生活基盤整備」、さらに「都市政策に関する委員会」の設置を提案した。これは、横浜を自立させるための施策であったが、日露戦争勃発による地方財政緊縮という事態に直面することになり、具体的な事業として展開しなかった。しかし、今までの受身の姿勢から、横浜市としての自立的施策を提案していることは注目にあたいする。我国最初の近代都市計画法制である東京市区改正条例が、大正7年(1918)横浜市に準用された。翌年発生した大火を機に横浜市は大正9年(1920)、焼跡の道路拡張を主とした市区改正事業に着手、大正11年(1922)竣工した。しかし、道路整備を主な内容とした市区改正事業だけでは、第一次大戦後の産業資本の急速な台頭に伴う工業化、都市化に対応できず、大正8年(1919)「都市計画法」「市街地建築物法」が制定された。翌年、横浜市は「大横浜建設の綱領」を発表、法定都市計画の基本方針を設定し、この方針に基づいて大正10年(1921)都市計画区域、同12年(1923)商業・工業・住宅・未指定地域の指定を内容とする用途地域が決定された。また、大正11年(1922)に防火地区の指定がなされたが、施行をみるまえに関東大地震に遭遇し、実施に移されなかった。

a basic policy document concerning the urban development of the city of Yokohama. In this document, he encouraged port improvements and industrialization. He also proposed investment in economic overheads for the development of infrastructure for industry. This leads to the designation of an "industrial zone", a pioneer of today's zoning regulations. As the conceptual counterpart of the "industrial zone" he proposed that investment in social overheads should include the establishment of "sanitary zone", which would attract ordinary and resort housing development. He also made proposals on "The Establishment of a Committee concerning Urban Policy." These were all policies aimed at upholding Yokohama's autonomy, but when faced with financial cutbacks due to the outbreak of the Russo-Japanese War, the policies were destined never to be implemented. However, it is worth noting that in this document, "Future Urban Facilities", he proposed an autonomous city policy for Yokohama, which was quite a big leap, changing the city's position from its former passive one to a significantly positive one. Japan's first modern city planning act, "The Tokyo City District Improvement Act" was applied to Yokohama in 1918. After the great fire which broke out in the next year, Yokohama began its city district improvement program in 1920, emphasizing road expansion in the area most affected by the disaster. The program was completed in 1922. However, this improvement program alone was not sufficient to deal with the industrialization and urbanization which accompanied the rapid growth of industrial capital subsequent to World War I. In 1919, the City Planning Act and the Urban Buildings Act were established. The next year, in 1920, Yokohama announced "The General Principles for the Construction of Greater Yokohama" and established its basic city planning policy. In accordance with this plan, a City Planning District was established in 1921, and in 1923, land use zones were established to designate the various commercial, industrial and housing zones. Also in 1922, a fire protection zone was designated but was never enforced due to the Great Kanto Earthquake of 1923.



日本大通り(大正5年頃) Nihon Odori Ave. (Around 1916)



本町通り(明治後期) Main St. (Around 1900)



馬車道通り(明治40年頃) Bashamichi St. (Around 1907)



尾上町(明治40年頃) Onoe-cho (Around 1907)



伊勢佐木町通り(明治40年代) Isezaki-cho St. (Around 1907)



南京町(大正初期) China Town (1910's)



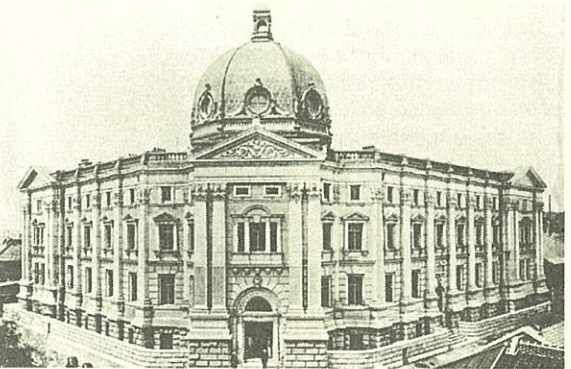
開港記念会館(大正6年) Building in Commemoration of the Opening of the Port (1917)



横浜市役所(明治44年) The Yokohama City Hall (1911)



神奈川県庁(大正2年) The Kanagawa Prefectural Office (1913)



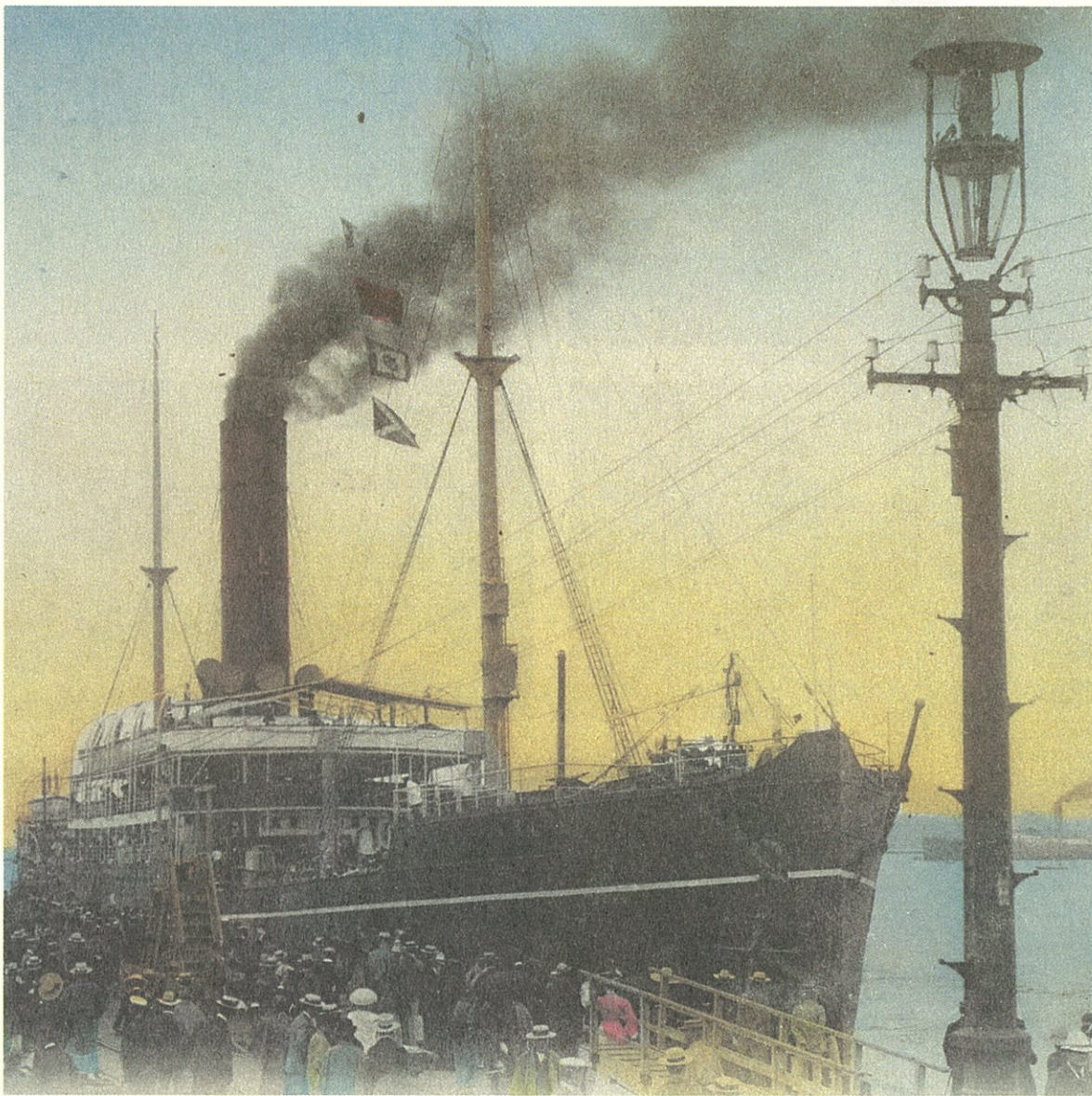
横浜正金銀行(明治37年) The Yokohama Shokin Bank (1904)



横浜地方裁判所(明治23年) The District Court of Yokohama (1890)

第3期 工業の発展(1923→1944)

Phase 3 Industrial Development (1923-1944)



大塚橋(ベドラーコレクションより) Osanbashi Pier

大正12年(1923)9月1日午前11時58分44秒マグニチュード7.9といわれる大激震が、関東地方を襲った。この大地震と同時に起った火災により、横浜は開港以来の経済的・物的蓄積に壊滅的打撃をうけた。被害は全市に及び、宅地総面積の8割が焼失し、港湾設備も埠頭や倉庫の大半が被害を被むるなど都市機能は完全に麻痺した。

震災復興に際し、政府は帝都復興院を設けるが、横浜市の要請もあり、帝都復興計画に横浜を含めることとなった。横浜市は、復興計画案として、港湾設備の拡大、鉄道網の再編、都心部の拡張、道路・公園の整備など、現在も都市計画の課題とされているものを提案した。

しかし、政府は財政難を理由に市案を大幅に縮小した。国の姿勢は、復興ではなく復旧であり、それも自治体の経営に任せることを基本とし、国力を国防、軍備拡張へ傾けるものであった。最終的には、港湾整備は、復興事業外とされ、さらに、街路の拡張・拡幅は最小限におさえられ、中心部のみに区画整理が縮小された。また復興事業は、国と自治体による分担とされ、事業主体が国の各省所管、復興院、県、市と多元化し、統一性、効率性を欠く結果をもたらした。

復興計画の実施に際しては、宅地の1割以下を道路・公園として、無償提供(1割以上は補償金交付)して、街の整備を行なう区画整理や、耐火建築を義務づける防火地区の拡張に、反対運動などの問題があったが、昭和4年(1929)頃までにほぼ完了をみたのである。

また横浜市は、米貨公債の募集により資金難を乗り越え、独自に市電路線の大拡張、小学校の鉄筋コンクリート化などを重点事業として行った。

At precisely 44 sec. after 11:58 AM on September 1, 1923, a great earthquake hit the Kanto Plain. With the fire which broke out simultaneously, Yokohama's economic and physical assets which had been accumulated since the opening of its port were completely destroyed. Damage extended throughout the city, and 80% of the residential area was destroyed by fire. The port facilities, piers and warehouses were also badly damaged and the city functions were completely paralysed.

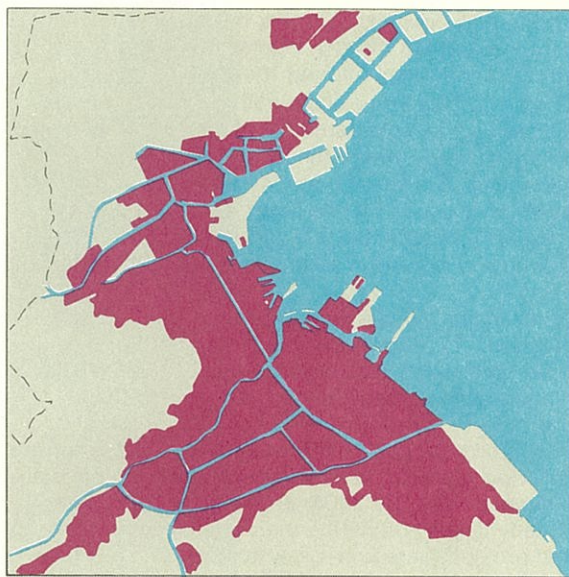
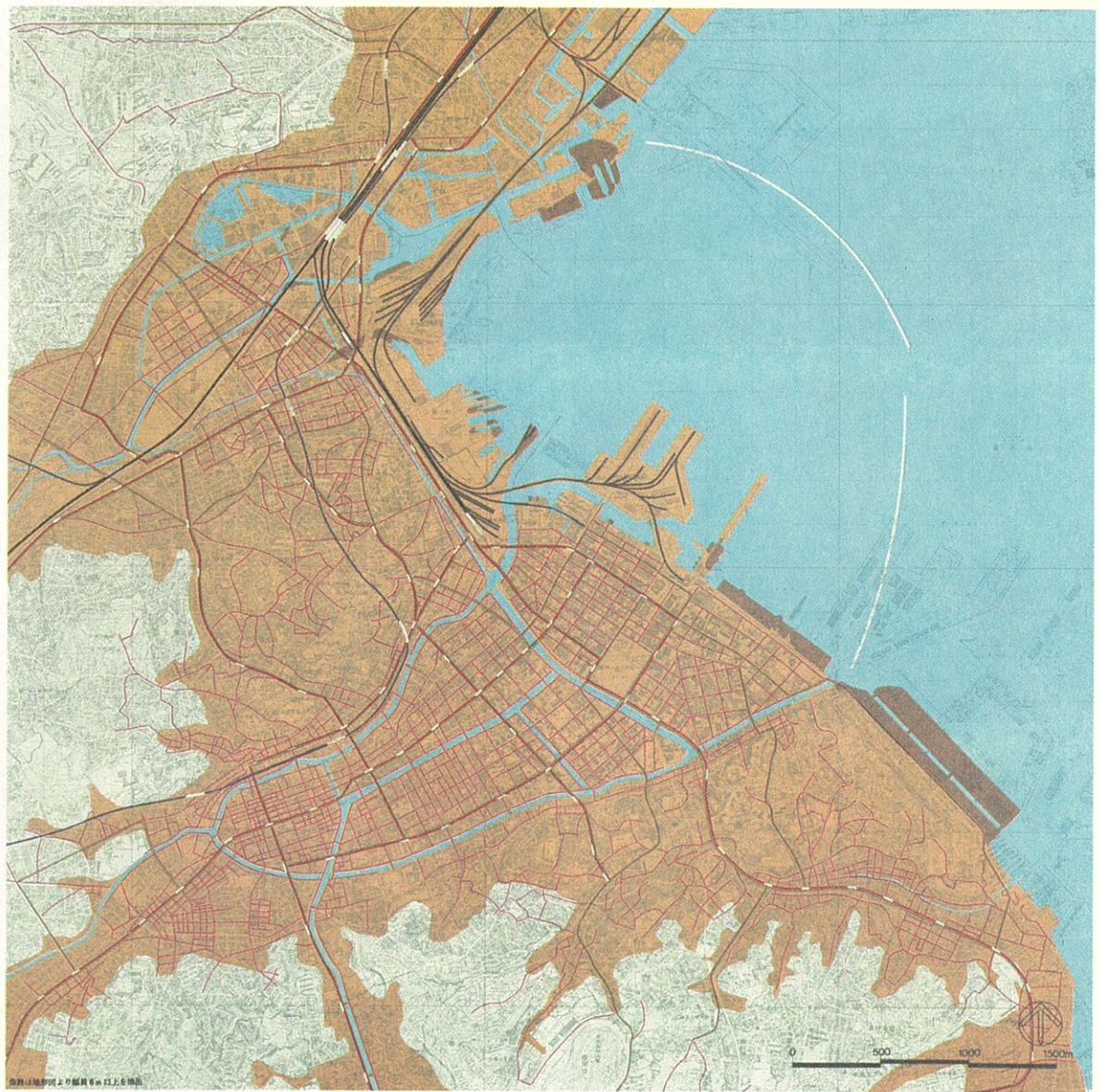
The government established the Tokyo Rehabilitation Committee and in order to accommodate a request made by Yokohama, included the city in its Rehabilitation Plan. In its rehabilitation plan, Yokohama proposed the following: expansion of the port, re-organization of the railways, the expansion of central Yokohama and the readjustment and development of streets and parks.

However, the government drastically curtailed its program stating that financial difficulties were the underlying reason. The national policy during that period was not one of rehabilitation. Rehabilitation itself was deemed to be under the management of the local authorities so that the government could focus its attention on national security and the expansion of the armaments industry. Ultimately, port development was excluded from the rehabilitation program and the expansion and development of streets were reduced to a minimum, whilst land readjustment was limited to the center of the city. Because the program was shared by the national and local authorities, and its jurisdiction was divided among the various Ministries, the Rehabilitation Committee, Cities and Prefectures, it lacked the unity and effectiveness necessary for an efficient plan.

With the implementation of the rehabilitation plan, the city forced land owners to voluntarily offer 10% of their total housing site for the creation of parks and roads. (The owners received compensation for land exceeding 10%.) Although protests were sounded against land readjustment and the expansion of fire protection zones which demanded the construction of fireproof buildings, the entire rehabilitation program was completed by 1929. The City of Yokohama overcame its financial

市街地の変遷III
Changes in Built-up Areas

-  街路 (1929)
Roads (1929)
-  国鉄 (1932)
Japan National Railway (1932)
-  貨物線 (1932)
Freight lines (1932)
-  私鉄 (1932)
Private railway lines (1932)
-  市電 (1940)
Streetcar (1940)
-  駅
Stations
-  市バス (1940)
Municipal bus (1940)
-  埋立地
Reclaimed lands
-  市街地
Built-up areas



震災焼失地域図 Area Burnt down by the Earthquake



被災(港町・市役所付近) (大正12年) Suffered Area (near the City Hall) (1923)



横浜震災復興都市計画図
City Planning Map:
Rehabilitation of Yokohama after
the Great Earthquake

-  区画整理区域(国執行)
Land readjustment district
(implemented by
the national government)
-  区画整理区域(市執行)
Land readjustment district
(implemented by the City)
-  計画公園
Parks
-  計画道路
Roads



震災復興(本町通り) (昭和3年) Rehabilitation-under construction (1928)



完成した山下公園(昭和5年) Completed Yamashita Park (1930)



日本大通り Nihon Odori Ave.



弁天通り Bentendori Ave.



横浜生糸検査所(大正15年) Yokohama Raw Silk Inspection Office (1926)



ホテル・ニューグランド(昭和2年) Hotel New Grand (1927)

また、地元財界の「横浜復興会」を中心に経済復興への動きも活発なものが見られたが、震災前からの慣性不景気、阪神工業地帯を背景にした神戸港の成長など、国際貿易港としての地位が揺ぎつつあった。これに対し、横浜は、「三大政策」を打ち出した。すなわち、大防波堤の築造による港湾整備(昭和2年(1927)着工)、工業都市への転換をねらう臨海工業地帯造成、及び、工業地帯として成長しつつある鶴見・保土ヶ谷地区の市域編入である。すでに、民間の手で明治36年(1904)鶴見海岸埋立や、それと東京を結ぶ京浜運河建設が計画されており、さらに、市営埋立が着手されるなど、京浜工業地帯の造成が進んだ。一方鶴見臨港鉄道など産業基盤施設整備も進み、商業貿易都市横浜は、急速に工業都市化した。昭和8年(1933)には、工業生産の6割以上が重化学工業となった。

昭和6年(1931)の満州事変は横浜の軍需工業化を促し、防空上、郊外へ工場の分散を図り、金沢、戸塚、港北方面なども、軍需工業地帯となった。しかし、本市の工業都市化の望ましい形である港との関連工業は、その後、貿易統制など国の軍需優先政策のため実現しなかった。戦時下、都市計画も、防空計画の一環として、建物疎開、防空空地、防空緑地帯が中心となり、横浜の街づくりは停滞してしまう。

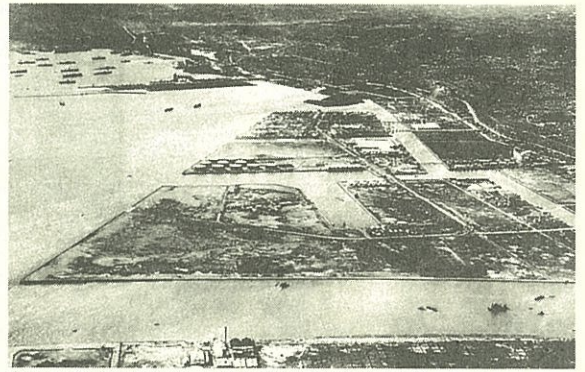
problems by issuing US dollar bonds, and independently extended the city's tramcar system, and constructed concrete buildings for primary schools. There was also active economic reconstruction conducted by the Yokohama Rehabilitation Committee, an organization which the local business community had set up. But the economic depression and growth of the rival port of Kobe (with the back-up of the Hanshin Industrial Belt) began to weaken Yokohama's position as an international trading port.

Three major policies were proposed as a counter-measure: 1) port readjustment through building a great breakwater (commencement 1927); 2) reclamation of the coastal industrial belt with the objective of transforming Yokohama into an industrial city; and 3) the integration of the Tsurumi and Hodogaya districts which were developing as an industrial zone. By 1904, private developers had already begun reclaiming the Tsurumi coastal area and projects were under way to construct a Keihin Canal which would connect Tokyo and the newly reclaimed area. The city's land reclamation plan was also in progress and gradually, the Keihin Industrial Belt was formed. On the other hand, construction of various types of industrial infrastructure, such as the Tsurumi coastal railways was under way. The commercial trading city of Yokohama was now rapidly developing into an industrial city. By 1933, 60% of all industrial production consisted of heavy chemical industries.

The Manchurian Incident in 1931 did much to promote the armament industry in Yokohama. In order to protect the facilities from air raids, the armament industry dispersed its factories to the suburbs of Kanagawa, Totsuka and Kohoku. However, the development of port related industries, the most desired form of urban industrialization for Yokohama, was never to be carried out due to the country's policy of giving priority to the armaments industry. City planning during the war was also made part of an air-defence program to relocate buildings, provide air-defence space and green belts. Thus, actual city planning in Yokohama ceased to operate.



京浜運河計画図(昭和10年) Planning Map of Keihin Canal (1935)



京浜工業地帯(昭和12年頃) Keihin Industrial Belt (Around 1937)



食糧増産に励む女学生(昭和19年頃)
Farming Girls' Students for Increase of Food Production (Around 1944)



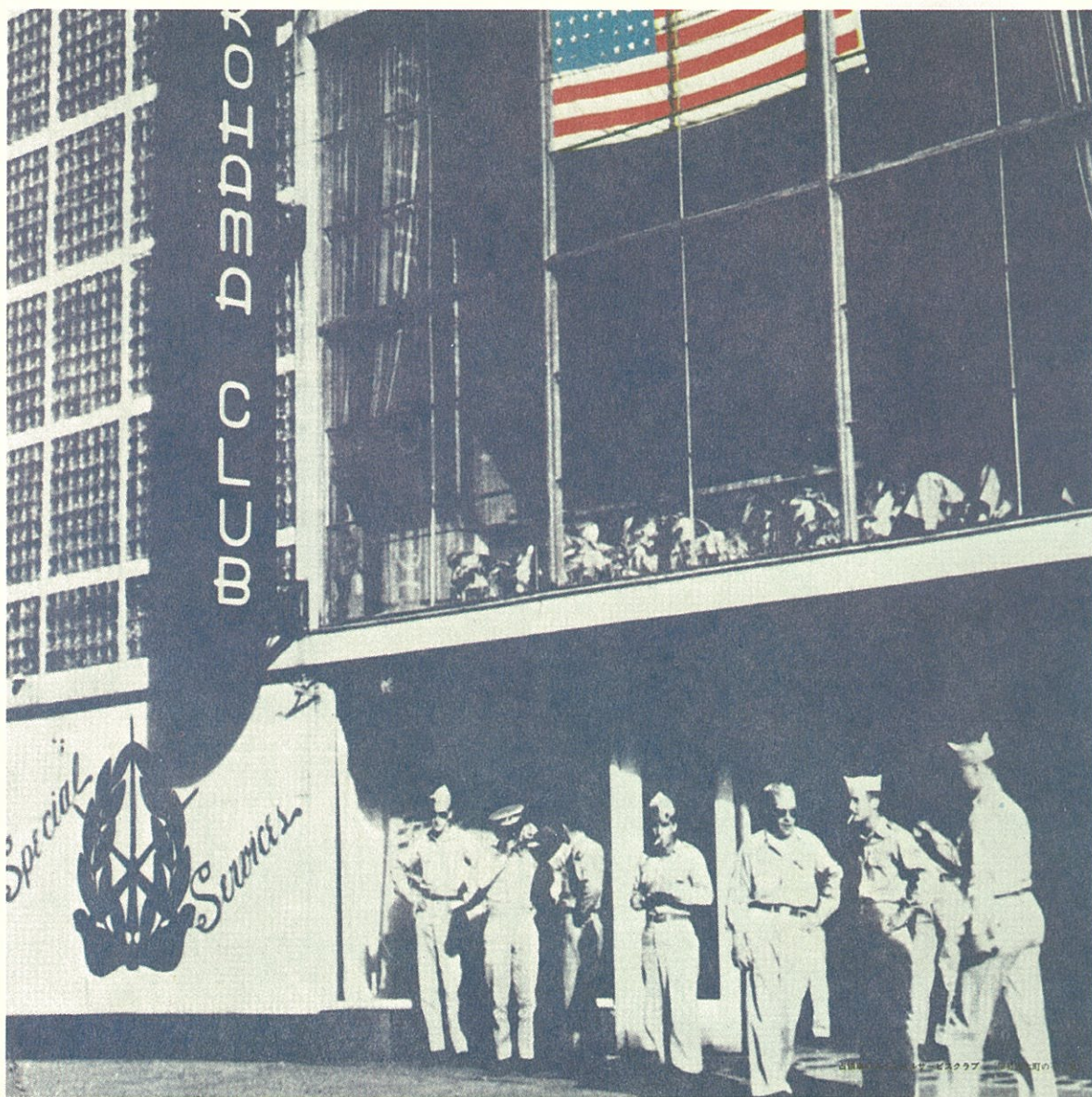
都心に造られた防空壕(昭和20年頃) Air-raid Shelter in the City-center (Around 1945)



横浜大空襲(燃え上がる都心) (昭和20年5月29日) Great Air Raid (City-center on Fire) (May 29, 1945)

第4期 工業の拡充(1945→1960)

Phase 4 Industrial Expansion (1945-1960)



接収(占領軍スペシャルサービスクラブ・伊勢佐木町)(昭和25年頃) Club for U.S. Army (Around 1950)

第2次世界大戦中、京浜工業地帯と重要港湾を有する横浜への空襲は激しく、震災以上の被害をもたらし、敗戦時には、実に市街地の42%を消失するに至り、半世紀の間に2度も壊滅的打撃を被った。さらに敗戦の混乱の中、占領軍により大規模な接収をうけ、全国の接収面積の62%を横浜が負うこととなった。

焼野原の中心部は、兵舎が建ちならび基地の町となり、生命線である港湾は、その90%の施設が接収され、流通機能の低下、商社金融機関の他都市への流出をもたらした。昭和25年の朝鮮戦争の特需による日本経済の立ち直りのきざしとは裏腹に、横浜の経済は、停滞をつづけた。戦災復興計画は、政府の方針により、百年の大計となる理想的都市改造が意図され、横浜市も市内一円に25~100mの広幅員街路(防災道路)を120km、また、区画整理を2,073haにわたり計画した。しかし、敗戦後のインフレ、食糧難、物資欠乏で、政府は、大幅な事業縮小を行い、横浜では、中心部の接収地や、震災復興地区を除いた周辺部で継ぎはぎ的に計画され、その後の横浜の成長に耐える都市施設を形成することができなかった。

昭和22年(1947)には、新憲法下、地方自治制度が確立され、また昭和25年(1950)、港湾法により横浜港が国営港から市の管理下へ移されるなど、一連の民主化策、また、同年の横浜国際港都建設法による国際港都再建への国の援助など、復興、新しい都市づくりへの期待は高まった。しかし、地方財政は圧迫されており、接収のつづく横浜は、市税減収・赤字の累積を生み、昭和27年(1952)戦前水準にもどった人口に必要な生活施設の整備に手をつけられない状況であった。戦災、そして

Air raids over the Keihin Industrial Belt, Yokohama, and its port devastated the area more severely than the Great Kanto Earthquake of 1923. 42% of the built-up area was completely destroyed by fire.



Yokohama had been twice struck by strong destructive blows in the space of half a century. After the war, came the turmoil, and most of the city was requisitioned. This accounted for 62% of the entire requisitioned area throughout Japan!

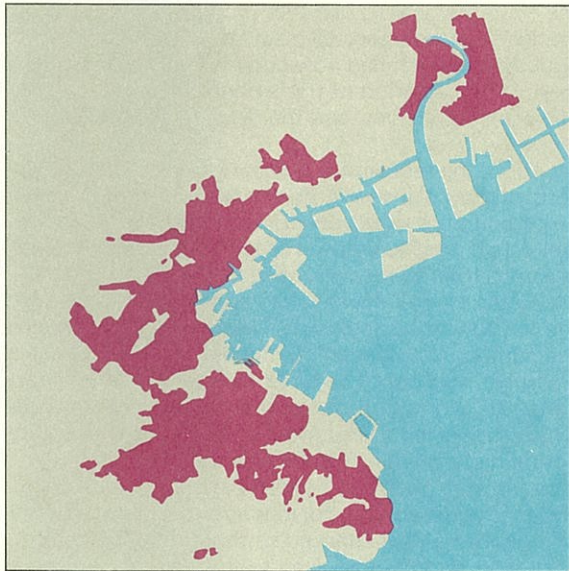
Soon, barracks were constructed in the center of the burned down area which later became the base for American troops stationed in Yokohama. 90% of the port facilities were requisitioned causing severe damage to distribution functions and trading and banking facilities flowed out of the city. In spite of the upturn in the Japanese economy brought on by special procurements for the Korean War in 1950, the economy of Yokohama continued to stagnate. In the War Reconstruction Plan, the government focussed on re-construction of the war devastated cities of Japan into "utopian cities." Yokohama also had its own plans for the implementation of 120 kilometers of wide streets (25 - 100 m. in width) around the city, and the realization of land readjustment of 2,073 ha. However, due to post-war inflation, food and material shortages, the government was constrained to cut down on its rehabilitation programs. In Yokohama, the reconstruction plans were implemented patchily in places outside the requisitioned areas and the earthquake rehabilitation districts.

Through the enactment of the Local Government Act of 1947 and the Harbour Act of 1950, the port previously managed by the government came under the control of the City of Yokohama. Also, through such legislation as the Yokohama Port City Construction Act of that same year, and the government's backing in rebuilding Yokohama into an international port city, hopes were held high for the reconstruction of a new city under the guidance of a democratic policy.

However, Yokohama was under constant pressure due to its financial difficulties. Because of continuous requisitions and the subsequent city tax decrease, the city suffered great budget deficits, and in 1952,

市街地の変遷Ⅳ
Changes in Built-up Areas

-  街路
Roads (1945)
-  国鉄
Japan National Railway (1949)
-  貨物線
Freight lines (1949)
-  私鉄
Private railway lines (1949)
-  市電
Streetcar (1940)
-  駅
Stations
-  市バス
Municipal bus (1949)
-  埋立地
Reclaimed lands
-  市街地
Built-up areas



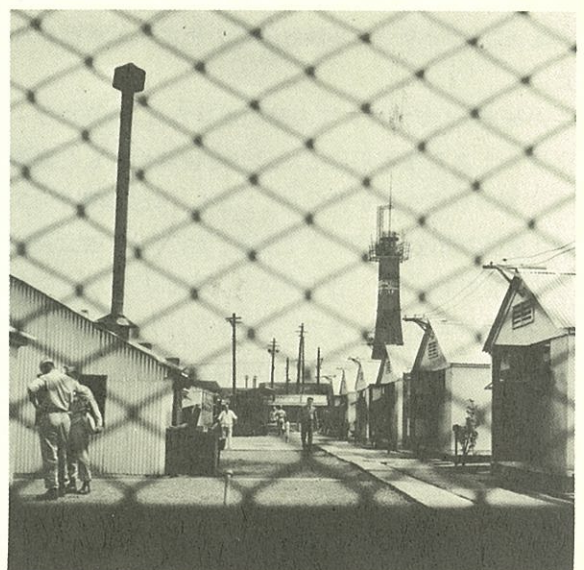
戦災被害図(昭和20年) War Disaster Area (1945)



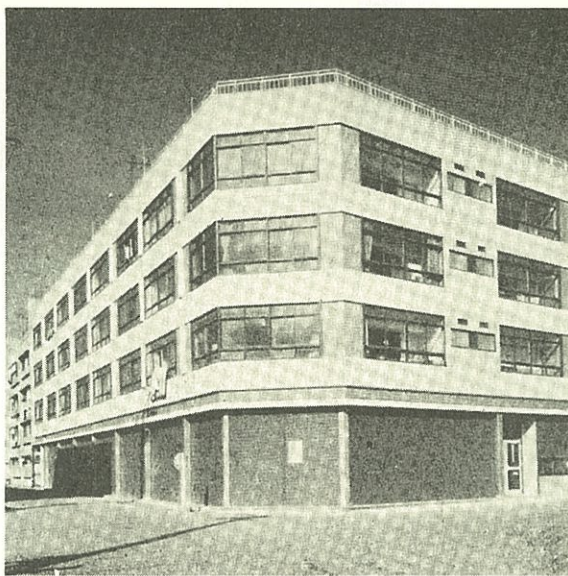
敗戦後の都心・関内(昭和20年) City-center, Kannai after the War (1945)



接收地域図 Requisitioned Area



占領軍の兵舎(昭和25年) Barracks of U.S. Army (1950)



防火建築帯(中区常盤町) Fireproof Building Belt



復興後の都心(関内地区) (昭和33年) City-center after the Rehabilitation (1958)

今日まで続いている接收、経済の立遅れの三重苦の時代であった。

昭和30年(1955)頃になると、接收解除、復興事業の一応の収束、また接收解除された中心部での防火建築帯の助成などが推進され、ようやく再建へ歩み始めた。しかし、商社等の東京流出や、航空機の発達に伴う客船の減少、コンテナ化への対応のおくれなどにより、横浜港の地位は低下していた。一方、経済の高度成長期を支えた日本の重化学工業策は、横浜にも大きな影響をもたらした。その結果、横浜の工業都市化はいつそう進み、港の性格も工業港へと変わった。臨海工業地帯の造成が市政の重要な方針となり、本牧埠頭、及び関連産業用地の整備、大黒埋立による鶴見臨海工業地帯の拡張、さらに、根岸港の埋立とつづき、近代的大工場の誘致が始まった。同時に、鉄道の延伸や工場用水道の整備、進出工場の固定資産税の免除を行う工場誘致条例の制定などが行われた。

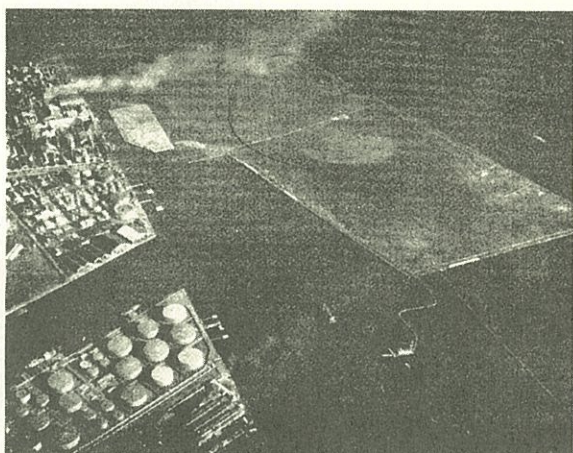
この時期、すでに人口増の傾向が見られ、鉄道のターミナルである横浜駅周辺に郊外を後背地とした商業中心地の形成などが起った。しかし、戦災復興から工業化重視の市政の中で、上下水道、学校などの生活施設整備は進まず、また、住宅水準も、戦前以下のままであり、昭和31年(1956)までに5,307戸となった市営住宅建設も人口増加においつくものではなかった。

the condition was so bad that it could not reconstruct the facilities necessary to meet the demands of the population which had now gone back to the pre-war level. It was a period of triple handicaps - war damage, requisitions, and the delay in economic recovery.

By 1955, the requisition orders were lifted and reconstruction plans were finally put into action. Fire-proof buildings were constructed in central areas which had previously been requisitioned. Yokohama began its road to recovery. But at the same time, the status of Yokohama port was weakening due to the outflow of business into Tokyo, the decrease in the number of ships calling, the development of air transport, and poor container facilities. On the other hand, the promotion of heavy and chemical industries which supported the country's high economic growth period had a great influence over Yokohama. As a result, Yokohama's urbanization and industrialization progressed even further and the characteristics of Yokohama Port changed to those of an industrial port. Top priority was given to the development plans for the Coastal Industrial Belt. The development of Honmoku Pier and industrial sites continued whilst Tsurumi Coastal Industrial Belt expanded through reclamation of the Daikoku area. Negishi Port was also reclaimed and the introduction of modern factories began. Railways were also expanded and an industrial canal system was constructed. At the same time, the city established the Factory Location Incentives Act, a legislation designed to exempt new factories from payment of fixed property taxes. The population began to increase during this period and a new commercial center formed around Yokohama Station supported by the suburban population. However, under the city's strong policy transformation from war-reconstruction to industrialization, the development of household services such as the water supply and sewerage system, schools, etc. progressed at a slow rate. The standard of housing was also at the same level as it was before the war. The construction of public housing managed by the city (5,307 houses were constructed by 1956) could not catch up with the rapid growth of the population.



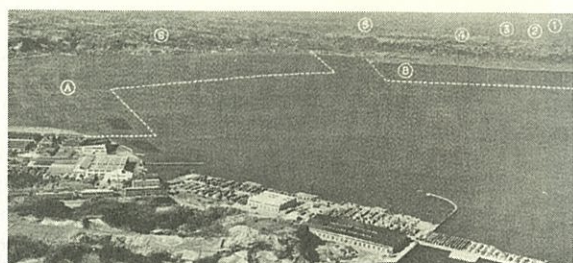
横浜港(昭和30年頃) Yokohama Port (Around 1955)



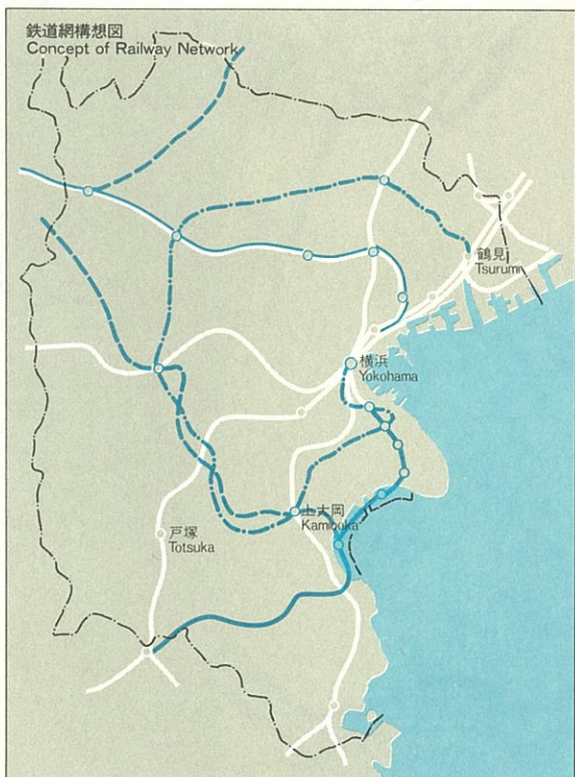
完成間近い大黒町埋立地(昭和34年頃) Nearly Completed Daikoku-cho Pier (Around 1959)



京浜工業地帯(昭和32年) Keihin Industrial Belt (1957)



根岸湾と埋立予定地(昭和31年) Negishi Bay and Scheduled Reclaimed Land (1956)



横浜駅西口(区画整理事業後) (昭和33年頃) West Exit of Yokohama Station after Land Readjustment Project (Around 1958)



元町 Motomachi



シルクセンター(昭和34年完成) Silk Center (Completed in 1959)



中華街 China Town

此圖係由英國海軍部測量局所繪
 其比例尺為一英寸等於一英里
 此圖係由英國海軍部測量局所繪
 其比例尺為一英寸等於一英里
 此圖係由英國海軍部測量局所繪
 其比例尺為一英寸等於一英里



横浜測量図(明治4年) Actual Survey Map of Yokohama (1881)

年表(1600→1982)

Table with 5 columns: Year, International (国外), Domestic (国内), Social (社会一般), Urban Planning (都市計画・埋立・港湾), and Urban Construction (都市施設). The table covers the years 1600 to 1982, detailing various historical events, social movements, urban planning initiatives, and infrastructure developments in Japan, with a specific focus on the city of Kobe.

<p>1927 3 金融恐慌はじまる</p> <p>1928 1 銀行法施行(これに伴い、銀行合同通む)</p> <p>1929 11 普通選挙法による第一回総選挙実施</p> <p>1930 10 政府「金解禁」を公布</p> <p>1931 10 ロンドン条約批准</p> <p>1931 9 世界恐慌波及(昭和恐慌、1932頃まで続く)</p> <p>1931 9 満州事変おこる</p> <p>1932 5 金輸出再禁止</p> <p>1933 3 日本、国際連盟脱退</p> <p>1936 2 2.26事件</p> <p>1937 7 満洲国成立(日中戦争の発端)</p> <p>1938 4 國家總動員法公布</p> <p>1939 7 アメリカ、日米通商航海条約廃棄を通告</p> <p>1940 9 日独伊3国軍事同盟締結</p> <p>1941 4 日ソ中立条約調印</p> <p>1942 12 対米英軍艦布告(太平洋戦争)</p> <p>1943 12 アメリカ艦隊艦機東京・名古屋・神戸など初空襲</p> <p>1944 10 レイテ沖海戦(神風特攻隊による攻撃はじまる)</p> <p>1944 10 海上輸送前線、軍需生産破壊決戦、米軍機日本本土爆撃</p>	<p>1925 3 復興局、帝都復興計画大綱を決定</p> <p>1927 3 東京市街地改良法公布</p> <p>1927 12 不景住宅地改良法公布</p> <p>1927 4 第3次市域拡張(鶴見、保土ヶ谷、大岡など)</p> <p>1932 2 市街地建築物法施行規則の改正により地城制整備</p> <p>1933 3 都市計画法改正適用を市・町・村に拡大</p> <p>1937 4 防空法、同施行令公布</p> <p>1938 4 電力管理法公布(電力国家管理実現)</p> <p>1939 1 専用地区、特別地区制定(市街地建築物法改正)</p> <p>1939 2 防空建築規則公布</p> <p>1941 1 東京・下関間幹線建設計画開始</p> <p>1942 6 同潤会解散、住宅密回発定</p> <p>1942 6 工場規制による規制地域指定</p> <p>1943 2 都市計画法、市街地建築物法の戦時特例公布</p> <p>1944 1 内務省国土局、「戦時国土計画案」</p> <p>1944 1 防空法改正(建物疎開が規定され、東京・名古屋に初の疎開命令)</p>	<p>1925 11 キリンビール精工工場設立</p> <p>1926 7 森永製菓、鶴見工場設立</p> <p>1926 7 久米製菓、鶴見工場設立</p> <p>1927 4 第3次市域拡張(鶴見、保土ヶ谷、大岡など)</p> <p>1932 10 区制施行(鶴見、神奈川、中、保土ヶ谷、磯子)</p> <p>1933 10 昭和電工横浜工場、恵比須町に設立</p> <p>1934 4 日吉に三菱製鉄新設工場</p> <p>1935 3 山下公園で復興記念横浜大博覧会開催</p> <p>1937 4 日吉村を編入</p> <p>1937 5 日立製作所戸塚工場設立</p> <p>1939 4 紅葉坂に市教育会館開設</p> <p>1939 4 川崎町外16町村編入、港北・戸塚区新設</p> <p>1940 12 東京開港反対市民大会</p> <p>1941 7 ヌットハーパー竣工</p> <p>1942 12 中区、神奈川区の一部を分割し、西区新設</p> <p>1944 7 学童の集団疎開開始</p> <p>1944 11 B29による横浜初空襲</p>	<p>1925 5 横浜復興都市計画街路決定</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>	<p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p> <p>1925 11 野毛山動物園開設</p> <p>1925 11 三ツツ公園開設</p> <p>1925 11 市電全線系統番号制定</p> <p>1925 11 若葉町の飛行場跡採取解除</p> <p>1925 11 市役所、貿易博覧会会場跡に移転</p> <p>1925 11 第一期下水道事業として公共下水道事業に着手</p>
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年次	事項	年次	事項	年次	事項	年次	事項	年次	事項
1967	開発途上国関係会議、アルジェンタ平和年ハリス会議	1970	11 宅地造成等規則法公布	1973	11 下街商店、三ツツカッカード完成	1976	6 市街化区域、市街化調整区域を決定	1979	4 新港埠頭一文字地区埋立(1981)
1968	パナマ平和年ハリス会議	1971	11 太平洋ベルト地帯構想公布	1974	6 ボンベレイと姉妹都市に	1977	6 緑地地区条例制定	1981	3 野毛山歩道橋完成
1972	パナマ平和年ハリス会議	1972	11 公共施設の整備に関する法律公布	1975	7 オデッサ、バンクーバー、マニラと姉妹都市に	1978	8 緑地対策基本要綱発表	1982	3 金沢住宅地1号地の基本道路システム固まる
1974	ストックホルム国連人間環境会議	1973	4 工業用地造成法公布	1976	7 マニラと姉妹都市に	1979	11 農業専用地区設定要綱制定	4 飯島・上郷・下永谷市民の森開園	
1975	国連アジア太平洋経済社会委員会設置	1974	4 工業用地造成法公布	1977	4 子供の国オープン	1980	5 宅地開発要綱改訂	9 県民ホール角地広場を指導	
1976	ベトナム戦争終結	1975	7 災害対策基本法公布	1978	9 兵庫県立食糧センター完成	1981	5 宅地開発要綱改訂	11 三保市民の森開園	
1977	パナマ平和年ハリス会議	1976	10 全国総合開発基本計画閣議決定	1979	1 横浜市立学校給食センター完成	1982	5 宅地開発要綱改訂	7 馬車道商店街、モデル商店街検討	
1978	パナマ平和年ハリス会議	1977	3 新河川法公布	1980	3 横浜市立学校給食センター完成	1983	5 宅地開発要綱改訂	8 産賀センター、県民ホール前の公園空地	
1979	パナマ平和年ハリス会議	1978	7 近畿圏整備法公布	1981	4 横浜市立学校給食センター完成	1984	5 宅地開発要綱改訂	8 大通公園周辺地区の壁面線指定	
1980	パナマ平和年ハリス会議	1979	12 生活環境整備緊急指針法公布	1982	3 横浜市立学校給食センター完成	1985	11 山手景観保全指針要綱制定	11 森開園	
1981	パナマ平和年ハリス会議	1980	12 住宅地造成事業に関する法律公布	1983	4 横浜市立学校給食センター完成	1986	12 山手景観保全指針要綱制定	9 県民ホール角地広場を指導	
		1981	6 地方住宅供給公社法公布、施行	1984	4 横浜市立学校給食センター完成	1987	12 山手景観保全指針要綱制定	11 三保市民の森開園	
		1982	6 首都圏近郊緑地保全法公布	1985	3 横浜市立学校給食センター完成	1988	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		1983	6 公害対策基本法公布	1986	3 横浜市立学校給食センター完成	1989	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		1984	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	1987	3 横浜市立学校給食センター完成	1990	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
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		2013	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2016	3 横浜市立学校給食センター完成	2019	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2014	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2017	3 横浜市立学校給食センター完成	2020	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
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		2018	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2021	3 横浜市立学校給食センター完成	2024	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		2019	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2022	3 横浜市立学校給食センター完成	2025	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2020	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2023	3 横浜市立学校給食センター完成	2026	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
		2021	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2024	3 横浜市立学校給食センター完成	2027	12 山手景観保全指針要綱制定	11 森開園	
		2022	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2025	3 横浜市立学校給食センター完成	2028	12 山手景観保全指針要綱制定	9 県民ホール角地広場を指導	
		2023	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2026	3 横浜市立学校給食センター完成	2029	12 山手景観保全指針要綱制定	11 三保市民の森開園	
		2024	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2027	3 横浜市立学校給食センター完成	2030	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		2025	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2028	3 横浜市立学校給食センター完成	2031	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2026	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2029	3 横浜市立学校給食センター完成	2032	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
		2027	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2030	3 横浜市立学校給食センター完成	2033	12 山手景観保全指針要綱制定	11 森開園	
		2028	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2031	3 横浜市立学校給食センター完成	2034	12 山手景観保全指針要綱制定	9 県民ホール角地広場を指導	
		2029	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2032	3 横浜市立学校給食センター完成	2035	12 山手景観保全指針要綱制定	11 三保市民の森開園	
		2030	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2033	3 横浜市立学校給食センター完成	2036	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		2031	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2034	3 横浜市立学校給食センター完成	2037	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2032	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2035	3 横浜市立学校給食センター完成	2038	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
		2033	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2036	3 横浜市立学校給食センター完成	2039	12 山手景観保全指針要綱制定	11 森開園	
		2034	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2037	3 横浜市立学校給食センター完成	2040	12 山手景観保全指針要綱制定	9 県民ホール角地広場を指導	
		2035	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2038	3 横浜市立学校給食センター完成	2041	12 山手景観保全指針要綱制定	11 三保市民の森開園	
		2036	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2039	3 横浜市立学校給食センター完成	2042	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		2037	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2040	3 横浜市立学校給食センター完成	2043	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2038	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2041	3 横浜市立学校給食センター完成	2044	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	
		2039	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2042	3 横浜市立学校給食センター完成	2045	12 山手景観保全指針要綱制定	11 森開園	
		2040	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2043	3 横浜市立学校給食センター完成	2046	12 山手景観保全指針要綱制定	9 県民ホール角地広場を指導	
		2041	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2044	3 横浜市立学校給食センター完成	2047	12 山手景観保全指針要綱制定	11 三保市民の森開園	
		2042	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2045	3 横浜市立学校給食センター完成	2048	12 山手景観保全指針要綱制定	7 馬車道商店街、モデル商店街検討	
		2043	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2046	3 横浜市立学校給食センター完成	2049	12 山手景観保全指針要綱制定	8 産賀センター、県民ホール前の公園空地	
		2044	6 公害問題意識高潮に連なり、大型景気(いざなぎ景年)崩壊	2047	3 横浜市立学校給食センター完成	2050	12 山手景観保全指針要綱制定	8 大通公園周辺地区の壁面線指定	

CHRONOLOGY (1600-1982)

Phase 1 (-1888)	INTERNATIONAL	NATIONAL General	Urban Administration	THE CITY OF YOKOHAMA General	City-Planning, Reclamation, and Port Improvement	Urban Facilities
1600	Charter of the East India Company is drawn up in England.	1603 Ieyasu Tokugawa establishes the "Edo Bakufu" (Military Gov't.) in Edo (today's Tokyo).	1871. 5 The Family Registration Law is proclaimed.	1600 Post-towns (shukuba-machi) of Kanagawa and Hodogaya are formed.	1656 Kanbei Yoshida begins reclamation of the Yoshida Shinden (rice fields).	1861 1.9 km long gutters are constructed along both sides of the road running inside the Settlement.
1776	The U.S. declares independence.	1638 The national isolation policy is enforced.	1874. 5 The Administrative Ward Railway services begin between Osaka and Kobe.	1854 American and Japanese representatives meet at the Yokohama Reception Office (near the present Prefectural Office).	1860 The First Estate Regulations are concluded. (Kanagawa Estate Regulations)	1867 A carriage drive way is opened between Honcho and Yoshida-bashi Bridge. (The beginning of the "Bashamichi" district.)
1782	A new dynasty is established in Siam (the present dynasty of Thailand).	1853 American envoy Commodore M.C. Perry arrives in Uraga.	1885. 5 The Prefecture (Fu-Ken) System and the Rural Country (Gun) System are proclaimed.	1859 Opening of the Port of Yokohama.	1864 The Second Estate Regulations are concluded. (Memorandum)	The "Yoshidabashi Bridge," a support-less steel bridge designed and supervised by H.R. Brunton) is completed.
1840	The Opium War.	1854 Amity treaties are signed with the U.S., England, and Russia.	1888. 4 The Municipal (Shi) System and the Township & Village (Cho-Son) System are proclaimed.	1875. 2 British and French troops withdraw from Yokohama.	1866 The Third Estate Regulations are concluded. (The improvement of the Yokohama Settlement, racecourse, cemetery, etc.)	A new porcelain sewage pipe line (designed and supervised by H.R. Brunton) is constructed.
1856	The Arrow Incident at Canton.	1868 The Meiji Restoration. (The Royal Capital is transferred to Tokyo from Kyoto.)	8 The Tokyo City District Improvement Act is established. (Japan's first city planning legislation.)	1876 Trade monopoly by foreign trading houses reach 95%.	1870 Temporary Railway services begin between Shinagawa and Yokohama.	Higa Park (the present Yokohama Park) is opened to the public.
1857	The Spacy Mutiny.	1889. 2 The Imperial Constitution is promulgated.	4 The Municipal System and the Township & Village System come into effect.	1889. 4 The Yokohama Municipal Organization System is enforced. Population: 116, 193.	1872. 6 Temporary Railway services begin between Shinagawa and Yokohama.	Nihon Odori Ave. is opened for traffic.
1858	The Treaty of Aigun is signed between China and Russia.	1894. 8 The Sino-Japanese War.	1908 The Ministry of Home Affairs adopts the "Garden City Concept."	1890. 9 First electric lights go on. (The Yokohama Cooperative Lighting Corp. conducts pilot electricity transmission.)	1876. 5 Higa Park (the present Yokohama Park) is opened to the public.	H.S. Palmer is given authority to design a modern water supply system.
1861	Italy is united as a single nation.	1904. 2 The Russo-Japanese War.	1919. 4 Urban Buildings Act, City Planning Act and Local Railways Act are proclaimed.	1900. 3 The Municipal System is revised. (Administrative Wards "Ku" are established.)	1876. 5 Higa Park (the present Yokohama Park) is opened to the public.	
1862	The Civil War in the U.S.	1920.10 The First National Census.	7 The City Planning Act is applied to 25 cities, excluding the 6 major cities.	1923. 9 The great earthquake of 1923 and the subsequent fire destroy 62,608 houses, leave 21,384 persons dead.	1896. 5 Port Improvement Project. Phase I: construction is completed under the supervision of H.S. Palmer.	
1866	The Saigon Treaty is signed between France and Vietnam.	1923. 9 The great earthquake of 1923 strikes the Kanto Plain.	3 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	1903 Mayor Morihito Ichihara announces "Future Urban Facilities."	1903 Mayor Morihito Ichihara announces "Future Urban Facilities."	
1867	The Seven Weeks' War in Central Europe.	1927. 3 Financial panic begins.	1925. 3 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	1910 The Yokohama Economic Cooperation Committee announces the "Factory Incentives Policy."	1910 The Yokohama Economic Cooperation Committee announces the "Factory Incentives Policy."	
1869	The Austro-Hungarian Empire is created.	1933. 3 Japan withdraws from the League of Nations.	1941. 1 The System of providing green zones for air-defence purposes is established. (The revision of the City Planning Act is enforced.)	1918 The Tokyo City District Improvement Act is applied to Yokohama.	1918 The Tokyo City District Improvement Act is applied to Yokohama.	
1870	Opening of the Suez Canal.	1941.12 Japan declares war against the U.S. and Great Britain. (The Beginning of the Pacific War)	3 The "Dojunkai" (the earliest example of a Public Housing Authority) is dissolved and the "Jutaku Eidan" (also a Public Housing Authority) is established.	1920 The City Planning Act and the Urban Buildings Act are applied to Yokohama.	1920 The City Planning Act and the Urban Buildings Act are applied to Yokohama.	
1871	The Third Republic is proclaimed in France.	1945. 3 Tokyo is destroyed by American B-29 bombers.	1945. 5 Air raids destroy urbanized areas of Yokohama.	1923. 3 Proposal for the designation of Land Use Zoning Systems (Never implemented.)	1923. 3 Proposal for the designation of Land Use Zoning Systems (Never implemented.)	
1877	The German Empire is established.	1945. 8 Atomic bombs are dropped on Hiroshima and Nagasaki.	8 SCAP sets up headquarters at the Hotel New Grand.	1925. 7 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	1925. 7 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	
1882	The Indian Empire is established.	1946.11 A new Constitution is promulgated.	1947. 4 The first mayoral elections.	1925. 8 Land Use Zones are determined (but not enforced.)	1925. 8 Land Use Zones are determined (but not enforced.)	
1884	Triplice Alliance between Germany, Austria, and Italy is concluded.	1948.12 The G.H.Q. issues a mandatory "Nine-Point Economic Stabilization Principle for Japan."	7 The first mayoral elections.	1925. 11 Plan for the Rehabilitation of Yokohama is proposed.	1925. 11 Plan for the Rehabilitation of Yokohama is proposed.	
1885	The Sino-French War. (-1885)	The Japanese Government announces the "Ten-Point Economic Stabilization Principle."	5 The "Jutaku Eidan" (also a Public Housing Authority) is established.	1925. 10 The decision is made to effect outright sale of public housing, open space and belts of open space for air-defence purposes are determined.	1925. 10 The decision is made to effect outright sale of public housing, open space and belts of open space for air-defence purposes are determined.	
1885	The first Indian National Congress is held.	1951. 9 The San Francisco Peace Conference.	6 The National Capital Region Development Act is proclaimed.	1944. 4 Open space and belts of open space for air-defence purposes are determined.	1944. 4 Open space and belts of open space for air-defence purposes are determined.	
1892	The Franco-Russian Alliance is established.	1951. 9 The San Francisco Peace Conference.	1951. 7 The National Capital Region Development Act is proclaimed.	1946. 8 City Planning Areas are designated for the rehabilitation of Yokohama.	1946. 8 City Planning Areas are designated for the rehabilitation of Yokohama.	
1898	American War.	1953. 2 The Peace Treaty and the U.S.-Japan Security Pact are signed.	1951. 4 The Public Housing Act is proclaimed.	1950. 5 The Yokohama Rehabilitation Program is announced.	1950. 5 The Yokohama Rehabilitation Program is announced.	
1899	The Boxers Incident in China (-1901)	1953. 2 N.H.K. (Nippon Hoso Kyokai), a national broadcasting corp., begins telecast services.	5 The Land Readjustment Act is proclaimed.	1950. 5 The Yokohama port management authority is transferred to the city.	1950. 5 The Yokohama port management authority is transferred to the city.	
1901	The Commonwealth of Australia is established.	1955. 7 The Economic Planning Agency is instituted.	7 Japan Housing Corp. is established.	1950. 10 Act for the Construction of International Port City Yokohama is proclaimed.	1950. 10 Act for the Construction of International Port City Yokohama is proclaimed.	
1907	The Second Hague Peace Conference.	1956.12 Japan's participation to the United Nations is approved by the General Assembly.	11 The Building Standards Act is enforced.	1951. 5 Public housing registrations begin.	1951. 5 Public housing registrations begin.	
1907	New Zealand is granted status of Dominion by England.	1960.12 The Cabinet announces the "National Income Doubling Plan" and the "Basic Economic Program" under the nation's economic growth policy.	4 The National Capital Region Development Act is proclaimed.	1957. 2 The Basic Comprehensive Plan for International Port City Yokohama is drawn up.	1957. 2 The Basic Comprehensive Plan for International Port City Yokohama is drawn up.	
1908	Bulgaria declares independence.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1960 "Future City Planning Concepts" is announced.	1960 "Future City Planning Concepts" is announced.	
1911	The Chinese Revolution.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	1961. 7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	
1914	World War I. (-1918)	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1914	Opening of the Panama Canal.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1916	Poland declares independence.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1917	The Republic of Finland declares independence.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1917	The Bolshevik Revolution.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1918	Czechoslovakia declares independence.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1918	Yugoslavia declares independence.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1918	The Polish Republic is proclaimed.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1918	The Hungarian Revolution.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1918	Yokohama Yubin Chokin Hall (financed by the Postal Savings System) is opened.	1961. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1961. 9 Land Formation are announced.	1961. 9 Land Formation are announced.	
1922	Phase 2 (1889-1922)	1922. 9 The great earthquake of 1923 completely destroys transportation facilities.	1922. 9 The City Planning Act is applied to 25 cities, excluding the 6 major cities.	1922. 9 The great earthquake of 1923 completely destroys transportation facilities.	1922. 9 The great earthquake of 1923 completely destroys transportation facilities.	
1923		1923. 3 Tokyo is destroyed by American B-29 bombers.	7 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	1923. 3 Proposal for the designation of Land Use Zoning Systems (Never implemented.)	1923. 3 Proposal for the designation of Land Use Zoning Systems (Never implemented.)	
1925		1925. 3 Air raids continue throughout the mainland.	3 The "Dojunkai" (the earliest example of a Public Housing Authority) is dissolved and the "Jutaku Eidan" (also a Public Housing Authority) is established.	1925. 7 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	1925. 7 The Rehabilitation Bureau determines guidelines for the Tokyo City Rehabilitation Plan.	
1928		1928.12 The G.H.Q. issues a mandatory "Nine-Point Economic Stabilization Principle for Japan."	7 The first mayoral elections.	1928.11 Municipal bus services begin operation.	1928.11 Municipal bus services begin operation.	
1930		The Japanese Government announces the "Ten-Point Economic Stabilization Principle."	5 The "Jutaku Eidan" (also a Public Housing Authority) is established.	1930. 3 Yamashita Park is opened to the public.	1930. 3 Yamashita Park is opened to the public.	
1932		1932. 9 The San Francisco Peace Conference.	6 The National Capital Region Development Act is proclaimed.	1932. 9 The great earthquake of 1923 completely destroys transportation facilities.	1932. 9 The great earthquake of 1923 completely destroys transportation facilities.	
1935		1935. 2 The Peace Treaty and the U.S.-Japan Security Pact are signed.	5 The Land Readjustment Act is proclaimed.	1935. 4 First chlorination of water supply systems.	1935. 4 First chlorination of water supply systems.	
1939		1939. 2 N.H.K. (Nippon Hoso Kyokai), a national broadcasting corp., begins telecast services.	7 Japan Housing Corp. is established.	1939. 11 Municipal bus services begin operation.	1939. 11 Municipal bus services begin operation.	
1942		1942.12 The Economic Planning Agency is instituted.	11 The Building Standards Act is enforced.	1942.10 The decision is made to effect outright sale of public housing, open space and belts of open space for air-defence purposes are determined.	1942.10 The decision is made to effect outright sale of public housing, open space and belts of open space for air-defence purposes are determined.	
1945		1945. 9 The San Francisco Peace Conference.	4 The National Capital Region Development Act is proclaimed.	1945. 5 Air raids destroy urbanized areas of Yokohama.	1945. 5 Air raids destroy urbanized areas of Yokohama.	
1948		1948.12 The G.H.Q. issues a mandatory "Nine-Point Economic Stabilization Principle for Japan."	6 The National Capital Region Development Act is proclaimed.	1948. 8 SCAP sets up headquarters at the Hotel New Grand.	1948. 8 SCAP sets up headquarters at the Hotel New Grand.	
1949		The Japanese Government announces the "Ten-Point Economic Stabilization Principle."	6 The National Capital Region Development Act is proclaimed.	1949. 4 The first mayoral elections.	1949. 4 The first mayoral elections.	
1951		1951. 9 The San Francisco Peace Conference.	4 The National Capital Region Development Act is proclaimed.	1951. 5 Public housing registrations begin.	1951. 5 Public housing registrations begin.	
1953		1953. 2 The Peace Treaty and the U.S.-Japan Security Pact are signed.	5 The Land Readjustment Act is proclaimed.	1953. 3 City Planning Areas are designated for the rehabilitation of Yokohama.	1953. 3 City Planning Areas are designated for the rehabilitation of Yokohama.	
1955		1955. 7 The Economic Planning Agency is instituted.	7 Japan Housing Corp. is established.	1955. 8 Land Use Zones are designated.	1955. 8 Land Use Zones are designated.	
1956		1956.12 Japan's participation to the United Nations is approved by the General Assembly.	11 The Building Standards Act is enforced.	1956. 8 City Planning Areas are designated for the rehabilitation of Yokohama.	1956. 8 City Planning Areas are designated for the rehabilitation of Yokohama.	
1957		1957. 2 The Cabinet announces the "National Income Doubling Plan" and the "Basic Economic Program" under the nation's economic growth policy.	4 The National Capital Region Development Act is proclaimed.	1957. 2 The Basic Comprehensive Plan for International Port City Yokohama is drawn up.	1957. 2 The Basic Comprehensive Plan for International Port City Yokohama is drawn up.	
1959		1959. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1959. 1 Line begins.	1959. 1 Line begins.	
1960		1960.12 The Cabinet announces the "National Income Doubling Plan" and the "Basic Economic Program" under the nation's economic growth policy.	6 The National Capital Region Development Act is proclaimed.	1960 "Future City Planning Concepts" is announced.	1960 "Future City Planning Concepts" is announced.	
1962		1962. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1962.11 The Park Overlooking the Port is completed.	1962.11 The Park Overlooking the Port is completed.	
1966		1966. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1966. 3 Schematic design for Kohoku New Concept is drawn.	1966. 3 Schematic design for Kohoku New Concept is drawn.	
1968		1968. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1968. 3 Schematic design for Kohoku New Concept is drawn.	1968. 3 Schematic design for Kohoku New Concept is drawn.	
1974		1974. 1 The Daikoku Bridge is completed.	1 The Daikoku Bridge is completed.	1974. 1 The Daikoku Bridge is completed.	1974. 1 The Daikoku Bridge is completed.	
1977		1977. 7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	1977. 7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	1977. 7 The Long Term Comprehensive Plan is revised. Estimated population of Yokohama to undertake City	
1979		1979. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1979. 6 The Basic Agricultural Act.	1979. 6 The Basic Agricultural Act.	
1982		1982. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1982. 6 The Basic Agricultural Act.	1982. 6 The Basic Agricultural Act.	
1986		1986. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1986. 3 Schematic design for Kohoku New Concept is drawn.	1986. 3 Schematic design for Kohoku New Concept is drawn.	
1988		1988. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1988. 3 Schematic design for Kohoku New Concept is drawn.	1988. 3 Schematic design for Kohoku New Concept is drawn.	
1989		1989. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1989. 6 The Basic Agricultural Act.	1989. 6 The Basic Agricultural Act.	
1992		1992. 6 The Basic Agricultural Act.	6 The National Capital Region Development Act is proclaimed.	1992. 6 The Basic Agricultural Act.	1992. 6 The Basic Agricultural Act.	

1963	The Federation of Malaysia is established.	11	Shortage of goods; housewives stock-up on scarce items; commodity prices go sky-high. Rocketing inflation.	1973.11	Population of Yokohama tops 2.5 million.	12	The City of Yokohama is approved by the Municipal Assembly.	1968	The Third 5 Year Port Improvement Plan is announced.	9	The public Torihama Park is opened to the public.
1965	The U.S. begins air bombardment over North Vietnam.	6	The Building Standards Act is revised.	1973.11	Population of Yokohama tops 2.5 million.	12	The City of Yokohama is approved by the Municipal Assembly.	1968	The Third 5 Year Port Improvement Plan is announced.	9	The public Torihama Park is opened to the public.
1967	Singapore becomes an independent nation. ASEAN (Association of South East Asian Nations) is established.	12	Legislation concerning pollution is approved.	11	Sotetsu "Joinus" (a bldg. housing specialty shops) is opened.	8	A Comprehensive Plan for the City of Yokohama - 1985 is drawn up; a 5 year index is announced.	1969. 2	Negotiations begin concerning the relocation of Mitsubishi Heavy Industries' Yokohama Shipyard.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1968	Hiroshima becomes the 10th Designated City of Japan.	7	The Environment-tal Agency is established.	11	Shanghai, China concludes ties for furthering friendly exchange.	4	The Asahi Ward Residents' Council is established.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1972	The United Nations Conference on the Human Environment is held in Stockholm.	6	Legislation concerning the promotion of expanding publicly owned land is proclaimed.	11	The Second Asian Table Tennis Tournament is held at the Bunka Taikukan (Cultural Sports Center).	1775.11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1969. 2	Negotiations begin concerning the relocation of Mitsubishi Heavy Industries' Yokohama Shipyard.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1974	ESCAP (The United Nations Economic and Social Commission for Asia and the Pacific) is established.	9	Industrial Control Act is revised.	10	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1969. 2	Negotiations begin concerning the relocation of Mitsubishi Heavy Industries' Yokohama Shipyard.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1975	The Vietnam War ends.	6	The National Land Zones Act is proclaimed.	4	The Soretisu Izumino Line begins operation.	4	Guidelines are determined for the creation of an environmental representative of a "city of welfare."	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1976	Papua New Guinea becomes an independent nation.	6	The National Land Zones Act is proclaimed.	5	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1978	The First Commission on Human Settlements is held in New York.	6	The National Land Zones Act is proclaimed.	5	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1979	UNCHS (The United Nations Centre for Human Settlements) is established.	6	The National Land Zones Act is proclaimed.	5	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1980	The Second Commission on Human Settlements is held in Nairobi.	6	The National Land Zones Act is proclaimed.	5	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1981	The Fourth Commission on Human Settlements is held in Manila.	6	The National Land Zones Act is proclaimed.	5	Isezaki-cho celebrates 100th Anniversary.	2	Guidelines for large-scale stores (supermarkets, dept. stores, etc.) are determined.	1976. 2	Sea Berrh (in Ogishima) is completed.	10	Industrial Trade Center Bldg. is completed, resulting in the formation of "Pair Plaza."
1974. 4	Guidelines for the conservation of Agricultural Green Zones are established.	4	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 4	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 4	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 4	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 4	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.
1974. 8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1974. 8	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.
1975. 11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1975. 11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1975. 11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1975. 11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.	1975. 11	Guidelines for developmental and construction activities in the district north of Shin Yokohama station.
1976. 7	Sunlight guaranteed guidelines for Yokohama are revised.	7	Sunlight guaranteed guidelines for Yokohama are revised.	1976. 7	Sunlight guaranteed guidelines for Yokohama are revised.	1976. 7	Sunlight guaranteed guidelines for Yokohama are revised.	1976. 7	Sunlight guaranteed guidelines for Yokohama are revised.	1976. 7	Sunlight guaranteed guidelines for Yokohama are revised.
1977. 3	Demarcation Alteration Standards are announced.	3	Demarcation Alteration Standards are announced.	1977. 3	Demarcation Alteration Standards are announced.	1977. 3	Demarcation Alteration Standards are announced.	1977. 3	Demarcation Alteration Standards are announced.	1977. 3	Demarcation Alteration Standards are announced.
1978. 4	Revisions of Building Height Control Zones are announced.	4	Revisions of Building Height Control Zones are announced.	1978. 4	Revisions of Building Height Control Zones are announced.	1978. 4	Revisions of Building Height Control Zones are announced.	1978. 4	Revisions of Building Height Control Zones are announced.	1978. 4	Revisions of Building Height Control Zones are announced.
1979. 3	Reclamation program for the area beyond Kanazawa district is announced.	3	Reclamation program for the area beyond Kanazawa district is announced.	1979. 3	Reclamation program for the area beyond Kanazawa district is announced.	1979. 3	Reclamation program for the area beyond Kanazawa district is announced.	1979. 3	Reclamation program for the area beyond Kanazawa district is announced.	1979. 3	Reclamation program for the area beyond Kanazawa district is announced.
1979. 4	The Fourth 5 Year Port Improvement Plan is announced.	4	The Fourth 5 Year Port Improvement Plan is announced.	1979. 4	The Fourth 5 Year Port Improvement Plan is announced.	1979. 4	The Fourth 5 Year Port Improvement Plan is announced.	1979. 4	The Fourth 5 Year Port Improvement Plan is announced.	1979. 4	The Fourth 5 Year Port Improvement Plan is announced.
1979. 6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.	6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.	1979. 6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.	1979. 6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.	1979. 6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.	1979. 6	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project in the Noge and Sakuragi-cho districts.
1979. 7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.	7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.	1979. 7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.	1979. 7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.	1979. 7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.	1979. 7	Decision is made to undertake City Planning in connection with the Urban Redevelopment Project on the East Exit side of Totsuka station.
1981. 3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.	3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.	1981. 3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.	1981. 3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.	1981. 3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.	1981. 3	Standards of architectural guidance for apartment housing in Industrial Zones and Quasi-Industrial Zones are established.
1982. 4	Vancouver, B.C., Canada becomes a sister port.	4	Vancouver, B.C., Canada becomes a sister port.	1982. 4	Vancouver, B.C., Canada becomes a sister port.	1982. 4	Vancouver, B.C., Canada becomes a sister port.	1982. 4	Vancouver, B.C., Canada becomes a sister port.	1982. 4	Vancouver, B.C., Canada becomes a sister port.
1982. 4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)	4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)	1982. 4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)	1982. 4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)	1982. 4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)	1982. 4	Michikazu Saigo is re-elected Mayor of Yokohama. (second term)
1976. 2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.	2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.	1976. 2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.	1976. 2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.	1976. 2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.	1976. 2	32 designs (out of numerous citizens' entries) are selected for use on picture tiles.
1976. 2	Schematic design for the Kohoku New Town Center is finalized.	2	Schematic design for the Kohoku New Town Center is finalized.	1976. 2	Schematic design for the Kohoku New Town Center is finalized.	1976. 2	Schematic design for the Kohoku New Town Center is finalized.	1976. 2	Schematic design for the Kohoku New Town Center is finalized.	1976. 2	Schematic design for the Kohoku New Town Center is finalized.
1976. 2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.	2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.	1976. 2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.	1976. 2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.	1976. 2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.	1976. 2	"District Development Agreement" is concluded for the construction of Bashamichi Shopping Mall.
1976. 2	Sculptures are placed on the main pillar of Bentenbashi bridge.	2	Sculptures are placed on the main pillar of Bentenbashi bridge.	1976. 2	Sculptures are placed on the main pillar of Bentenbashi bridge.	1976. 2	Sculptures are placed on the main pillar of Bentenbashi bridge.	1976. 2	Sculptures are placed on the main pillar of Bentenbashi bridge.	1976. 2	Sculptures are placed on the main pillar of Bentenbashi bridge.
1976. 2	The Kannai route of the Downtown Promenade is completed.	2	The Kannai route of the Downtown Promenade is completed.	1976. 2	The Kannai route of the Downtown Promenade is completed.	1976. 2	The Kannai route of the Downtown Promenade is completed.	1976. 2	The Kannai route of the Downtown Promenade is completed.	1976. 2	The Kannai route of the Downtown Promenade is completed.
1976. 2	Naka Fire Station is completed.	2	Naka Fire Station is completed.	1976. 2	Naka Fire Station is completed.	1976. 2	Naka Fire Station is completed.	1976. 2	Naka Fire Station is completed.	1976. 2	Naka Fire Station is completed.
1976. 2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.	2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.	1976. 2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.	1976. 2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.	1976. 2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.	1976. 2	Construction of red brick sidewalk along the Bashamichi Shopping Mall is completed.
1977. 4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.	4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.	1977. 4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.	1977. 4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.	1977. 4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.	1977. 4	Yokohama Int'l. Conference Hall is completed inside the Industrial Trade Center Bldg.
1977. 4	Negishi Forest Park is opened to the public.	4	Negishi Forest Park is opened to the public.	1977. 4	Negishi Forest Park is opened to the public.	1977. 4	Negishi Forest Park is opened to the public.	1977. 4	Negishi Forest Park is opened to the public.	1977. 4	Negishi Forest Park is opened to the public.
1977. 4	"Marinade" Underground Mall is completed.	4	"Marinade" Underground Mall is completed.	1977. 4	"Marinade" Underground Mall is completed.	1977. 4	"Marinade" Underground Mall is completed.	1977. 4	"Marinade" Underground Mall is completed.	1977. 4	"Marinade" Underground Mall is completed.
1977. 4	The Ishikawa-cho route of the Downtown Promenade is completed.	4	The Ishikawa-cho route of the Downtown Promenade is completed.	1977. 4	The Ishikawa-cho route of the Downtown Promenade is completed.	1977. 4	The Ishikawa-cho route of the Downtown Promenade is completed.	1977. 4	The Ishikawa-cho route of the Downtown Promenade is completed.	1977. 4	The Ishikawa-cho route of the Downtown Promenade is completed.
1977. 4	The development of Naimon Dori Ave.	4	The development of Naimon Dori Ave.	1977. 4	The development of Naimon Dori Ave.	1977. 4	The development of Naimon Dori Ave.	1977. 4	The development of Naimon Dori Ave.	1977. 4	The development of Naimon Dori Ave.
1978. 4	The Iron Yoshida-bashi Bridge is restored.	4	The Iron Yoshida-bashi Bridge is restored.	1978. 4	The Iron Yoshida-bashi Bridge is restored.	1978. 4	The Iron Yoshida-bashi Bridge is restored.	1978. 4	The Iron Yoshida-bashi Bridge is restored.	1978. 4	The Iron Yoshida-bashi Bridge is restored.
1978. 4	The Osaragi Memorial Hall is completed.	4	The Osaragi Memorial Hall is completed.	1978. 4	The Osaragi Memorial Hall is completed.	1978. 4	The Osaragi Memorial Hall is completed.	1978. 4	The Osaragi Memorial Hall is completed.	1978. 4	The Osaragi Memorial Hall is completed.
1979. 4	Otori Park is completed.	4	Otori Park is completed.	1979. 4	Otori Park is completed.	1979. 4	Otori Park is completed.	1979. 4	Otori Park is completed.	1979. 4	Otori Park is completed.
1979. 4	Isezaki Mall is completed.	4	Isezaki Mall is completed.	1979. 4	Isezaki Mall is completed.	1979. 4	Isezaki Mall is completed.	1979. 4	Isezaki Mall is completed.	1979. 4	Isezaki Mall is completed.
1979. 4	Makigahara Children's Zoo is opened to the public.	4	Makigahara Children's Zoo is opened to the public.	1979. 4	Makigahara Children's Zoo is opened to the public.	1979. 4	Makigahara Children's Zoo is opened to the public.	1979. 4	Makigahara Children's Zoo is opened to the public.	1979. 4	Makigahara Children's Zoo is opened to the public.
1979. 6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.	6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.	1979. 6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.	1979. 6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.	1979. 6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.	1979. 6	Yokohama Children's Botanical Garden is opened in Mutsukawa, Minami Ward.
1979. 7	Shomyoji Citizens' Forest is opened to the public.	7	Shomyoji Citizens' Forest is opened to the public.	1979. 7	Shomyoji Citizens' Forest is opened to the public.	1979. 7	Shomyoji Citizens' Forest is opened to the public.	1979. 7	Shomyoji Citizens' Forest is opened to the public.	1979. 7	Shomyoji Citizens' Forest is opened to the public.
1979. 7	Segami Citizens' Forest is opened to the public.	7	Segami Citizens' Forest is opened to the public.	1979. 7	Segami Citizens' Forest is opened to the public.	1979. 7	Segami Citizens' Forest is opened to the public.	1979. 7	Segami Citizens' Forest is opened to the public.	1979. 7	Segami Citizens' Forest is opened to the public.
1979. 11	"The Girl with the Red Shoes On" is unveiled.	11	"The Girl with the Red Shoes On" is unveiled.	1979. 11	"The Girl with the Red Shoes On" is unveiled.	1979. 11	"The Girl with the Red Shoes On" is unveiled.	1979. 11	"The Girl with the Red Shoes On" is unveiled.	1979. 11	"The Girl with the Red Shoes On" is unveiled.



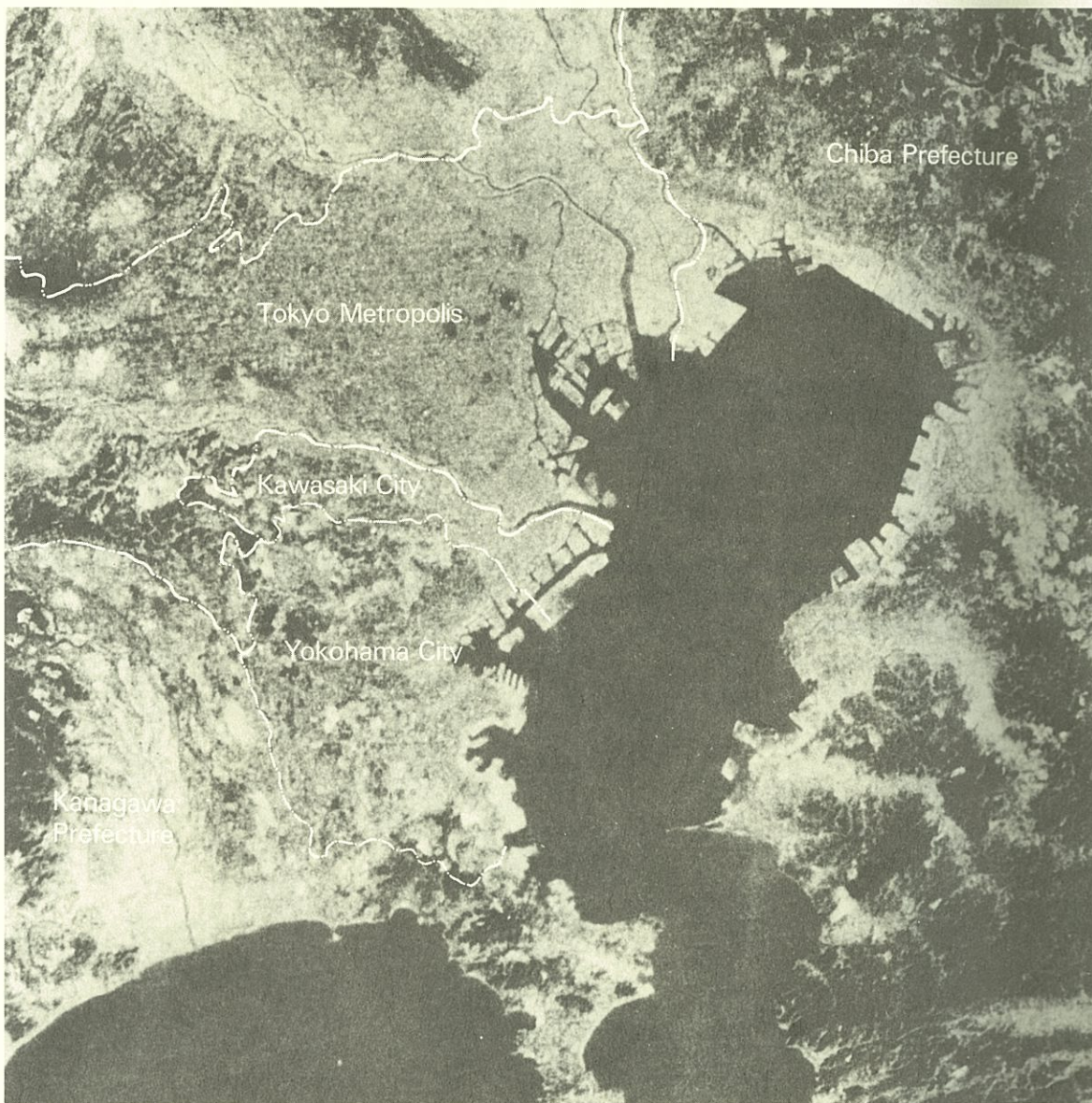


第II章 急増する人口は横浜をどう変えたか

CHAPTER II THE EFFECT OF RAPID POPULATION GROWTH ON YOKOHAMA

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東京と横浜 Tokyo and Yokohama

1. 首都圏における横浜

首都圏（1都7県）には、わが国の総人口の30%を占めるほどの人口が集積し、なお、その傾向は続いている。横浜市は、この首都圏内にあって東京都（区部）に次ぐ人口規模第2の都市であり、首都圏における港湾、重化学工業、住機能で大きな役割を担っている。

第二次大戦で、都心部や臨海工業地帯は壊滅的な被害を被ったが、その後、わが国の経済活動の復興を支え、都市活動も復活した。

港湾機能は、終戦当時約90%の接収を受けていたが、今日では、わが国第一の輸出量を扱う国際港湾に成長した。工業機能では、首都圏のうち南関東地域（1都3県）の工業出荷額のシェアは、1963年、14%に達したが、北関東（3県）地域の伸びなどでシェアは下がる傾向にある。

住機能は、約94万世帯280万人余りを擁し、首都圏における巨大な住宅地を抱えている。しかし、商業・業務機能は、巨大な人口にもかかわらず、集積が少ない。商業機能のうち、特に卸売機能は東京に依存している。業務機能も圧倒的に東京に集中し、横浜で育った大企業が逆に東京へ移るといった問題がある。

2. 東京と横浜

横浜市は、首都東京の南西20~40km隔だった位置にあるが、東京と横浜を結ぶ交通機関が整備されているため、市内から東京都心には約1時間で到達できる。このため、戦後東京への人口および産業の集積が進み、就業の機会が増大するに従い、全国から東京へ流入した人口が周辺都市、特に横浜にあふれて集積した。1960年~1972年までは、毎年8~10万人に及ぶ人口増をみ、いわば東京のベッドタウンの様相を呈している。第二次世界大戦

Yokohama's Position in the National Capital Region

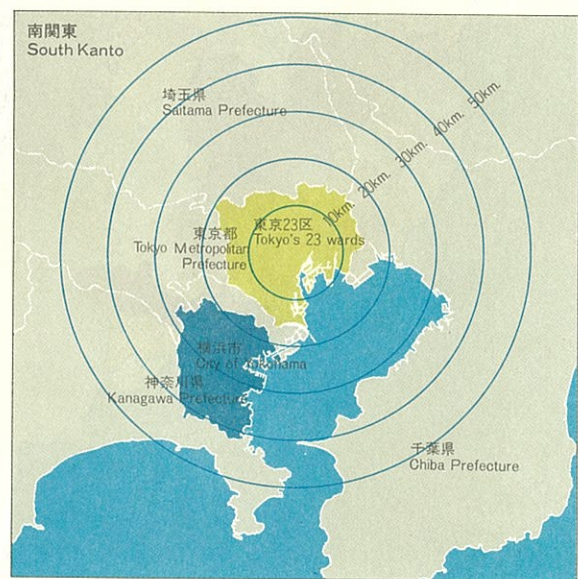
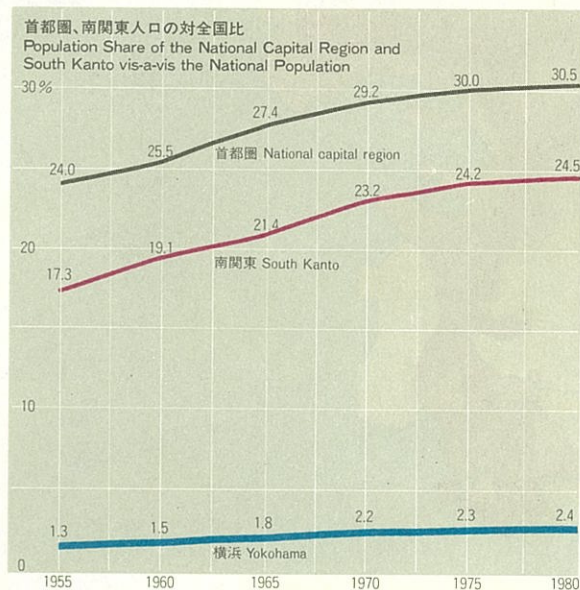
30% of the nation's population is concentrated in the National Capital Region (1 Metropolis, 7 Prefectures), and continues to increase. Located as it is in this great region, Yokohama has the second largest population, next to Tokyo, and plays an important role in furnishing harbour, chemical and other heavy industries and housing facilities to the region. Although central Yokohama and the Coastal Industrial Belt suffered great damage from World War II, the city supported the nation's post-war economic restoration and growth.

90% of all port facilities had been requisitioned after the war, but today, Yokohama port has developed into a huge international port priding itself on its handling of the largest quantity of exports in Japan. As for industrial functions, the share in industrial shipment from the South Kanto Region (1 Metropolis, 3 Prefectures: Tokyo, Saitama, Chiba and Kanagawa) reached a high of 14% in 1963 but has been on the decline ever since due to heavy competition from the North Kanto Region (Gunma, Tochigi, and Ibaragi.)

Regarding housing facilities, the figure stands at 940 thousand households and 2.8 million residents. Yokohama now holds a large share of the residential area within the National Capital Region. However, despite the large population, there is little accumulation of commercial and business functions. In regard to commercial functions, wholesale activities in Yokohama depend largely on those in Tokyo. Business functions are also concentrated in the Tokyo area. This has created the problems arising from large Yokohama-based companies moving out to Tokyo.

Tokyo and Yokohama

The City of Yokohama is located 20-40 km. south-west of Tokyo. Owing to a well developed transport network, it takes only about an hour to reach Central Tokyo from Yokohama. Because of its proximity to Tokyo, Yokohama's population and industrial functions proceeded to integrate together with those of Tokyo after the war. As career opportunities grew in Tokyo, the population also increased at a rapid rate, spreading out to neighboring cities, especially those such as Yokohama.



前における横浜は、港湾、工業機能を中心に、京浜工業地帯の中心地として、東京とは別の都市圏を形成し、相互依存の有機関係が成立していた。戦後、戦災と接収により戦前の都市活動が停滞し、特に商業・業務機能の東京への流失などから、著しく東京都市圏へ包含されることとなった。

現在横浜市民である就業者118万人のうち、市外へ流失する人口は約41.5万人35.2%を占め、市内への流入約19.6万人との差は約21.9万人で、いわゆる流出超過都市の性格をもち、この傾向は続いている。

さらに、東京への大学等専門教育機関の集中、美術館、博物館、総合病院の立地など、文化、医療、情報機関の集中は、横浜市の昼間人口の流失を増大させている。

1976年、第3次首都圏基本計画において、政府は、東京への事務所機能、教育・研究機関の集中の抑制、周辺都市への移転や立地誘導などを骨子とした、広域多核都市複合体構想を策定した。この中で横浜は、東京の周辺の核都市の一つとして位置づけられ、広域的業務、教育・医療機能を担うこととされている。

1981年12月、横浜市は新総合計画「よこはま21世紀プラン」(1980~2000)をまとめた。横浜市は、その中で、広域圏の中核都市として各種の機能を充実することにより、国際文化都市としての役割を担うこととしている。

Between 1960 and 1972, the population increase in Yokohama was 80,000 to 100,000 per annum. The characteristics of this increase indicated that Yokohama was becoming a dormitory town for people employed or studying in Tokyo.

Before World War II, Yokohama had formed its own Metropolitan Region, centering around the Keihin Industrial Belt, along with the port and industrial functions of Yokohama. There was a strong organic relationship based on interdependence between it and Tokyo during those days. War damage and requisition caused city functions to stagnate during the post-war period. Due to the outflow of commercial and business functions to Tokyo, Yokohama became more and more a part of the Tokyo Metropolitan region.

Out of a work force of 1.18 million Yokohama citizens, 35.2% or a total of 415,000 people commute to jobs outside the city whilst a mere 196,000 flow into Yokohama, making the difference stand at 219,000. Yokohama thus displays the characteristics of a city whose night-time population is in considerable excess of its day-time population, and this tendency continues today.

Furthermore, the integration of cultural, medical, and information functions (universities and other higher educational facilities, museums, and hospitals) in Tokyo are accelerating the outflow of Yokohama's day-time population.

The 3rd National Capital Region Master Plan was established in 1976. In this plan, the government proposed the concept of a "Poly-nuclear Urban Structure" which aims at re-allocating political, economic, educational and cultural functions which are now concentrated in the central part of Tokyo to other cities in the National Capital Region. Yokohama is to be one of those cities.

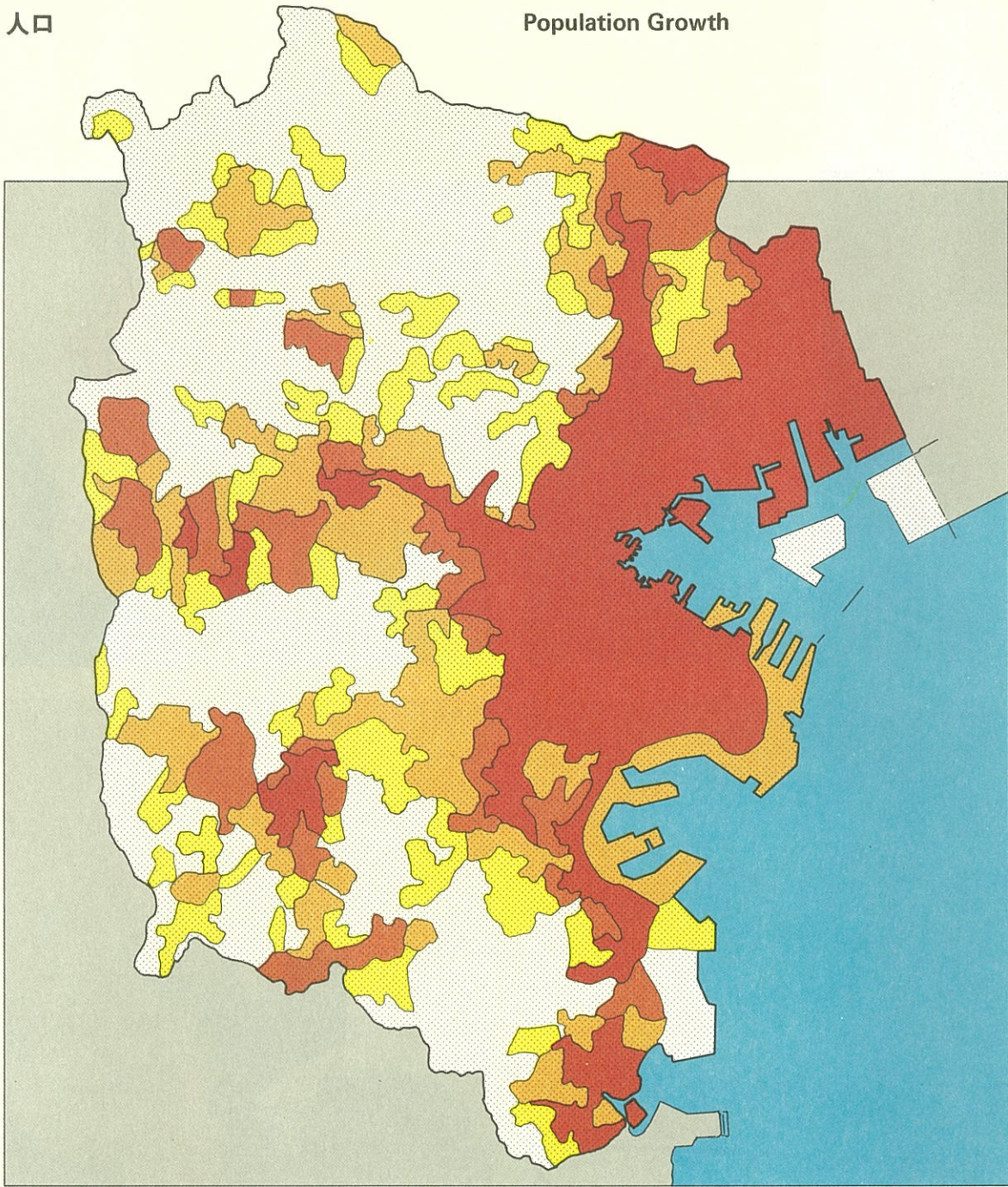
In December of 1981, Yokohama announced a new master plan (1980-2000) aptly titled the "Plan for Yokohama to the 21st Century" proposing that Yokohama becomes a cosmopolitan city and a leading cultural center by consolidating various functions necessary for the city to develop as a nuclear city serving a broader region around it.

都市化の推移

URBANIZATION IN YOKOHAMA

人口

Population Growth



市街化の推移(人口集中地区)
Changes in the Urbanized Area (D.I.D.)

- 1960年当時
As of 1960
- 1960-1965
- 1965-1970
- 1970-1975

(注) 人口集中地区:人口5,000人以上を有し、人口密度が1平方キロメートル当り4,000人以上の地区

Densely Inhabited Districts:
Districts which have a population density of about 4,000 inhabitants or more per square kilometre, and whose total population exceeds 5,000

横浜市の人口は、1980年において277万人で、現在、全国第2位である。1960年には137万人だったことを考えると、たったこの20年間に人口が倍増したことになる。1960年代には毎年10万人前後の人口増があり、主に東京からの移動による社会増が、その大きな割合を占めていた。しかし、1972年を境に自然増が社会増を上回り、1975年頃から人口増は毎年3万人前後と鎮静化した。この原因は経済成長の停滞、市の人口抑制策等によると考えられる。人口は今後も鎮静化し、年間の増加人口も減少するが、2000年の総人口は328万人に達すると推計される。増加人口のうち、自然増は40万人、社会増は10万人と推計される。

人口急増期の増加が社会増によるため、15歳から64歳迄の生産年齢人口が多く、1965年で72.8%であったが、その後生産年齢人口は漸減し、14歳以下の年少人口と65歳以上の老令人口は激増している。推計では今後20年間生産年齢人口は70%前後とほぼ一定するが、人口の高令化が進み、老令人口は1980年の6.1%から2000年には15%に増加し、高令化社会への対応が今後の課題である。

人口急増期には、全市的に人口が増加したが、地区別に見ると、郊外部で特に顕著であった。最近では郊外部では人口が依然として増加しているが、都心部及び既成市街地では人口が減少しており、今後もこの傾向が続くものと思われるので、人口減少区での常住人口導入策、人口増加区での計画的開発が望まれる。

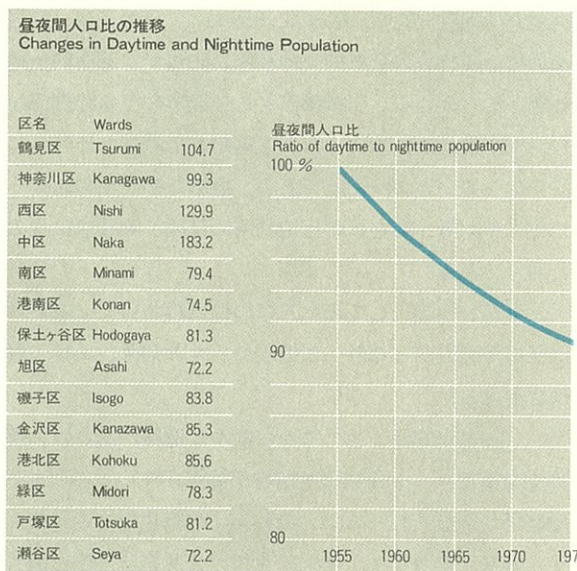
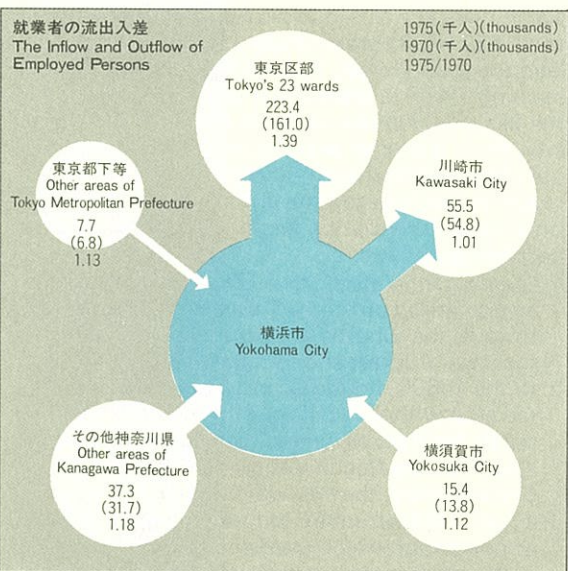
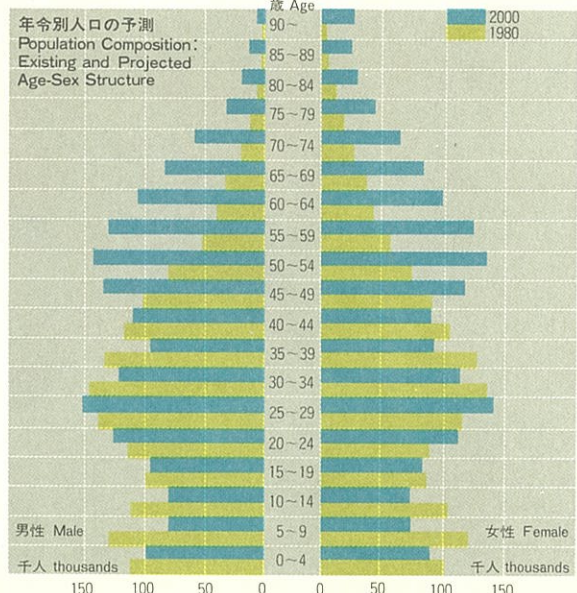
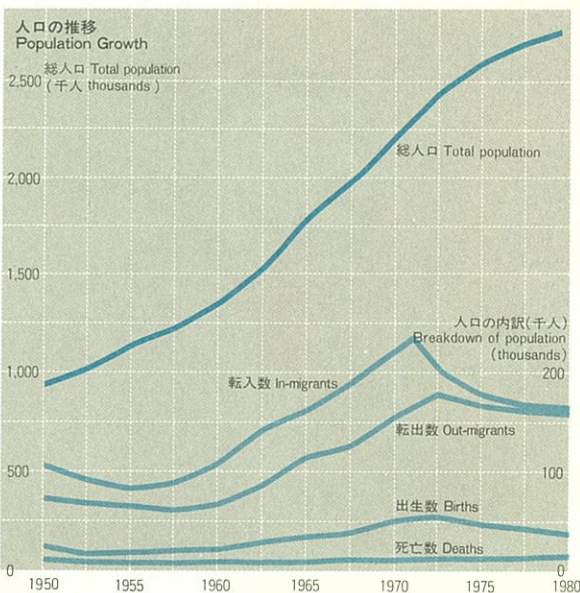
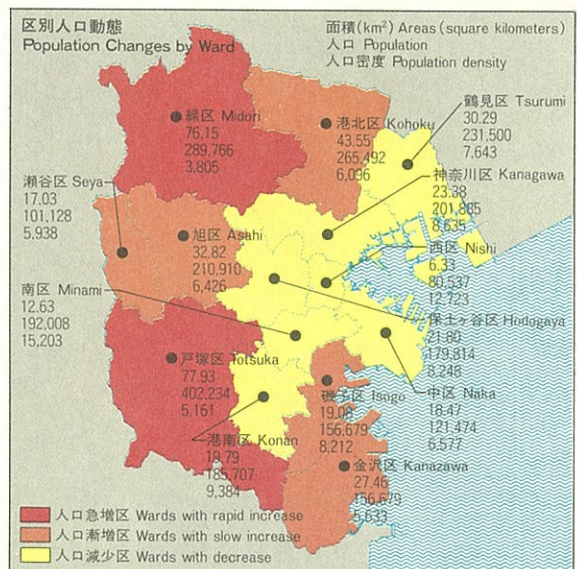
The population of Yokohama as of 1980 stood at 2.77 million, ranking second in the nation. The population has doubled during these two decades from a figure of 1.37 million in 1960. The 1960's saw an annual increase of 100,000, a large number caused by in-migration from Tokyo. However, since 1972, natural growth has superseded migratory growth and from 1975 on, migratory population increase stabilized at around 30,000 per annum. The cause of this phenomenon can be found in the stagnation of economic growth and the city's population control policy.

The estimated population for the year 2000 is 3.28 million, out of which 400,000 will be from natural growth and 100,000 from migratory growth. It is expected that the annual increase will continue to decline.

When population growth in the city's recent past was based on migratory increase, a high proportion of the inhabitants belonged to the productive age group (between 15 and 64), and accounted for 72.8% of the population in 1965. Since then, there has been a decrease in the percentage of the productive population, whilst a growth has occurred in the number of young inhabitants below 14 and of the elderly over 65. It is estimated that the percentage of the productive population will remain at around 70% for the next 20 years. However, the elderly population will continue to increase from 6.1% in 1980 to 15% by the year 2000. The city will then be faced with the serious problem of coping with an aging society. The number of inhabitants increased distinctly in the suburbs during the period of rapid population growth. Recently, the population in the central wards has been declining whilst the suburban population has continued to rise. As it is believed that this tendency will continue for some time to come, measures such as plans to promote permanent residence in the districts showing population decrease, and planned development in the districts where population is on the increase, are now desired. The biggest problem in regard to Yokohama's population structure is the imbalance between a small day-

区別人口の推移
Population Growth Trends by Ward

区	Wards	1970	1980	2000
鶴見区	Tsurumi	256 千人 thousands	232	233
神奈川区	Kanagawa	207	202	187
西区	Nishi	98	81	77
中区	Naka	132	121	120
南区	Minami	193	192	182
港南区	Konan	104	186	211
保土ヶ谷区	Hodogaya	167	180	182
旭区	Asahi	161	211	249
磯子区	Isogo	116	157	162
金沢区	Kanazawa	109	155	206
港北区	Kohoku	222	265	385
緑区	Midori	147	290	460
戸塚区	Totsuka	249	402	495
瀬谷区	Seya	76	101	130
計	Total	2,238	2,774	3,279



横浜市の人口構造上、最も重要な課題は夜間人口に対して、昼間人口が少ないことである。1975年において夜間人口100に対し、昼間人口90.6であった。これは横浜市が東京のベッドタウン化していることを如実に示しているものである。ちなみにその年、東京への通勤・通学者は31万人で、地方の中核都市の市民がそっくり東京へ移動したことになる。日本の10大都市の中では、昼間人口が夜間人口より少ない都市は横浜市と川崎市だけである。今後、どう市内に就業の場を増やしていくかが横浜市が自立した都市となるかどうかの鍵である。また市民の定住性が低く、1978年において、市民の移動状況は転入者、転出者、市内移動者、合わせて40万8千人であった。これは人口の約15%にあたり、今後、市民の定住性を高め、コミュニティ意識を養成することが必要である。

time population as compared to a larger night-time population. The ratio of night-time, day-time population was 100 to 90.6 in 1975. This imbalance shows that Yokohama has become a dormitory town for Tokyo - as 310,000 people commuted to jobs or schools in Tokyo in 1975. It can be likened to the entire population of a regional center in nonmetropolitan Japan commuting daily to Tokyo. Among the 10 major cities of Japan, only Yokohama and Kawasaki have a smaller day-time than night-time population. The key to Yokohama becoming an independent city lies in how work opportunities can be developed within the city. The inhabitants' mobility is also quite high - in 1978, the number of in-migrants, out-migrants and people who moved to other areas within the city limits totalled 408,000, which constitutes approximately 15% of the entire population of Yokohama. The city is expected to encourage permanent residence by nurturing a community spirit among its citizens.

土地利用、住宅

Land Use and Housing



1977. 10

1980年現在の市域面積は42,639haで、そのうち、約1/4が農地、山林等の自然的土地利用、約3/4が、都市的土地利用となっている。工業都市として発展してきた関係から、都市的土地利用のうち、工業地が他都市と比較して多くなっているのが特徴である。急激な都市化の始まった1960年以降、現在の土地利用の経緯、問題点は次のとおりである。

- ① - 東京から流入して来た人口の受け皿として、住宅地は既成市街地から郊外へと拡がり、その結果、山林・農地は半減した。
- ② - 1960年当時は、どこでもわずかな道路があれば、建物を建築でき、十分な公共施設が整備されていなくても宅地開発が許容されたので、無秩序に市街化がなされた。その結果、急激な人口増加に見合う公共施設整備に追われることになり、結果として市の財政を圧迫した。
- ③ - 横浜の地形上、工場と住宅の立地適地が重なるため、従来、工場が立地していた所に住宅がおしよせ、住工混在の土地利用がなされた。

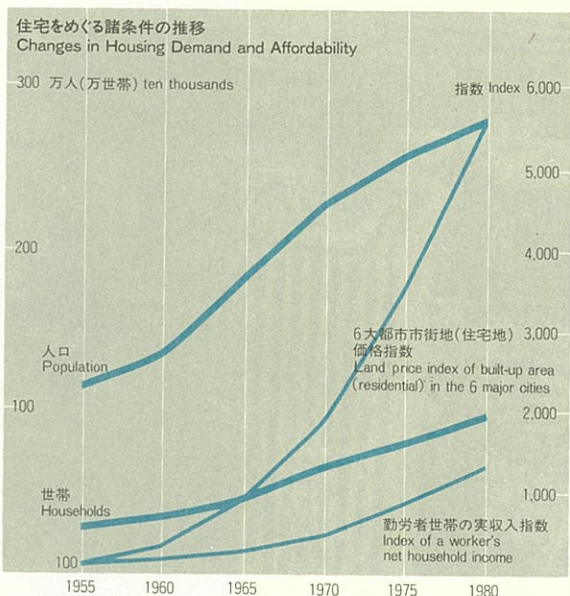
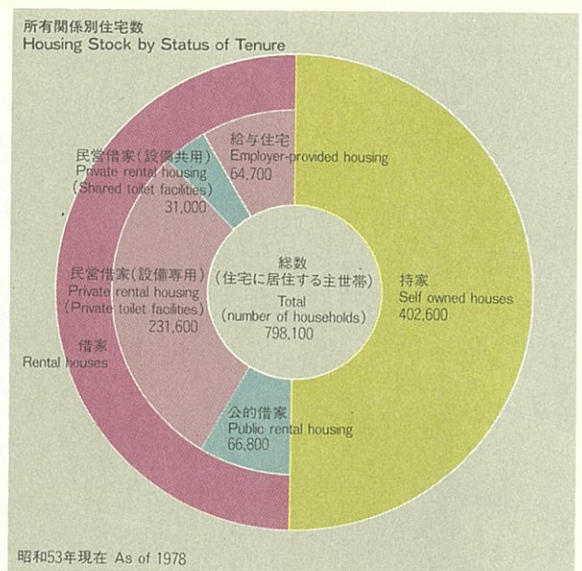
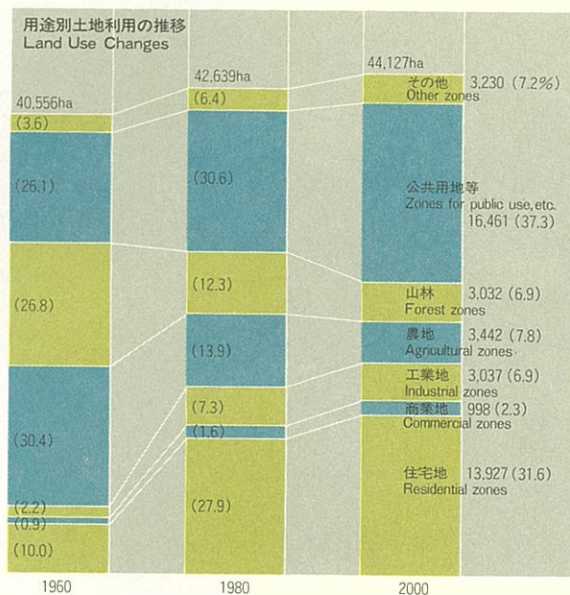
これらの問題に対し、横浜市はIII章でのべる規制や事業で対応してきたが、今後も、農地・山林は減少することが予想される。一方都市的土地利用のうち公共用地、住宅地、商業地は増加するが、工業地は減少するものと思われる。

As of 1981, the City of Yokohama covered an area of 42,639 ha. Approximately 1/4 consisted of natural land use areas (forest, farmlands, etc.) while the remaining 3/4 were areas under urban land use. Due to the fact that Yokohama developed as an industrial city, there is a larger share of area under industrial use compared to that of other cities. The trends in regard to land use and the problems we face today since rapid urbanization began in the 1960's can be described as follows:

1. Due to in-migration from Tokyo, the residential area sprawled out from the existing urban area towards the suburbs, thus creating a severe shortage of forest and farmland.
2. In the 1960's, housing construction was permitted even without sufficient infrastructure or public facilities as long as there were roads in the area. This resulted in disorderly urbanization. Consequently, the city was pressed to develop a public infrastructure to meet the rapid growth of population which created financial difficulties in the city's budget at the time.
3. The topography is such that areas where land use suitability is high for residential and industrial location happen to coincide, thus resulting in a flood of housing around existing factory sites. This has resulted in land-use of a mixed nature.

To cope with these problems, the city has taken legislative action and planning measures which will be detailed in Chapter III. In spite of these measures, forests and farmland are expected to continuously diminish. On the other hand, urban land-use, public areas, residential and commercial areas will increase their area while industrial areas are expected to lessen.

When population concentration occurs, housing becomes a top priority goal. In the case of Yokohama, the city coped with population growth by building 50,000 to 70,000 houses per annum during the period of rapid and heavy increase. As a result, one house per family was secured by 1973. The number of vacant houses totalled 56,000 in 1978 - a vacancy ratio of 6.5%.



最低、平均居住水準 Minimum and Average Housing Standards

最低居住水準値 (Minimum housing standards) / 平均居住水準値 (Average housing standards)

世帯人員 (Number of persons per household)	室構成 (Housing type)	居住室面積 (Area)	住戸専用面積 (Total floor area)
1人 (1 person)	1K (1DK)	7.5m ² (17.5m ²)	16m ² (29m ²)
2人 (2 persons)	1DK (1LDK)	17.5m ² (33.0m ²)	29m ² (50m ²)
3人 (3 persons)	2DK (2LDK)	25.0m ² (43.5m ²)	39m ² (69m ²)
4人 (4 persons)	3DK (3LDK)	32.5m ² (57.0m ²)	50m ² (86m ²)
5人 (5 persons)	3DK (4LDK)	37.5m ² (64.5m ²)	56m ² (97m ²)
6人 (6 persons)	4DK (4LDK)	45.0m ² (69.5m ²)	66m ² (107m ²)
7人 (7 persons)	5DK (5LDK)	52.5m ² (79.5m ²)	76m ² (116m ²)

3 LDK: 3 bed rooms, living room, dining room, and kitchen
注: 住宅・宅地審議会の答申による標準世帯の場合
As recommended by the National Housing and Housing Site Advisory Committee

	最低居住水準未達世帯の割合 (Households below the minimum housing standards)	平均居住水準未達世帯の割合 (Households below the average housing standards)
横浜市 (Yokohama City)	19.7%	70.8%
全国平均 (National average)	14.8%	58.3%

人口の集中に伴い、まず最初に必要となるのは住宅である。人口急増期には、横浜市内では、毎年5万～7万戸の住宅が建てられ、人口増加に対応してきたので、1973年には一世帯一住宅の確保がほぼなされ、1978年で空家は56,000戸で空家率は6.5%となった。この住宅建設は住宅が一つの産業として成立したこともあって、主に民間で行われ、公的住宅は横浜市でも総住宅建設戸数の10%程度である。しかし、質の上では、いろいろな点で問題が多い。例えば、住宅地審議会による最低居住水準に満たない世帯が1978年で、全世帯数798,100のうち約20%となっており、また、住宅に困っている世帯は約43%に及ぶという調査結果も出ている。

この背景には、地価と住宅価格の高騰という問題がある。現在、横浜のような大都市で良好な居住水準と住環境を備えた住宅の価格は平均的勤労者の年収の7～10倍となっている。

住宅については、従来「すまいづくりは個人の領域に属する問題である」という認識が一般的であったが、今は住宅を公共的資産、都市資産としてとらえるべきであるという認識が定着し始めている。政府も1981年から始まった第4期住宅建設5ヶ年計画で、1985年度末までに最低居住水準未達の世帯がなくなるよう、特に大都市において、自力で水準確保ができない中低所得者向けに公的賃貸住宅の供給を計画している。

As housing construction became an industry, the operation was conducted mostly by private firms. Presently, public-supplied housing consists of a mere 10% of the entire number of houses built in the city. However, there are many problems in the quality of these homes. For example, in 1978, 20% of the 798,100 households did not meet the minimum dwelling standards laid down by the National Housing and Housing Site Advisory Committee. There is also data showing that 43% of the city's households are faced with serious housing problems.

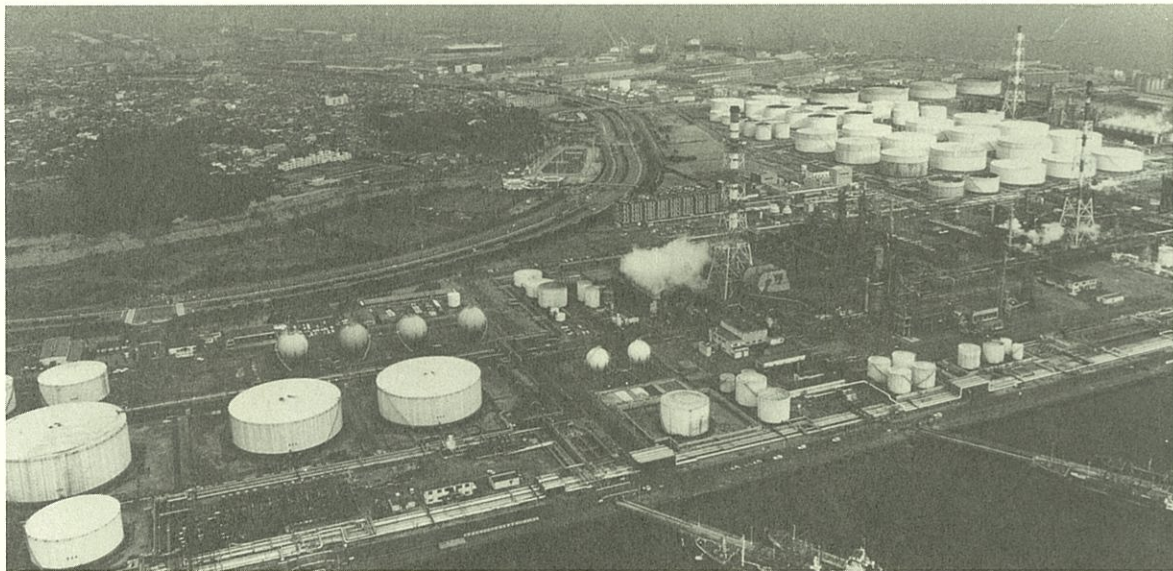
The background of these problems is the high cost of land and housing facilities. Presently, houses sustaining good dwelling standards and environment in a large city like Yokohama would cost 7 - 10 times the annual income of the average worker.

Although the common attitude towards housing was previously "a problem belonging to the private, individual domain", the trend is changing to that of realising that housing should be dealt with as a public asset and a city asset as well.

In its "Five Year Plan of Housing Construction - Phase IV" which commenced in 1981, the government proposed to remove all houses not meeting the minimum dwelling standards (by the end of fiscal 1985) by supplying public rental houses to middle - low income households who are unable to afford such a standard by themselves.

産業

Industries



京浜工業地帯 Keihin Industrial Belt



商業の中心(横浜西口) Commercial Center (Yokohama Station-West Exit)

産業構造を就業人口から見てみると、1980年現在、就業人口総数1,036千人のうち、第一次産業が1%、第二次産業が36%、第三次産業が63%である。日本の他の大都市と比較して、横浜市が工業都市として発展してきた関係から第二次産業の比率が高い。

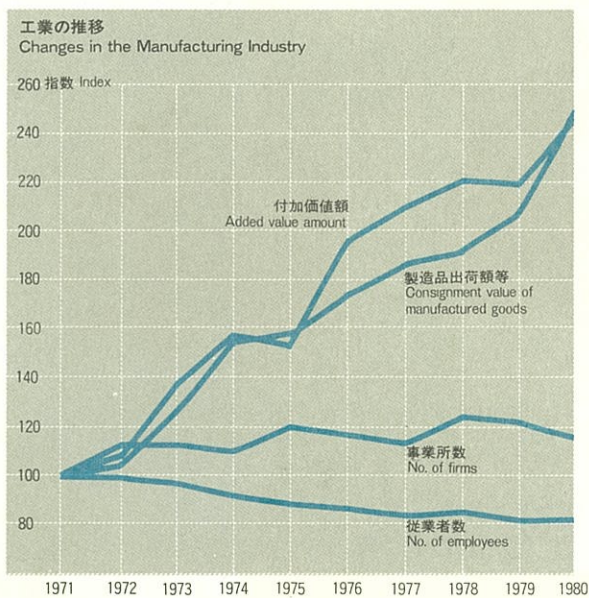
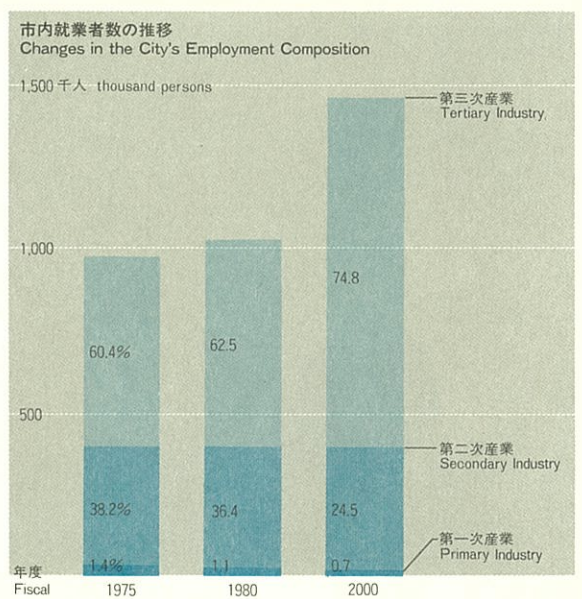
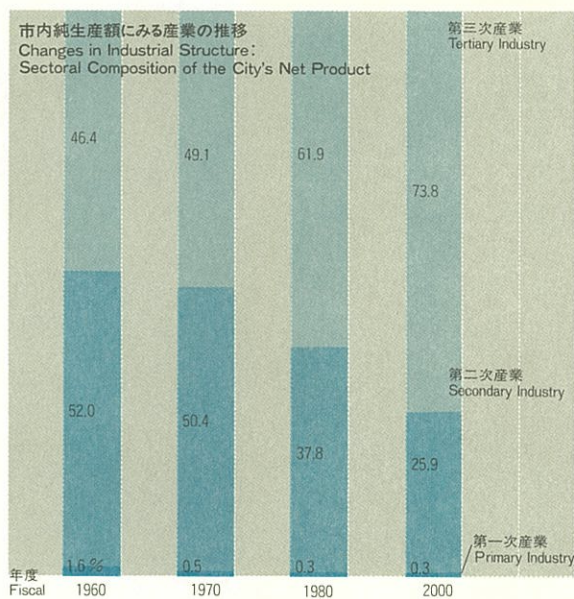
横浜市の工業は日本の経済の高度成長期に大きな役割を果たし、鉄鋼、化学、石油、輸送機、電機等の業種が臨海部を中心に立地している。しかし、この工業も従業者数は1970年を、そして工場数も1975年をそれぞれピークにして次第に減少し始めている。これは工業が従来の量的成長から、省力化、省エネルギー、高付加価値化による質的成長へと転換していることもあるが、国の法律により横浜市の約3/4が工場の新增設を制限する地域となっていること、横浜市が工場の移転を促進する地域となっていることにも一因があると考えられる。また、工業を規模の点からみると従業者 300人以下の中小企業が1979年時点で、工場数で99.0%、従業者数で56.9%、製造品出荷額で38.0%を占めて、その役割の高さが分る。今後、この中小企業をどう近代化させていくかも課題の一つである。一方、農業については、急激な都市化による農地の減少、労働力の不足、生産環境の悪化という悪条件の中で、野菜は30%、畜産物は17%の自給率を維持しており、今後どうこの自給率を維持していくかが問題である。

第三次産業は産業構造の中で占める割合が高まっており、今後もこの傾向にあると考えられるが、東京の経済圏に組み込まれていることによるいろいろな課題を抱えている。まず、商業は小売業、卸売業とも夜間人口の伸びに従い成長を遂げてはいるが、小売業の単位人口当り商店数、販売額、床面積は他の大都市、全国に比較して低い値と

If one takes a look at the industrial structure by looking at the share of the labour force employed, one will find that out of the total number of the employed in the labour force which was 1,036,000 as of 1980, 1% of them were engaged in primary industries, 36% in secondary industries, and 63% in the tertiary sector. This relatively high proportion of the work force engaged in secondary industries is an indication of Yokohama's development as an industrial city.

Manufacturing industries in Yokohama played a significant role during the period of high economic growth in Japan. The steel, chemical, petroleum, transport and electric machinery industries are located around the coastal areas. However, the number of employees engaged in these industries began to decline after reaching a peak in 1970. The number of factories, which peaked in 1975 has also declined. There are many reasons for this tendency. One is the industry's switchover from quantitative growth to qualitative growth which has focused on saving labour and energy, and enhancing the value-added aspects.

Secondly, in accordance to national legislation, approximately 3/4 of the city area, including the coastal district, falls under the area where the construction of new factories is to be restricted. The third reason is that Yokohama has become an area for the promotion of factory relocation. Looking at the scale of the industries, as of 1979, 99.0% of the factories are small and medium sized enterprises, with a labour force of less than 300 workers. These workers constitute 56.9% of the employed work force, and these small and medium sized factories account for 38.0% of the value of all manufactured goods produced in the city. This alone shows the importance of their role. Modernization of these small and medium sized industries is an important task. As for agriculture, 30% of vegetables, and 17% of dairy products are locally produced even under such unfavourable conditions brought about by rapid urbanization, such as diminishing agricultural land, labour shortages, and a deteriorating environment for agricultural production. The problem would be how to maintain this relatively high self-sufficiency ratio.



本社集積の比較 Location of Head Offices of Enterprises (with Registered Capital of over US \$ 4.5 million)

都市名 City	資本金 Capital	500億円以上 Over US \$ 225.0 million	500-100 45.0-225.0	100-10 4.5-45.0	計 Total
札幌市 Sapporo		1	3	6	10
東京都港区 Tokyo's 23 wards		19	106	493	618
川崎市 Kawasaki		1	2	13	16
横浜市 Yokohama		1	2	23	26
名古屋市 Nagoya		2	5	38	45
京都市 Kyoto		-	1	34	35
大阪市 Osaka		10	35	151	196
神戸市 Kobe		3	3	21	27
広島市 Hiroshima		1	2	6	9
北九州市 Kitakyushu		-	1	7	8
福岡市 Fukuoka		1	3	8	12
計 Total		39社 firms	163	800	1,002

小売業の現況 The Retail Industry

昭和54年 1979

	横浜市 Yokohama	東京(区) Tokyo's 23 wards	大阪市 Osaka	名古屋市 Nagoya	神戸市 Kobe
商店数 Number of stores	28,354 (0.010)	126,939 (0.015)	54,438 (0.020)	34,471 (0.017)	20,062 (0.014)
商品販売額 Sales profit of goods (百万円) Million yen	1,724,610 (0.62)	7,921,635 (0.94)	3,027,053 (1.13)	1,801,013 (0.88)	1,019,764 (0.75)
売場面積 Sales area (m ²)	1,572,982 (0.57)	5,556,194 (0.66)	2,254,073 (0.84)	1,755,938 (0.86)	843,228 (0.62)

()は市民1人当り () indicates per capita value

卸売業の現況 The Wholesale Industry

昭和54年 1979

	横浜市 Yokohama	東京(区) Tokyo's 23 wards	大阪市 Osaka	名古屋市 Nagoya	神戸市 Kobe
商店数 Number of stores	5,977 (0.0021)	59,803 (0.0070)	30,875 (0.0115)	17,075 (0.0084)	4,945 (0.0036)
商品販売額 Sales profit from goods (百万円) Million yen	3,596,395 (1.30)	89,827,462 (10.63)	42,671,515 (15.91)	21,658,556 (10.62)	3,831,586 (2.80)

()は市民1人当り () indicates per capita value

なっている。このことは買まわり品を市外で購入している市民がかなり多いことを示している。東京に近接している緑区では4割近い人が市外で購入している。

卸売業についても小売業と同じように人口あたり商店数・販売額は低く、横浜市の経済基盤を確立する上で問題となっている。

横浜市は夜間人口、工業の集積という点では巨大都市であるが、官庁や大手企業の集積が少ない。横浜市が主体性、自立性を高めていくためには、これらの中枢管理機能を強化していく必要がある。

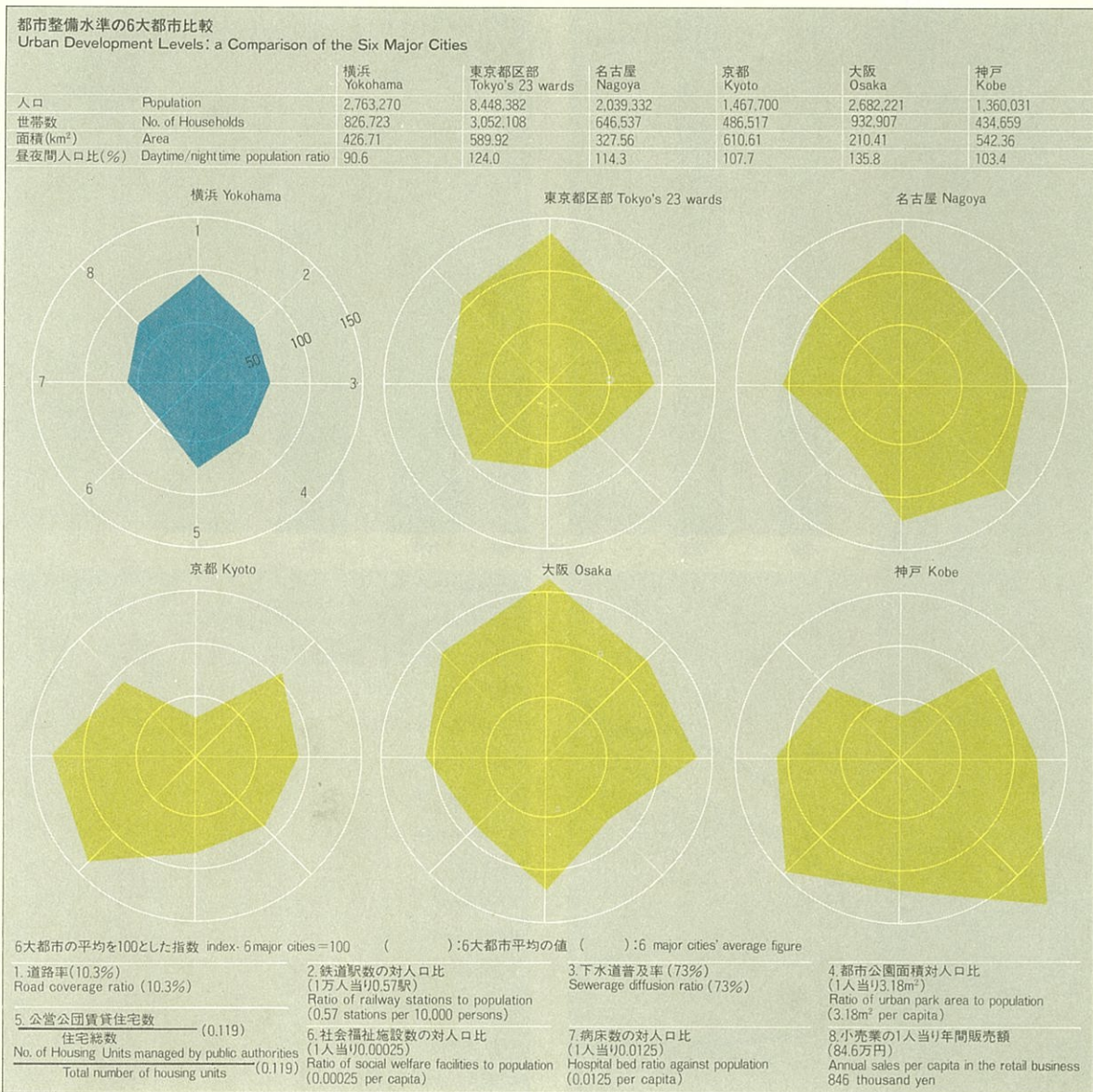
The percentage that tertiary industries hold within the industrial structure is rising and this tendency is expected to continue. However, there are certain problems which arise from Yokohama being included in the Tokyo economic region. Although retail and wholesale businesses are growing with recent increases in the night-time population, the number of retail shops, their sales value, and floor space per unit of population show a relatively lower figure when compared to other big cities around the country. This is an indication that quite a few of the residents are shopping outside the city.

The wholesale businesses also have a relatively low per capita ratio of shops and sales value, which again hinders the establishment of an economic foundation in Yokohama.

Although Yokohama is a huge city as regards its night-time population and industrial concentration, there is little integration of government offices and large corporations. It is necessary for Yokohama to strengthen its central management functions so as to enhance the city's independence and autonomy.

都市骨格施設

Urban Infrastructures



都市骨格施設のうち鉄道、道路の交通施設は次のような特徴をもっている。1. 都市としての歴史が浅く、丘陵地が多いため交通施設のストックが少ない。2. 古くから東京との結びつきが強いことから、東京指向型の交通体系となっている。3. 都市化の傾向が港を中心に扇状に発展してきたため、放射型のパターンとなっている。放射型、東京指向型のパターンは鉄道において顕著で、東京直結型の鉄道6線のうち5線が横浜駅に集中し、横浜駅周辺の発展をうながした。これら東京指向型の鉄道は横浜市が東京の就業者のベッドタウンとなる要因となり、その結果、横浜の自立性を弱める原因の一つになっている。

道路については次のような問題を抱えている。まず、1960年代に入り、臨海部において公共埠頭、工業地帯が整備拡充され、そして物資の流れは鉄道から道路に転換された。この物資の流れは放射型道路網のため都心部に集中し、都心の通常の交通と混在したため交通混雑を招き、横浜の中心商業・業務地区の道路はコンテナ街道と呼ばれる状態となった。また、もともと市の中でも道路の蓄積の低い郊外部においては、住宅開発に道路整備が追いつかず、自動車保有台数の急増とあいまって、自動車交通の混雑を招いた。

この自動車交通の混雑は既成市街地において市民の貴重な足であった市電の運行に大きな影響を与えた。すなわち路面交通が渋滞したため市電の専用軌道を自動車も共用できるようにしたことが市電の速度を低下させ、その結果輸送効率、営業収支が悪化し、1966年から1971年にかけて市電は全面的に廃止された。また、バス交通は市

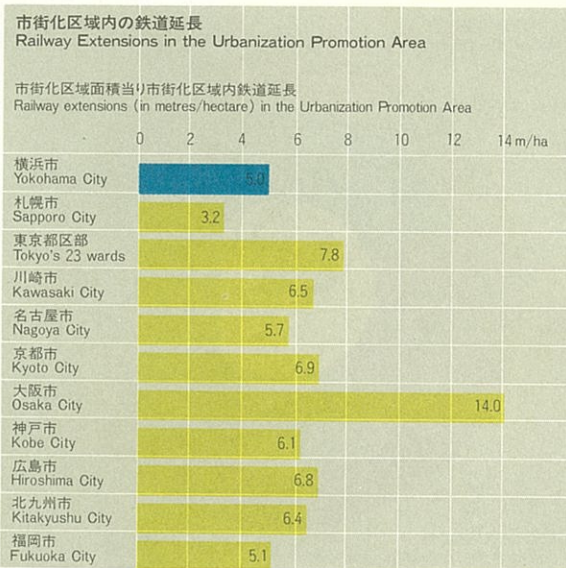
Of the urban infrastructural facilities, the transportation network as represented by railways and roads in Yokohama can be seen as having the following features:

1. The network is inadequate due to Yokohama's short history as a city and its topography of hilly land.
2. Because Yokohama has had strong links with Tokyo for a long time, the present network is completely Tokyo-oriented.
3. The network displays a radial pattern as a result of the city's urbanization pattern whereby it has developed in a fan-like manner with the port as its center.

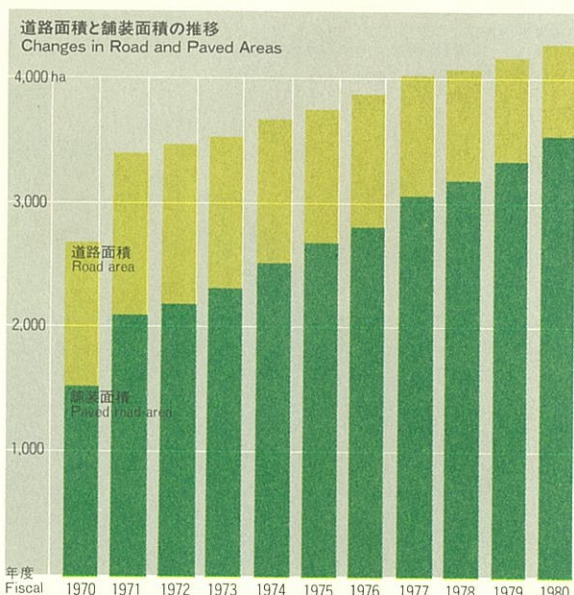
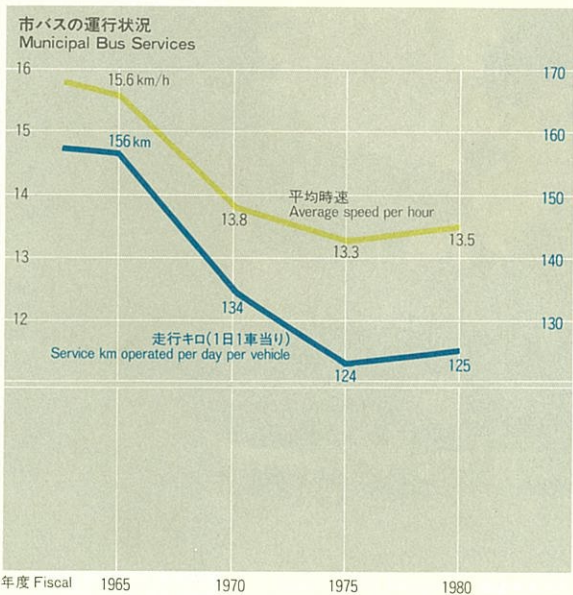
This radial and Tokyo-oriented pattern is especially strong with regard to the railway system. Of the six railway lines directly connected to Tokyo, five feed into Yokohama Station, which has in fact aided the development of the surrounding area. However, these lines help Yokohama to become a dormitory town for people employed in Tokyo, so they actually weaken the independence of Yokohama.

As for the road network, the city is faced with many serious problems. When the industrial belt and public docks along the coastal area were developed and expanded during the 1960's, freight traffic by road increased whilst that borne by rail showed a corresponding decrease. Also, due to the city's radial-type road network, freight traffic concentrated in the city center, adding to the congestion of streets already crowded with ordinary passenger traffic. The situation was so bad that the main streets in the central commercial and business districts were called "container roads."

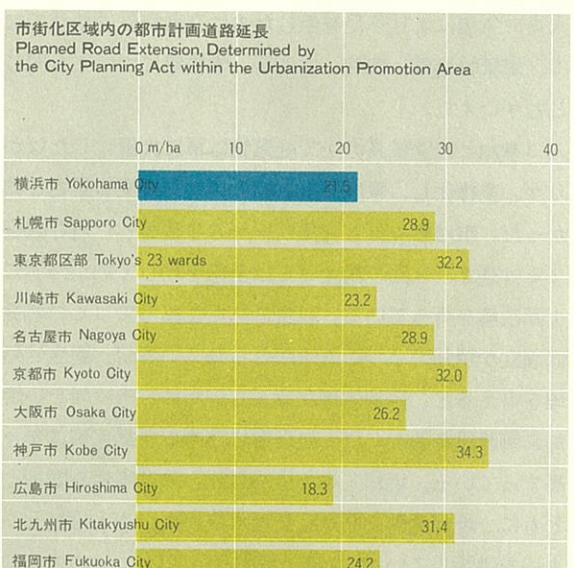
In addition, road construction was unable to keep pace with the speed of suburban housing development, and the reality of a weak suburban road network together with the increase in the car ownership accelerated the congestion. This traffic congestion had an adverse effect on the operation of municipal tram-cars which then served the citizens' essential transportation needs in the existing urban areas. To alleviate the congestion, cars were allowed on exclusive tram-car lanes, which in effect slowed down the speed of these tram-cars,



昭和54年3月現在 As of March, 1979



昭和54年3月現在 As of March, 1979



昭和54年3月現在 As of March, 1979

電と同様に運転速度、運行距離が低下し、市民へのサービス上問題を抱えている。

都市骨格施設のうち電気については、電気事業法にもとづき公益法人である東京電力(株)により市域全域について供給を受けている。ガス供給については最初は私企業によってなされたが、その後市営事業としてなされ、1945年に、公益法人・東京ガス(株)がその権利を譲渡され、今日に至っている。1981年9月末で全世帯の67.2%に家庭用ガスが供給されており、その他の世帯はプロパンガス等の購入によっている。電力使用料金、ガス料金とも公共料金であり、通産大臣の承認が必要となっている。

resulting in a deterioration of their transportation efficiency and profitability of operation. Thus, the municipal tram-car network was abolished during the five year period between 1966 to 1971.

Bus transportation also faces many problems relating to the quality of the service it offers to its users because, as in the case of the tram-cars, travelling time has increased and operational distances have become shorter.

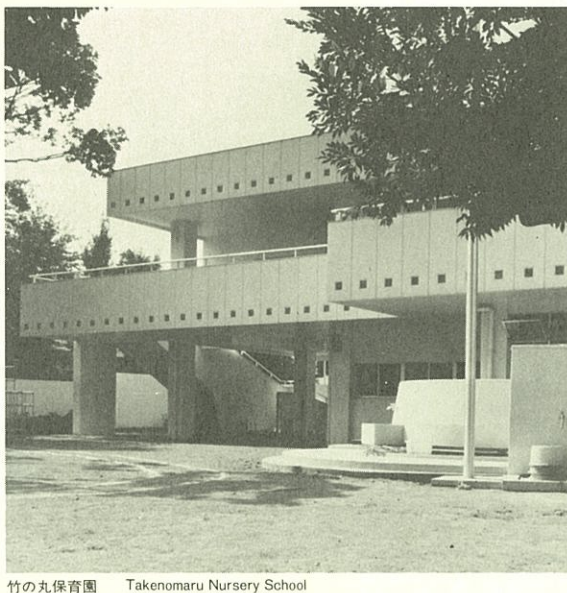
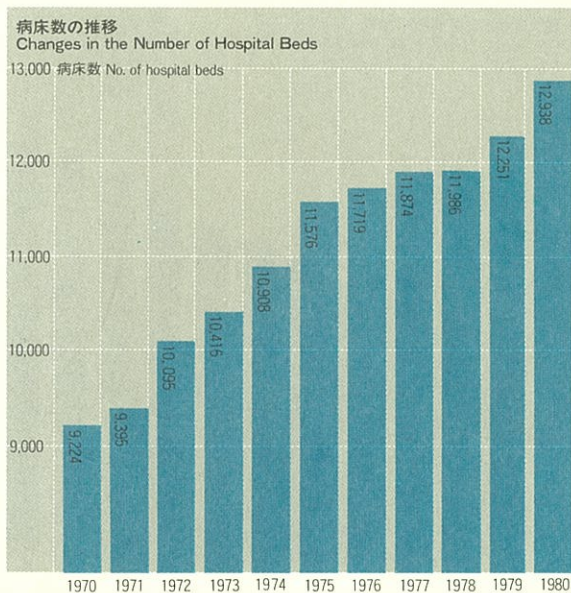
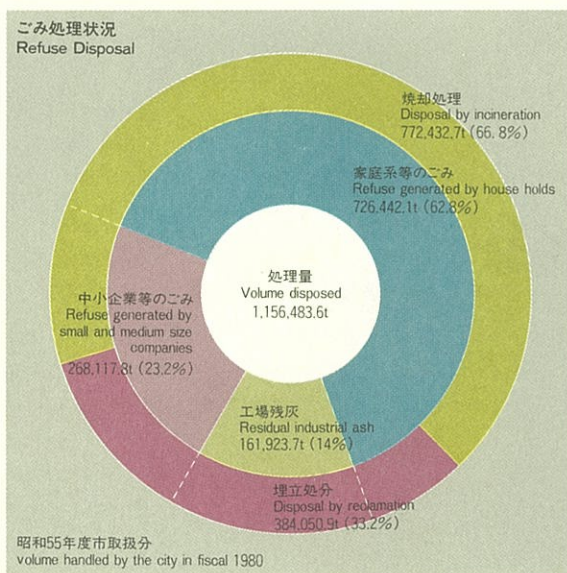
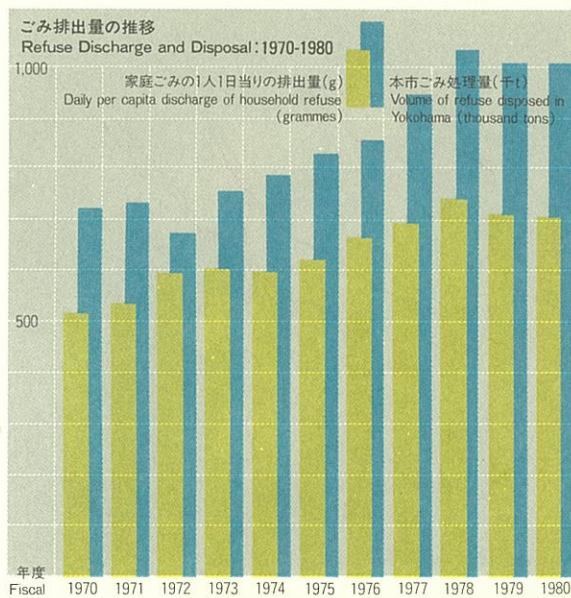
Electricity is supplied to the entire city area by the Tokyo Electric Power Co., a public utilities corporation which was established under the Electricity Works Act.

Gas is also supplied by a public utilities corporation, the Tokyo Gas Company.

Up to the period ending in September, 1981, the Company has provided household gas to 67.2% of the city's households, with the remaining households using propane gas. Electricity and gas charges are both public service charges which come under the jurisdiction of the Minister of International Trade and Industry.

生活基盤施設

Facilities Relating to the Daily Living Environment



人口の急増により不足を生じたのは交通施設ばかりでなく、廃棄物処理、病院、保育所、学校等についても同じことがいえた。

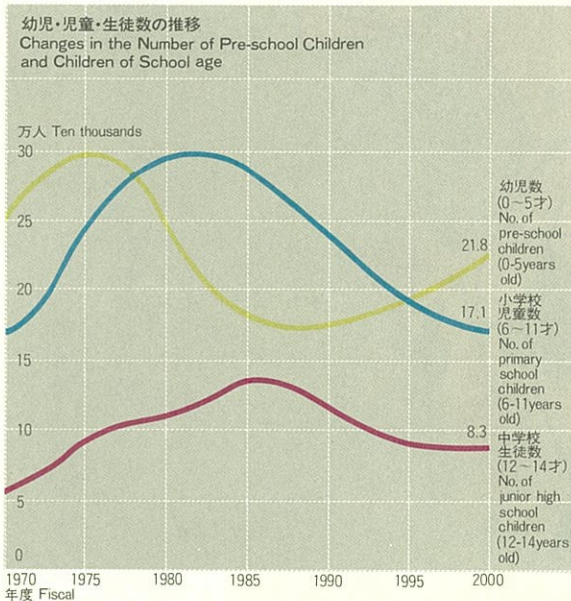
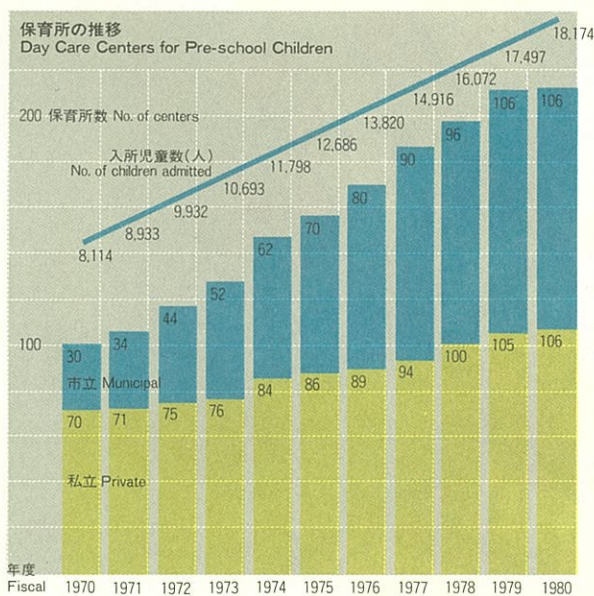
人口増加と経済成長の中で廃棄物は単に大量化したばかりか、多様化し、家庭ゴミ、粗大ゴミ、産業廃棄物と広がった。市は年々ゴミ収集サービスを改善し、現在家庭ゴミは週2〜3回、粗大ゴミは全市平均して約1.2ヶ月に1回収集を行っている。収集されたこれらのゴミの処分は埋立か焼却の2つの方法がとられているが、衛生的処理を考えると、焼却処理が望ましいため、市は新しい焼却工場建設を進め、ゴミ処理量に占める焼却比率は年々高まっている。焼却工場では緑地化、無公害化を図るとともに、焼却余熱を利用した温水プール、老人福祉センターを併設している。今後の課題としては、ゴミの中含まれる再生可能資源の回収・再利用、減量による処理経費の節減を図るための施策が重要である。また、事業者の責任により処理することとなっている産業廃棄物については、その処理実態の把握と適切な指導が必要である。焼却残灰、不燃ゴミ、公共残土等の最終処分のため、国や他の自治体との協調の下に、東京湾の埋立による首都圏広域最終処分場計画について検討している。

市内の病院、診療所等の医療施設は国で定める医療整備基準である人口10万人当り700床に対して443床にすぎず、全国平均727床、10大都市平均853床に比べて極めて低い水準にある。宅地開発や団地開発によって人口の増加が著しい郊外部ではこの傾向が強い。

Rapid population growth caused insufficiency not only in transportation facilities but also in facilities relating to the daily living environment. During the period of rapid population and economic growth, refuse increased in quantity and diversity, as it extended to ordinary household garbage, bulky discarded objects, and industrial waste. Year after year, the city has improved its refuse collecting services; presently, household garbage is collected on a regular basis of two or three times a week. The city on average collects bulky discarded objects at a rate of about once every month. Two systems are presently used to dispose of the collected refuse —reclamation and incineration. Disposal by incineration is obviously the desirable and most sanitary method. Therefore, the city has been in the process of constructing new incineration plants. Heated swimming pools and old people's welfare centers using heat from the incineration waste are located around the plant. As for future policies, it is important that recyclable resources contained in the refuse be retained and disposal costs cut down by reducing the quantity of refuse. As for industrial waste whose disposal remains the responsibility of the company, it is necessary to understand the conditions for its disposal and provide adequate guidance.

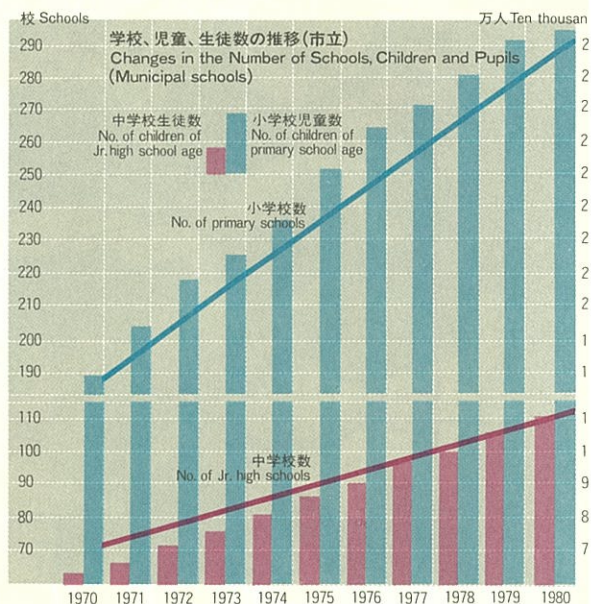
Presently, the city, in cooperation with the central government and other local authorities, is discussing a plan to demarcate dumping grounds for refuse generated within the National Capital Region whereby a section of Tokyo Bay will be reclaimed. This is intended for the disposal of such wastes as residual incinerated ash, nonflammable refuse and residual earth generated by public works. Hospitals, clinics and other medical facilities within the city have a very low rate of bed availability. Compared to the government's medical provision criteria of 700 beds per 100,000 population, Yokohama has only 443 beds - the lowest figure, when one compares it to the national average of 727 beds and that of the 10 major cities, which have an average of 853 beds.

This tendency is especially strong in the suburbs where the population has increased drastically due to



今後身近な所に診療所から総合病院までを整備するために、交通条件等から市域を7つのブロックに分け、行政側と医療関係団体が協力して、ブロック毎に医療施設の整備をすすめていくことにしている。具体的にはすでに医療施設が充実している中央部地域を除いて、残りの6つのブロックに地域中核総合病院を整備する計画をしている。保育所は1980年において公私立合わせて212ヶ所、定員18,174人となった。保育所の増設は、主として仕事をもつ婦人層からの要望もあり、1971年度から毎年10ヶ所という急速度で建設を進めてきたが、その結果保育を必要とする児童に対する充足率は約80%となった。幼児数は急激な人口増を反映して、これまで毎年1万人前後の増加が続いたが、1975年の31万人をピークに減少に向かいつつあり、この傾向は1990年頃まで続くものと推定されている。そこで今後は質的な面での充足を配慮して整備を進めていくこととしている。

1960年代から1970年代にかけての人口急増と第2次ベビー・ブームの到来により、年間1~2万人程の義務教育の児童、生徒数の増加が続いた。過去10年間の学校建設数は小学校115校、中学校47校となっている。最近人口増加が鎮静し、出生率が低下しているため、小学校児童数(6歳~11歳)は1982年の28万7千人、中学校生徒数(12~14歳)は1986年の13万7千人をピークとして減少に転ずると思われる。また、地域的にも郊外部での増加、中心部での減少といった傾向が予測される。よって従来の教育行政の中心であった学校建設は1985年以降大幅に減少する見込みである。今後は郊外部の学校建設を進めると同時にできるだけ広い学校用地を確保していく。

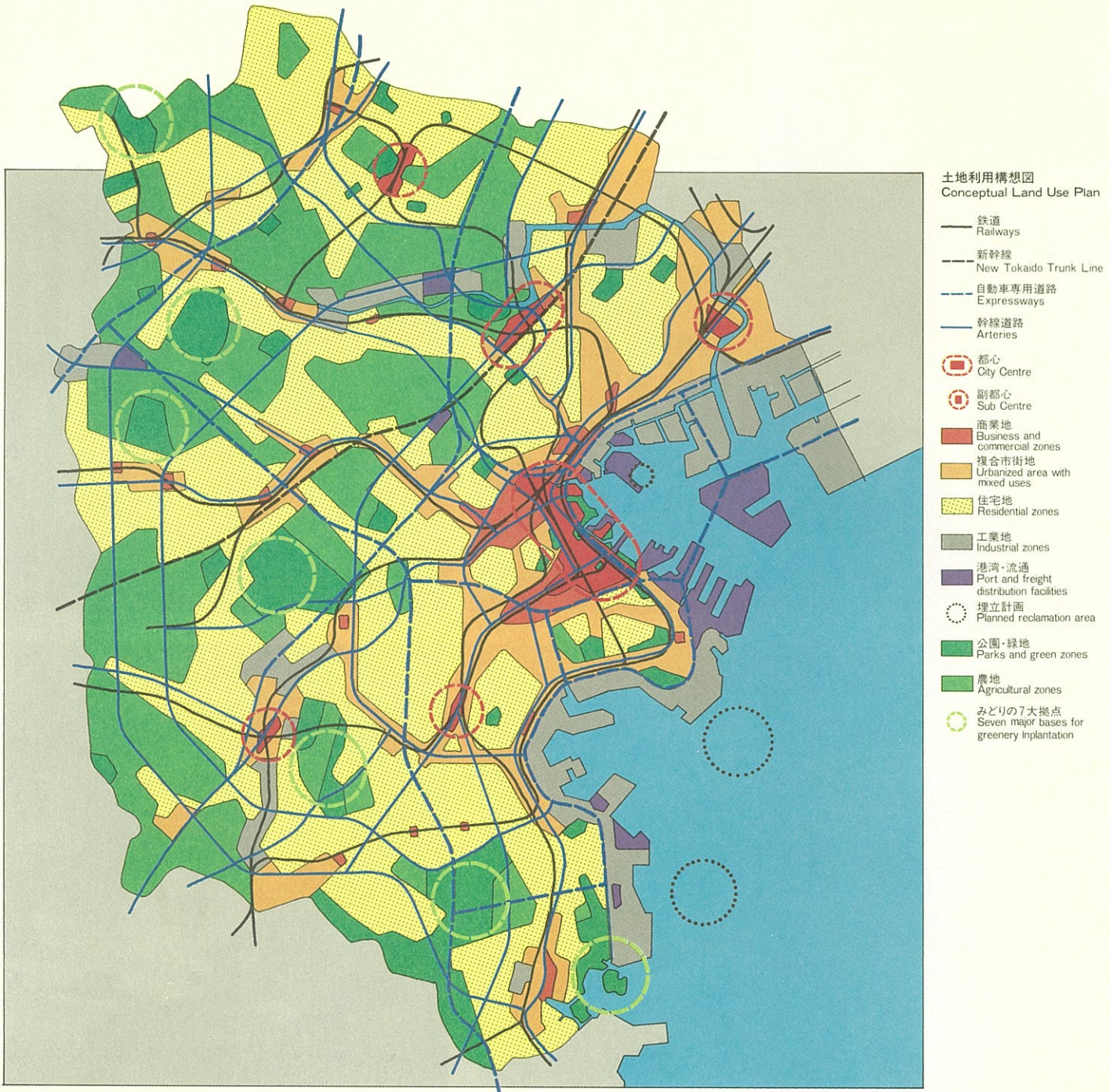


清掃工場と余熱利用施設 Refuse Disposal Plant and Waste-heat Utilization Facility

housing site development and housing estate development projects.

To cope with this shortage of medical facilities, the city has embarked upon a program to provide facilities, from clinics to general hospitals easily accessible to the citizens, by dividing the city area into seven blocks, taking into consideration traffic conditions, etc., and constructing a medical facility in each of these blocks. Apart from one block in the central area of the city where medical facilities are well provided, plans are being drawn up to develop a general hospital in each of the remaining six blocks. As of 1980, the number of public/private children's day care centers stood at 212, with a total capacity of 18,174 children. Responding to strong demands made by working mothers, children's day care centers have been built at a rate of 10 per annum since 1970. Consequently, they now meet nearly 80% of the demand. The number of infants, on the other hand have seen an annual increase of around 10,000, reflecting the rapid population growth. However, after reaching its peak of 310,000 in 1975, the number has been decreasing and this is expected to continue until about 1990. Therefore, the city's future policy is the qualitative improvement of these centers.

With the population growth in the 1960's - 1970's and the arrival of the second baby boom era, the number of children at the compulsory education level increased at a rate of 10,000 - 20,000 per annum. School construction figures indicate that 115 primary and 47 junior-high schools have been built over the last 10 years. Because population increase has stabilized and birth rates have gone down in recent years, the number of primary school-age children of ages 6 to 11 and junior-high school children of ages 12 to 14 is expected to decrease. Also at the regional level, it is expected that these figures will increase in the suburbs whereas the central area will see a decrease. Therefore, school construction which used to be the focal point of educational administration is projected to see a sharp decline after 1985. For the future, the city plans to build more schools in the suburbs, whilst at the same time acquiring more spacious sites for them.



横浜市のこの20年間の都市づくりは一言でいうと人口の急増への対応に終始したといえる。いいかえれば1. 人口をいかに抑制するか、2. そのためにどう土地利用を規制するか、3. 人口増加に対応できる鉄道・道路等の都市骨格施設をどう整備し、4. 同時に住宅をはじめとする生活環境施設をどう整備するかを重要課題として都市づくりに取り組んできた。

その結果水道のように十分な供給を行っているものもあれば、住宅のように量的には需要を満たしているものもある。しかし道路・鉄道・病院・公園等他の多くの公共・公益施設はこの20年間でできる限りの整備をしてきたが、人口の急増の中では量的にも不十分な状況にある。また、第1次オイルショック以後、経済・社会情勢に著しい変化が生じた。人口増加は近年おちつきを示し、経済も高成長から低成長へ変化した。さらに市民の文化的欲求も高まってきた。このような諸条件の変化に対応するとともに、新たな都市づくりの展望を求めて横浜市は1981年12月に市民参加による新総合計画「よこはま21世紀プラン」を策定した。その中で都市づくりの目標、課題を設定し、事業計画を打ち出し、これをもとに21世紀をみざして今後20年間の都市づくりを進めていくこととしている。

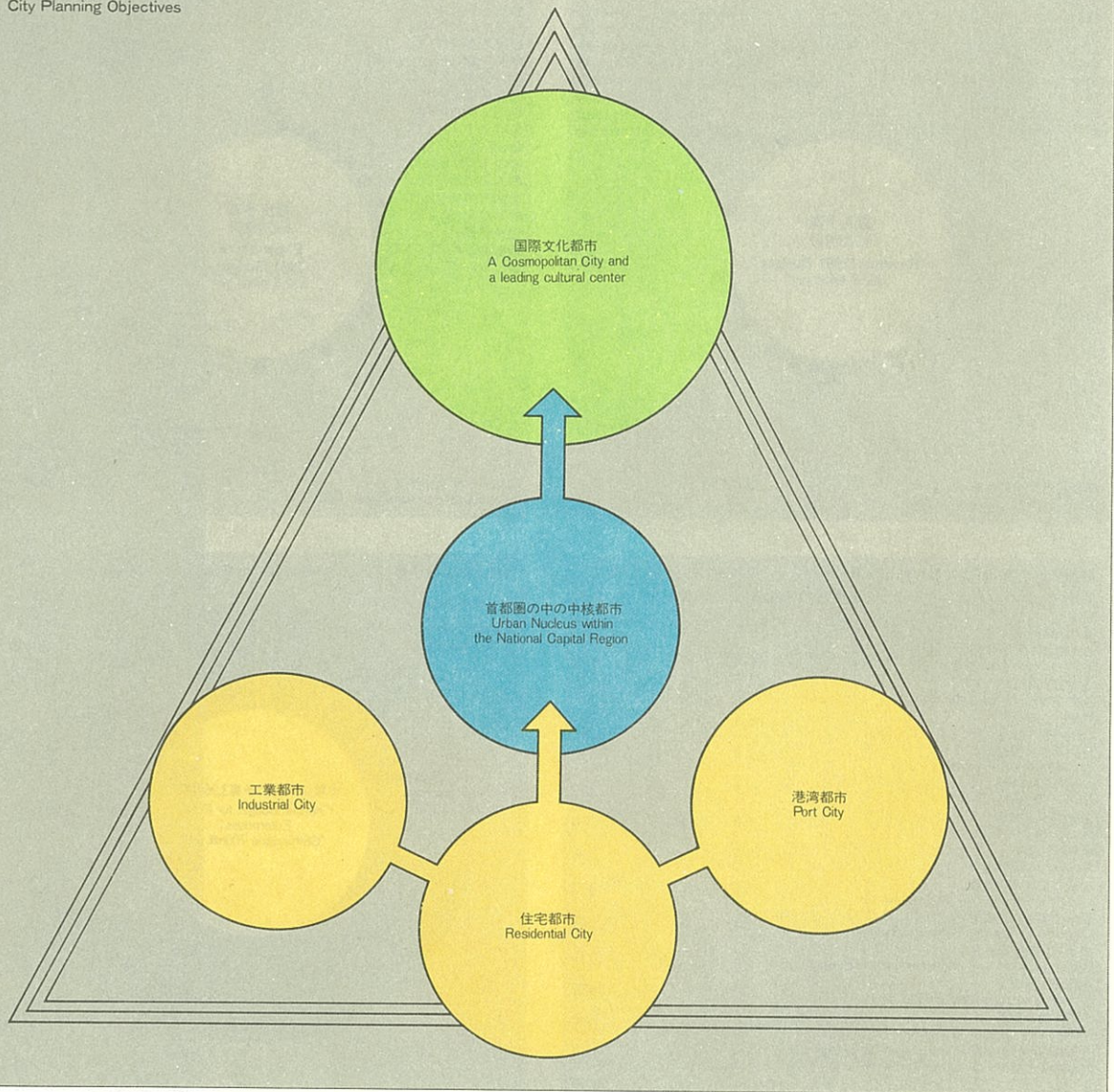
Urban development in Yokohama throughout the past 20 years has focussed on the means of coping with the ever increasing growth of population. In other words, Yokohama tackled the following issues in its development process.

1. The control of population growth.
2. Land use control (in order to control population growth and urban sprawl.)
3. Development of such urban infrastructure as railways and roads to cope with population growth.
4. Development of the living environment.

As a result, the water supply system and housing developed in quantity and now meets the demands of the citizens. On the other hand, roads, railways, hospitals, parks and other public facilities—which the city has continued to develop in the last 20 years—are still insufficient to provide for the needs of such a rapidly growing population.

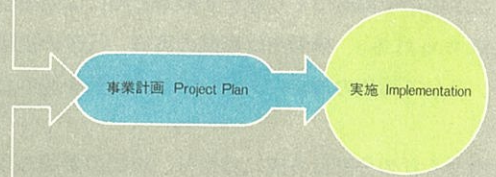
Ever since the first oil crisis hit Japan at the end of 1973, there has been an incredible change in economic and social conditions—economic growth has slowed down, and population growth has stabilized whilst the citizens' cultural demands have become greater. In order to respond to these changes and pursue further development of a new type of city planning, the City of Yokohama has established a new citizen-participating master plan called "A Plan for Yokohama to the 21st Century." In this plan, the objectives and tasks of the city's development have been laid down and specific development programs have been worked out. Yokohama intends to continue its urban development program towards the 21st Century in accordance with this plan.

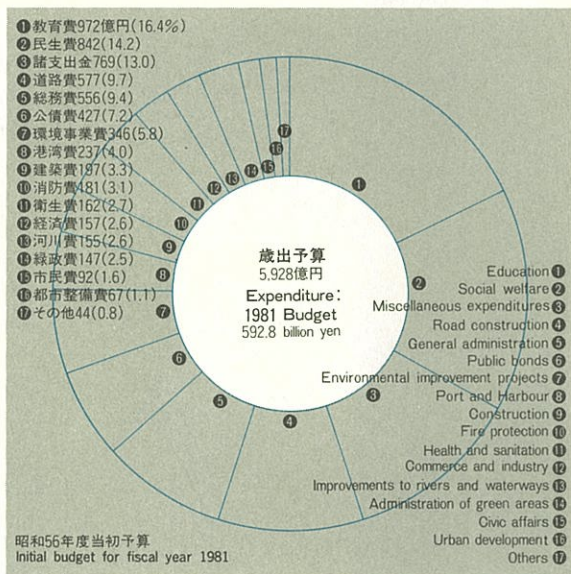
都市づくりの目標
City Planning Objectives



新総合計画「よこはま21世紀プラン」の主要課題
The New Master Plan: Major Issues ("Plan for Yokohama to the 21st Century")

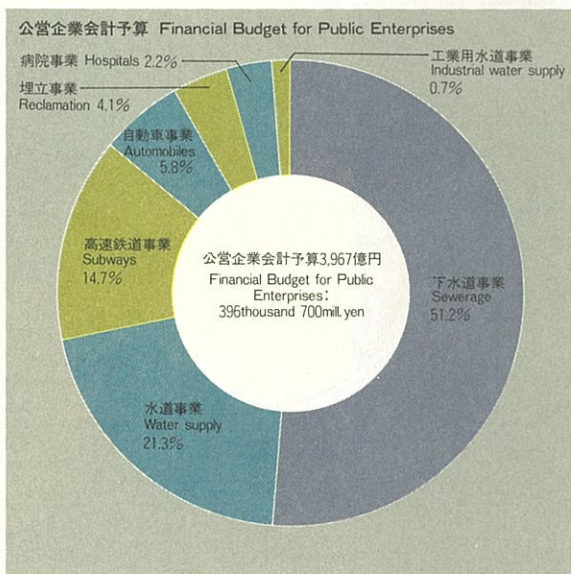
- 国際平和への貢献
Dedication towards world peace
- 21世紀をになう青少年の育成
Fostering of young people who will shoulder the responsibility of the 21st Century
- 高齢化社会への対応
Coping with an ageing society
- 生活の質の追求
Pursuit of a better quality of life
- 都市文化の熟成と国際性の高揚
Enrichment of Urban culture and the enhancement of internationalism
- 新しい社会参加の実現
Realization of a new form of citizens' participation
- 人間性豊かな地域社会の形成
Formation of a humane community
- 都市における社会病理への対応
Responding to the social pathology of urban areas
- 首都圏の中核都市としての都市構造の再編成
Structural reorganization to function as an urban nucleus in the National Capital Region
- 横浜の特性を生かした産業構造
Development of the Industrial structure reflecting Yokohama's specific characteristics
- 都市の防災性の向上
Improvement of the city's fire prevention measures
- 自然的環境の保全と創造
Conservation and creation of natural environment
- 資源・エネルギー問題への対応
Coping with issues on resources, energy, etc.
- 地域の特性を生かした魅力の創造
Creation of a special charm, making full use of the area's characteristics
- 都市経営的視点の導入
Introduction of an urban management viewpoint
- 総合的な広域協力の推進
Promotion of a synthetic cooperation among local authorities





区分 CLASSIFICATION	金額(億円) FIGURES (100mill.yen)	%
市債金 Municipal reserves	1,223.2	49.34
国民健康保険事業費 National health insurance programs	581.4	23.45
公共事業用地費 Land acquisition for public utilities	265.2	10.70
横浜市立大学費 Yokohama City University	159.3	6.42
特別政益事業費 Special revenue programs	145.0	5.85
中央卸売市場費 Central Wholesale Market	63.3	2.55
港湾整備事業費 Port development programs	16.8	0.68
中央と畜場費 The Central Abattoir	9.3	0.34
交通災害共済事業費 Programs for traffic accident assistance	5.6	0.23
勤労者福祉共済事業費 Programs for laborers' welfare assistance	3.3	0.13
母子及び寡婦福祉資金 Welfare programs for children, mothers and widows	2.7	0.11
農業共済事業費 Programs for agricultural assistance	1.7	0.07
公益質舗事業費 Pawn shops licensed by the city	1.2	0.05
公害被害者救済事業費 Relief work for aiding air pollution victims recognized by the city	1.2	0.05
計 Total	2,479.1	100

特別会計予算 Special Budgetary Account 昭和56年度 for fiscal year 1981



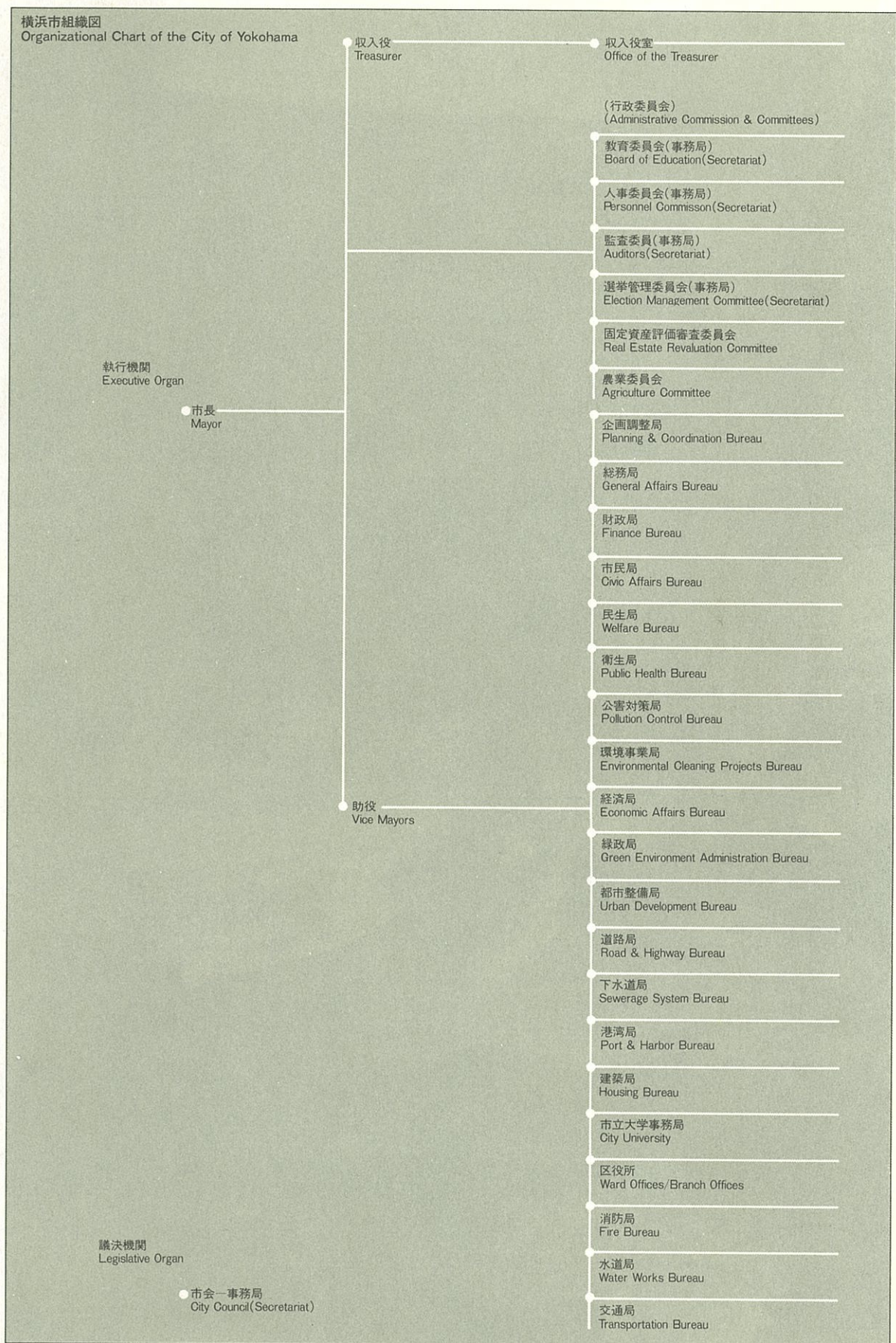
都市そのもの、そしてその課題も社会的、政治的、経済的状況を反映して常に変化している。しかし、それらがどう変化しても、地方自治体が都市づくりをすすめる時、常に念頭に置くべき姿勢は1. 主体性、2. 効率性、3. 総合性、4. 弾力性、5. 独創性である。

都市計画の基本は法律によって定められており、当然それに沿って横浜市も都市づくりを行っているが、都市はそれぞれに特有の課題をもっている。これらに対しては都市自治体が主体性をもって対処しなければ解決は望めない。III章で述べられる横浜市の独自の制度もこの観点からあみ出されたものである。横浜市が都市づくりをすすめる上での権限、財源は十分なものではない。このような状況の中で都市づくりをすすめるためには効率性が最も求められる。横浜市は事業の実施、行政の組織づくり、そして行政の運営にあたり、この姿勢を基本としている。

都市づくりの分野は多岐にわたり、市民の要望も多様化している。その中で都市づくりを実践するためには総合的な考え方をしなければ事業が個別に行われ、ひいては効率性をも失うことになる。新総合計画「よこはま21世紀プラン」もこの観点に立ち、いろいろな都市づくりの分野の相互関係を考慮してつくられた。III章で述べられている規制、誘導、事業等の都市づくりの方法もこれらが協力しあい、総合的に行われなければならない。

Reflecting the social, political and economic conditions of the city, the issues with which it is faced are constantly undergoing change. But no matter how much they change, it is essential that the local government always maintain the following attitudes towards development, i.e., 1) subjectivity, 2) efficiency, 3) comprehensiveness, 4) flexibility, and 5) ingenuity.

The basis of all city planning lies under legislative control and of course the City of Yokohama has developed accordingly. But since each city is faced with its own unique problems, the local government cannot respond to them unless it initiates "subjectivity." Yokohama's own approach to city development was created with this view in mind. (as stated in Chapter III). Yokohama's financial resources and administrative powers are still insufficient for the promotion of adequate urban development programs. Under these circumstances, "efficiency" is strongly demanded. Therefore, "efficiency" remains the city's basic attitude towards the implementation of projects, the organization of the administrative structure, and the enforcement of its administrative powers. Since the field of urban development is varied and the citizens' demands diverse, it is necessary to have a "comprehensive" view in order to practice urban planning. This is to avoid individual operation of projects which might result in loss of the overall efficiency of the entire program. The new master plan, "A Plan for Yokohama to the 21st Century" was designed from this viewpoint, taking into consideration the mutual relationships among the various aspects of urban development. Thus regulations, incentives, and other urban development measures (as stated in Chapter III) must all be coordinated in order to function as a comprehensive entity.



都市づくりは一朝一夕にできるものではない。よって最初の計画に固執することなく、その時その時の状況にす早く対応していかなければ、最終的に完成した事業は使いものにならないものとなる。横浜市のニュータウン事業、道路事業・鉄道事業も最初の計画がそのまま実現したわけではなく、市民の意見やその時代の状況変化に弾力性をもって対処して実施された。

そして都市それぞれが独創性をもって、都市づくりを行って初めて、日本全体が豊かになるのであり、その独創性が都市の魅力となる。

横浜市の都市づくりもこの姿勢をもって実践されている。

Urban development cannot be completed in just a day. Therefore, it is important not to adhere too strongly to the initial plans but to respond swiftly to each circumstance as it arises, otherwise projects of questionable value will be the end result. Yokohama's new town programs and road and railway projects did not materialize through simple realization of the initially laid plans; on the contrary, they were implemented through "flexible" response to the opinions of the citizens and the changing conditions of the time. When cities are created with "ingenuity," the entire nation becomes enriched. Yokohama's urban development programs are carried out with these attitudes in mind.

横浜市組織図 (昭和57年6月改正)
Organizational Chart of the City of Yokohama
(revised in June, 1982)

執行機関
Executive Organ

●市長
Mayor

●収入役
Treasurer

●収入役室
Office of the Treasurer

(行政委員会)
(Administrative Commission & Committees)

●教育委員会(事務局)
Board of Education(Secretariat)

●人事委員会(事務局)
Personnel Commission(Secretariat)

●監査委員(事務局)
Auditors(Secretariat)

●選挙管理委員会(事務局)
Election Management Committee(Secretariat)

●固定資産評価審査委員会
Real Estate Revaluation Committee

●農業委員会
Agriculture Committee

●企画財政局
Planning-coordinating and Finance Bureau

●総務局
General Affairs Bureau

●市民局
Civic Affairs Bureau

●民生局
Welfare Bureau

●衛生局
Public Health Bureau

●公害対策局
Pollution Control Bureau

●環境事業局
Environmental Cleaning Projects Bureau

●経済局
Economic Affairs Bureau

●緑政局
Green Environment Administration Bureau

●都市計画局
Urban Planning Bureau

●道路局
Road & Highway Bureau

●下水道局
Sewerage System Bureau

●港湾局
Port & Harbor Bureau

●建築局
Housing Bureau

●市立大学事務局
City University

●区役所
Ward Offices/Branch Offices

●消防局
Fire Bureau

●水道局
Water Works Bureau

●交通局
Transportation Bureau

議決機関
Legislative Organ

●市会—事務局
City Council(Secretariat)

●助役
Vice Mayors

