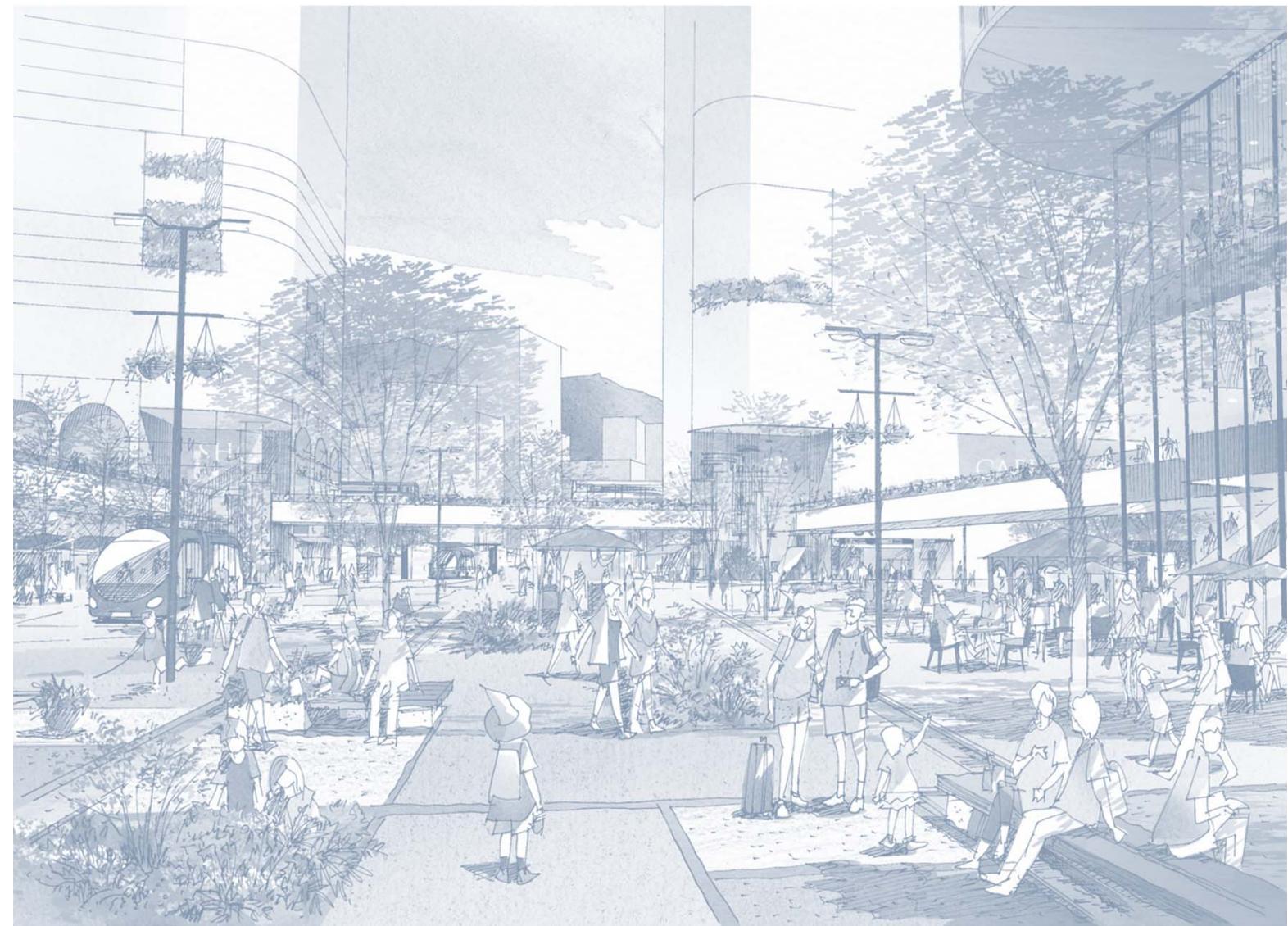


# Basic Redevelopment Concept for Sannomiya and Its Environs

September 2015, City of Kobe



# Development of Sannomiya into the Gateway of Kobe, Beautiful Port City

In Sannomiya, located close to the sea and mountains,

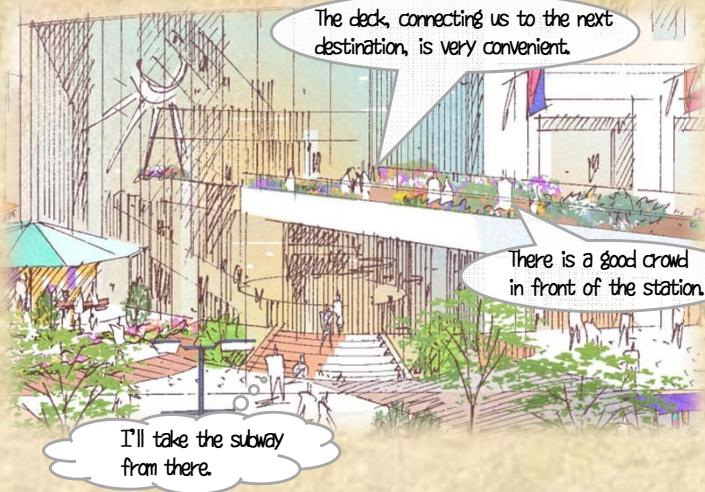
visitors can enjoy convenient access from stations to lively locations.

From now on, they will be able to enjoy even more convenient access.

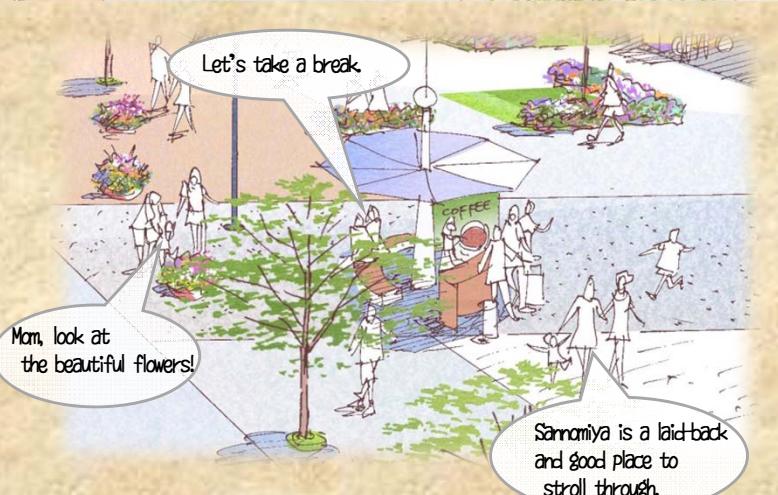
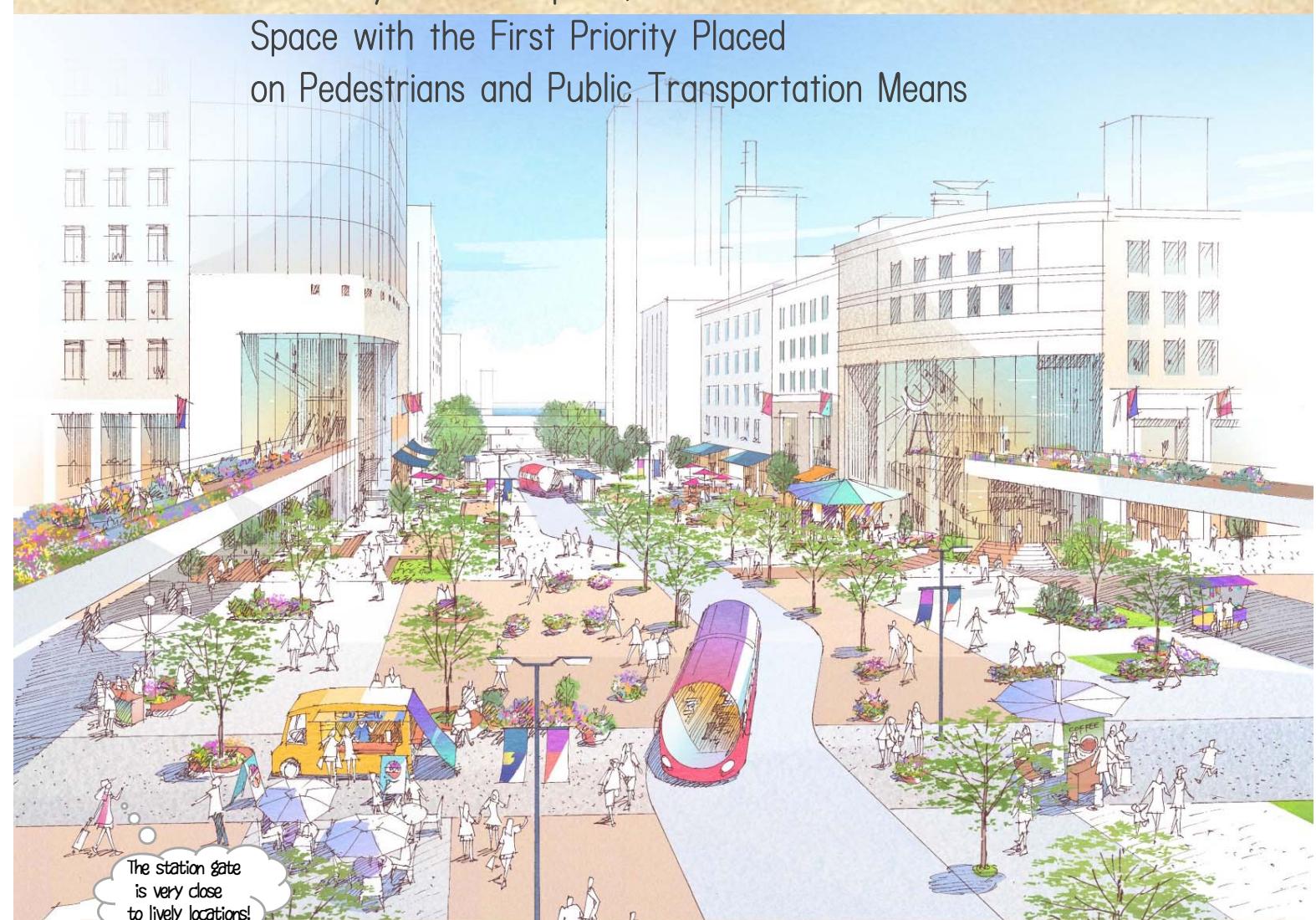
The moment visitors leave the stations, they will be tempted to visit a wide variety of lively locations in Sannomiya.

This is a new form of Sannomiya, the gateway to Kobe.





## Sannomiya Cross Square, Space with the First Priority Placed on Pedestrians and Public Transportation Means



Quality space for people to appreciate  
the history and culture of Kobe as a port city



Pleasant rooftop space filled with flowers and greenery



Street design with a stately atmosphere



East side of Sannomiya Intersection

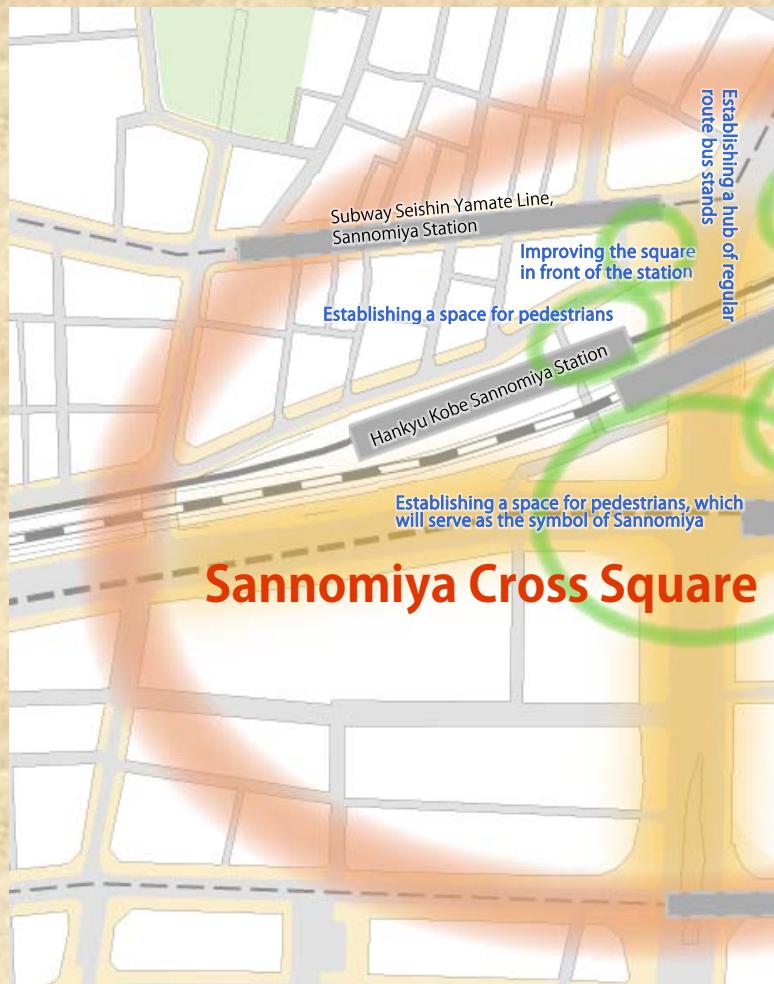


# How Sannomiya

Comfortable and clean rest rooms



Establishing a hub of regular route bus stands



## Sannomiya Cross Square

Space with the First Priority Placed on Pedestrians and Public Transportation Means

South side of Sannomiya Intersection



# Will Change

Start Up Office



Disseminating Kobe's attractiveness



Improving the square in front of the northern side of the station



Improving the square in front of the station

Considering the establishment of a new eastern gate

Improving the square in front of the station

JR Sannomiya Station  
Port Liner Sannomiya Station  
Redesigning the square in front of the station  
Establishing a space for pedestrians

Establishing a hub of interurban bus stands

Hanshin Kobe Sannomiya Station  
Establishing a hub of regular route bus stands

## Eki≈Machi Space

Subway Kaigan Line,  
Sannomiya-Hanadokei-mae Station

## Sannomiya Cross Square

North side of Sannomiya Intersection



East side of Sannomiya Intersection



# How to spend one day in Kobe will change as follows



## One day in Kobe – a female resident with a baby in the urban center

	At home	Trip to the next destination	At work	Eki≈Machi Space	At home
8 : 30					
9 : 00			Leaving her daughter with her husband, she goes to her office in Sannomiya. After leaving the daughter in a nursery, the husband parks his bicycle at a parking area in front of the station, and goes to his office by train.		
12 : 00			She has a meeting with an IT venture company recently established in Sannomiya.		
17 : 00			She has lunch with coworkers in Higashi Yuenchi Park.		
17 : 30			She picks up her daughter after work. She has a chat with fellow mom friends on a bench next to a flower bed.		
18 : 00			She and her daughter meet her husband. They drop by a kids fashion collection held in the square.		
18 : 30			They buy dinner from a shopping mall.		While viewing the illumination of the Flower Road, the three of them get home together.



## One day in Kobe – a tourist visiting Sannomiya

Trip to the next destination	
10 : 00	Sannomiya and its environs
12 : 00	Outskirts
14 : 00	Sannomiya and its environs
17 : 00	Sannomiya and its environs
21 : 00	Accommodation
7:30, next morning	Trip to the next destination
9:30, next morning	Trip to the next destination

By limousine bus, she arrives at a newly established Sannomiya bus terminal.  
She collects information from an information center in Sannomiya.



She strolls to a lively location. Since the station commands extensive views of lively locations, and such locations command extensive views of the mountains, she can easily find her way to the next destination.



She enjoys strolling while viewing the street landscapes.  
She eats lunch at a popular Western-style restaurant.



She heads for the Waterfront by City Bus.  
She can catch such a bus almost immediately.



She enjoys tea time at an open café in the port.  
Feeling a sea breeze, she appreciates the pleasant greenery of the mountains.



She goes to Sannomiya on a Community Cycle bicycle (Kobe-rin).



She enjoys a mini-live performance in the street.

While savoring this memory of Kobe, she has a drink at a bar commanding a beautiful night view.



She enjoys an elegant morning, with some fresh-from-the-oven bread and delicious tea.

She takes a Shinkansen Bullet Train from Shin-Kobe to the next destination.

## I. Introduction

• • • • p 1

- Background and purpose of the Concept
- Concept assumption and target area
- What is required for Sannomiya and its environs
- Problems regarding Sannomiya and its environs

## II. Basic policies for community development

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- Ideal future
- What is the Eki≈Machi Space?
- Five policies for community development
- Map showing the policies for community development

## III. Specific measures

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- Policy 1: Enabling people to enjoy strolling
- Policy 2: Establishing transportation nodes easy for everyone to identify
- Policy 3: Continuing to provide visitors with new, exciting encounters and discoveries
- Policy 4: Attracting and impressing people
- Policy 5: Ensuring that community growth will be promoted through community cooperation

## IV. Toward realizing the Concept

• • • • p 28

- Long-term schedule for realizing the Concept (temporary schedule)

## I Background and Purpose of the Concept

- The redevelopment of Sannomiya and its environs, the gateway to Kobe, is integral to invigorating the entire city and its economy, as well as to enhancing the city's global competitiveness.
- It is required to develop Sannomiya and its environs into an area with even more attractive urban features and a stately atmosphere, by utilizing the vigor of the private sector. Accordingly, it is necessary to draw a future vision that will best serve "Kobe, City of Design" and "Kobe, International City," under the leadership of the City of Kobe.
- To ensure that the future vision will be shared among citizens, private businesses, and the administration, and to achieve cooperation among the three parties in order to realize the vision, we have established the Basic Redevelopment Concept for Sannomiya and Its Environs.
- The momentum of the redevelopment of Sannomiya and its environs has already begun to increase among private businesses. We will aim to push forward with this project through cooperation between the public and private sectors, thereby aiming to attract even more private businesses, to ensure that the movement for the revitalization of the urban center will lead to the further growth of Kobe, and to develop Kobe into a city that can contribute to the world.

In this picture, the tree represents the ideal future for Sannomiya and its environs, while the soil represents the entire City of Kobe.

To grow a big tree, a sturdy trunk is necessary.

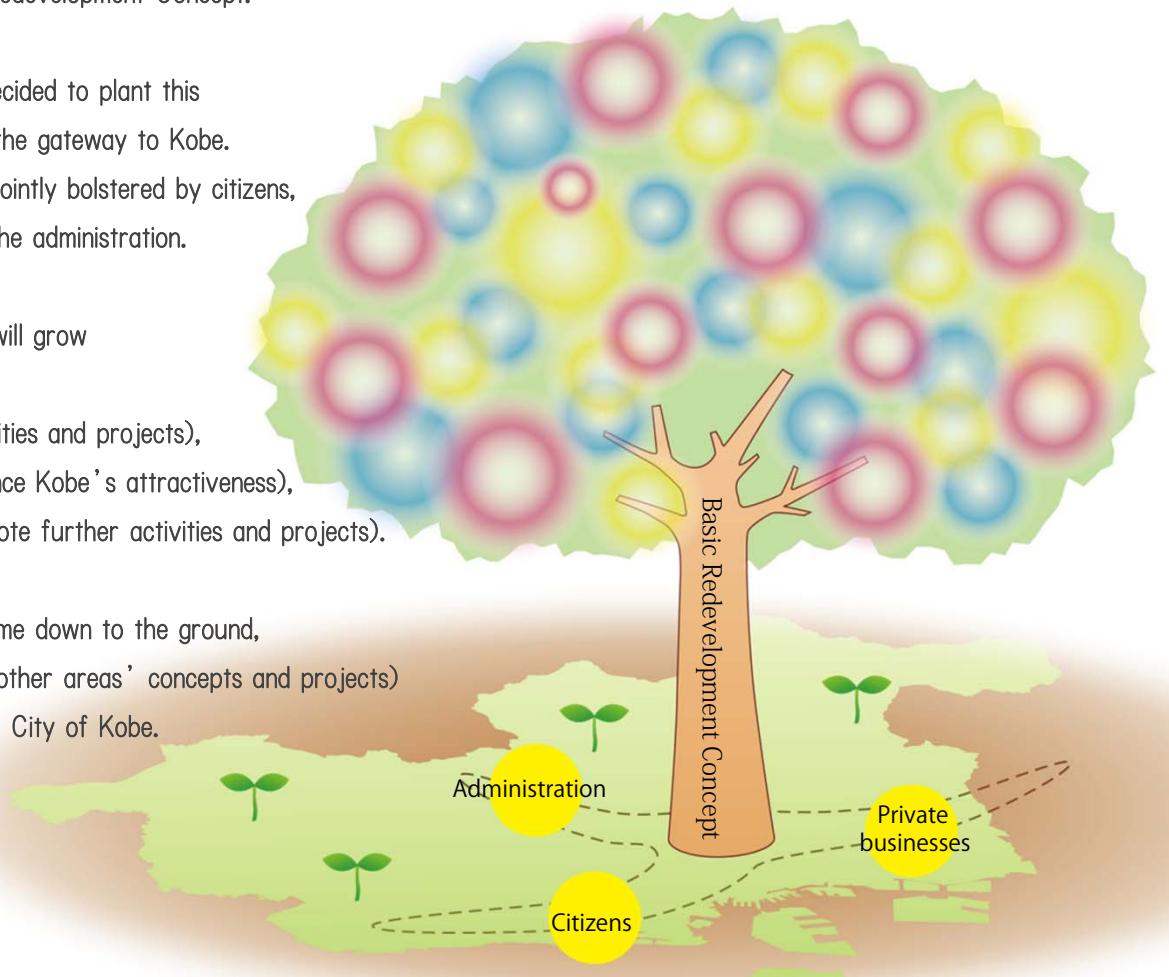
This trunk is the Basic Redevelopment Concept.

The City of Kobe has decided to plant this tree first in Sannomiya, the gateway to Kobe.

The tree's root will be jointly bolstered by citizens, private businesses, and the administration.

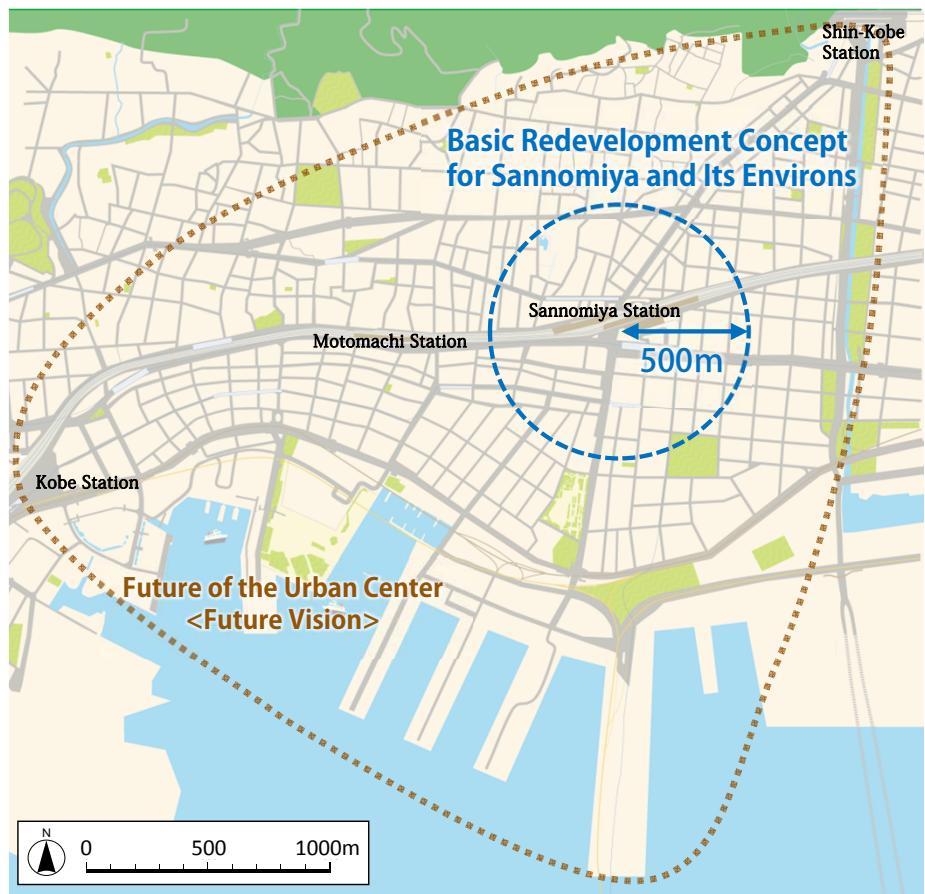
From now on, this tree will grow branches extensively (i.e. realize various activities and projects), bloom flowers (i.e. enhance Kobe's attractiveness), and bear fruit (i.e. promote further activities and projects).

The tree's seeds will come down to the ground, and then new buds (i.e. other areas' concepts and projects) will grow throughout the City of Kobe.



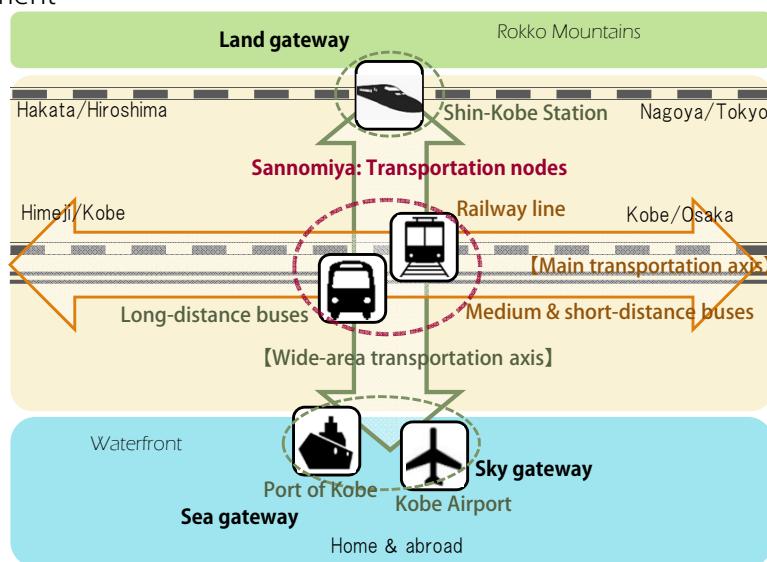
## I Concept Assumption and Target Area

- Step-by-step redevelopment with consideration given to what the target area should be about 30 years ahead
- Target area: Area within a radius of approx. 500 m from Sannomiya Station
- Assumption: No change will be made to the existing station gates



## I What is Required for Sannomiya and Its Environs

- Generating attractiveness and vigor to be a first choice city amid global competition and interurban competition
- Establishing transportation nodes that will best serve as the gateway to Kobe, international city
- Improving the ease of getting around the redevelopment target area and its environs
- Accumulating and improving commercial, business, cultural, and interaction functions
- Forming landscapes that will best serve as the gateway to Kobe, City of Design
- Ensuring disaster resilience and environmental friendliness in community development



## I Problems regarding Sannomiya and Its Environs

### Which route to follow when changing trains is difficult to identify.

- ① Passengers find it difficult to identify which route they should follow for intercompany transfer.
- ② There is difference in level on some parts of the decks, which is not a barrier-free design
- ③ The guidance signage is difficult to understand, and lacks uniformity.

### Access from each station to nearby lively locations is inconvenient.

- ① Access from each station to lively locations is inconvenient, and it is especially inconvenient to move north and south.
- ② Pedestrians find it difficult to identify which route they should follow in the underground shopping malls to get to their destination, and which exit they should take to get to ground level.
- ③ Access to attractive areas located within a short walking distance (such as Motomachi, the Former Foreign Settlement, and Kitano) is not convenient.

### There are not enough spaces for people, such as squares.

- ① There is an insufficiency in the number of lively spaces for daily use and squares that can be used as event venues.
- ② There are not enough spaces where people can take a rest.
- ③ There are no spaces around each station that can serve as disaster reduction centers.

### There is no sufficient accumulation of functions to lead the economy of Kobe.

- ① There are no sufficient functions or industries to help Kobe achieve sustainable development under the current drastic changes in social and economic situations, such as an aging society due to the falling birthrate.
- ② Kobe does not have sufficient unique functions.

### The function of the transportation node of the square in front of JR Sannomiya Station is weak.

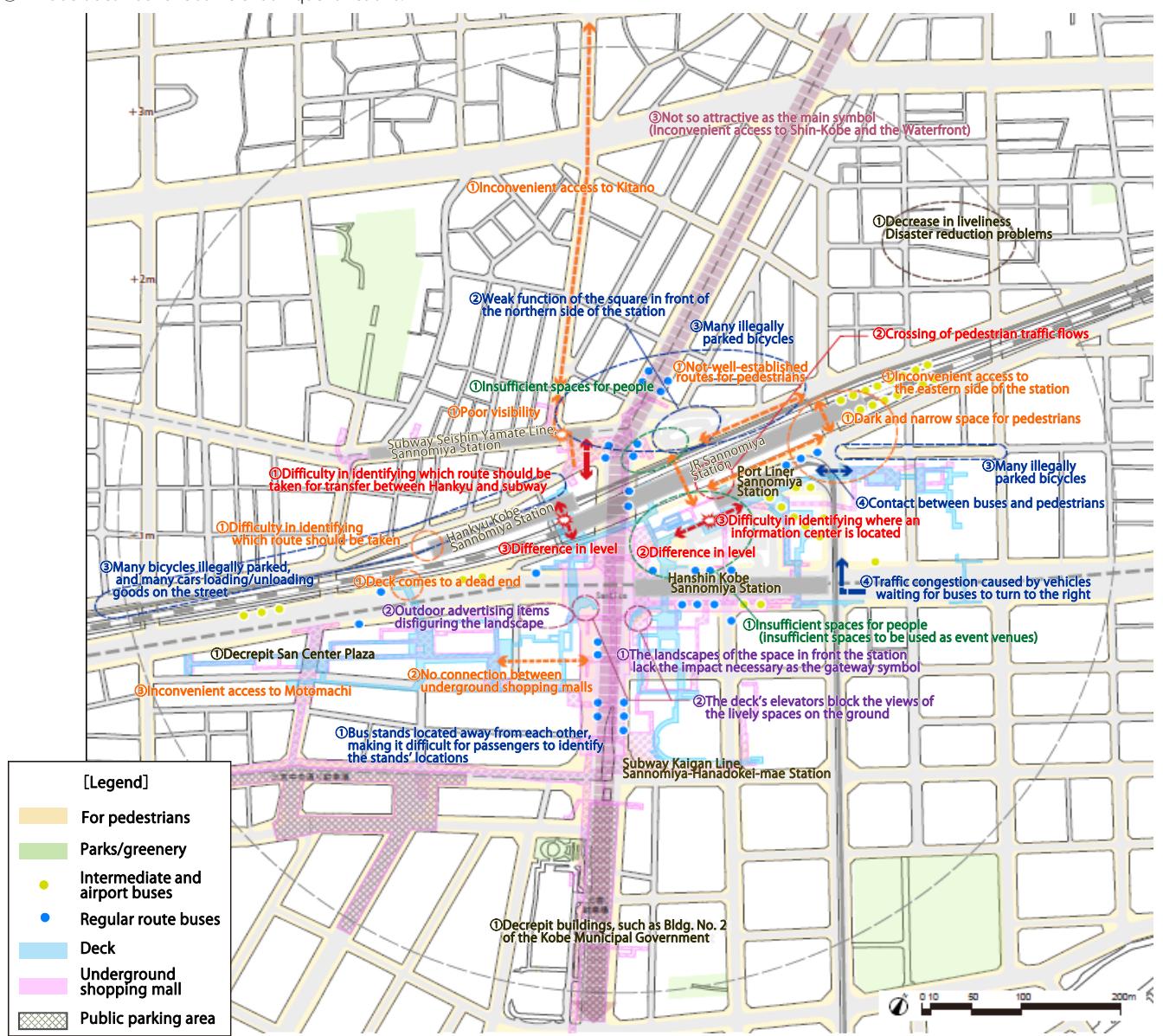
- ① Bus stands are located away from each other, making it difficult for passengers to identify the stands' locations.
- ② The function of the square in front of the northern side of the station is weak.
- ③ Many bicycles are parked illegally around the station.
- ④ Contact between buses and pedestrians generate safety problems, traffic congestion, and other problems.

### There are no unique landscapes that will best serve as the gateway.

- ① There is no area symbol, and the space in front of each station is not tidy.
- ② There is no quality greenery that will suit Kobe, around each station.
- ③ Flower Road, which serves as the main symbol, is not so attractive.
- ④ Newly built high-rise apartments and other buildings block views of the sea and mountains.

### Some buildings are decrepit, and small-scale buildings are located too close together.

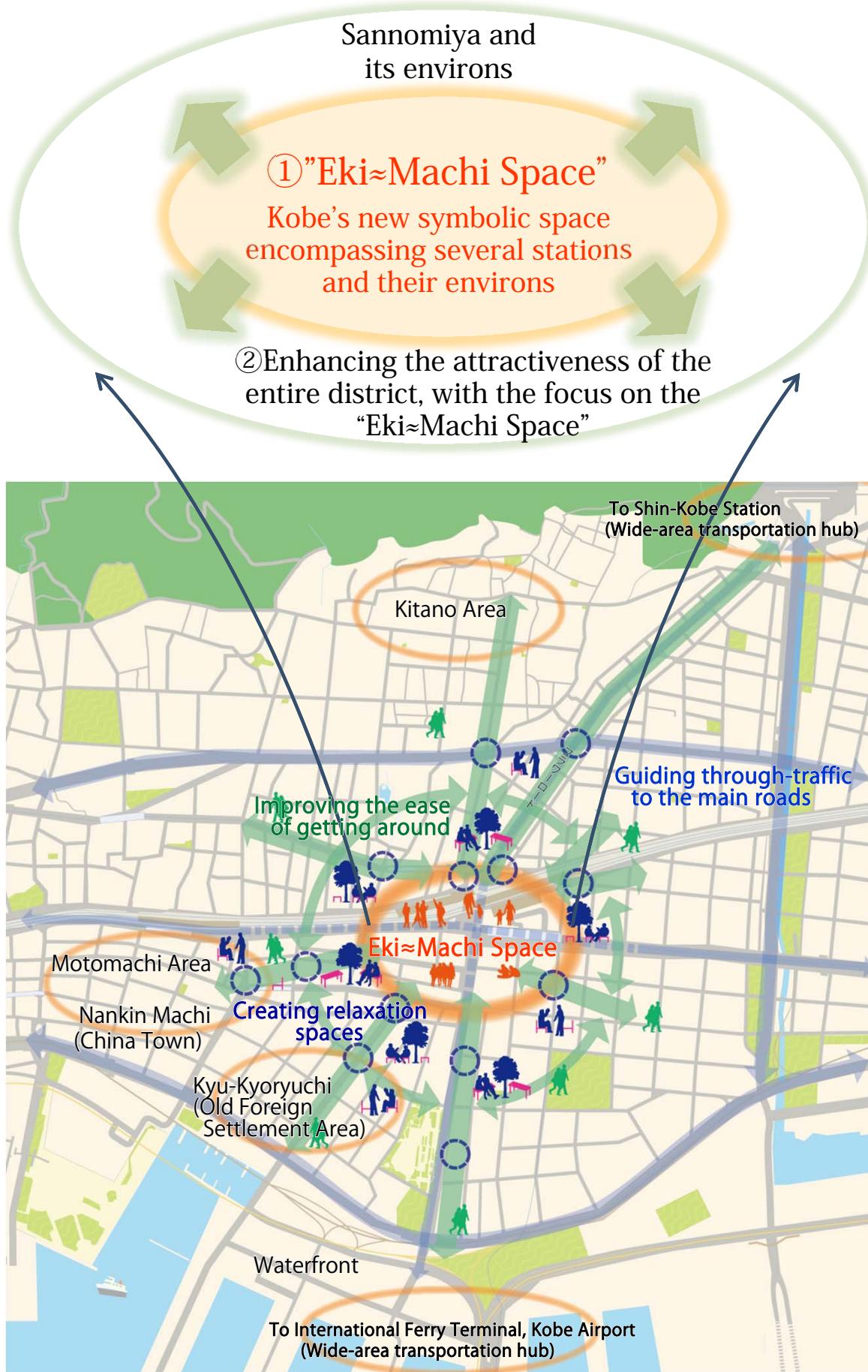
- ① Decrepit buildings have not been reconstructed.
- ② Due to insufficient improvement in the area's various functions, no measures have been taken to enhance area-wide energy efficiency or other environmental initiatives.



To enhance the attractiveness of the whole of Sannomiya and its environs, the highest priority issue is the redevelopment of the main area containing the six stations.

## Ideal Future

Sannomiya – Gateway to Kobe, Beautiful Port City



## I What is the “Eki≈Machi Space”?

Space encompassing lively locations and stations, with the focus on the connection between “eki (six railway stations and several bus stands) “and “machi (lively locations)”  
Naming the space “Eki≈Machi Space”, we will aim to develop it into a space that will best serve as the gateway to Kobe.

**Further enhancing the convenience of the space in front of each station, and creating liveliness and vigor**

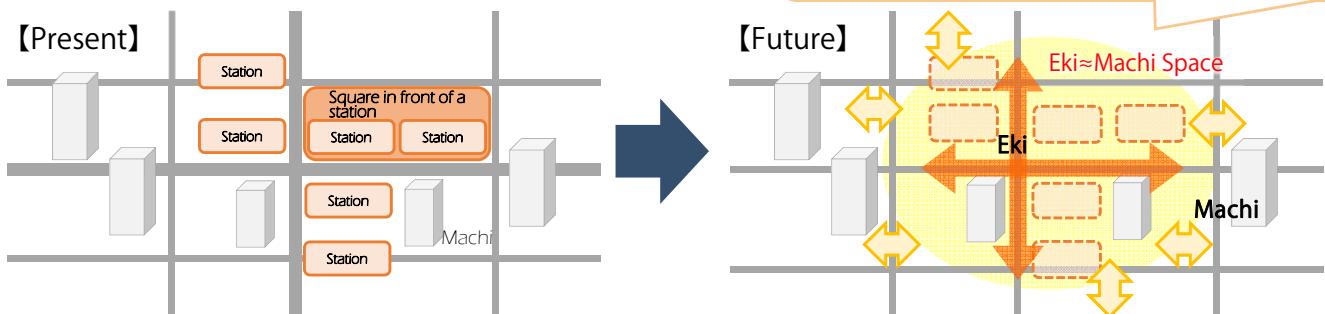
- Developing the road in front of each station, which is now mainly used by automobiles, into a “space with the first priority on pedestrians and public transportation means”
- Utilizing private buildings, and developing the three-layer space (consisting of underground, ground, and deck levels) into a “space with the ease of moving up and down”
- Developing “a space encompassing the stations and their environs appropriate as the gateway” which will impart Kobe’s unique atmosphere and impress visitors

Creating the “ Eki≈Machi Space,” which will feature the connection between eki and machi not only in terms of two-dimensions, but also three-dimensions, offer convenient access to various destinations, and feature a comfortable environment

- Ensuring that the six stations in Sannomiya will form a unified whole as if they were “one big station”
- “Enhancing convenience and function,” not only by enabling easy transfer at “eki,” but also by providing convenient access to “machi”
- Developing the Eki≈Machi Space into “the symbol of Kobe” and ensuring that many more people will feel like experiencing a wide variety of aspects of “machi”

“≈” of the Eki≈Machi Space represents the following meanings:

- Achieving a soft connection between “eki” and “machi,” and developing “eki” as an integrated space
- Ensuring a pedestrian traffic flow from “eki” to “machi”



[ Future Image of the Eki≈Machi Space]

**Reinforcing the three-layer network**



**Providing a comfortable environment with quality flowers and greenery**

**Ensuring vista views of the mountains**

**Ensuring that pedestrians will easily identify which route they should follow when moving up or down**

**Creating well-organized square spaces**

**Promoting an integrated use of public and private spaces**

Since some people need a rest space, we will aim to ensure that the Eki≈Machi Space will contain safe and secure zones that will be easy for everyone to use.

# ■ Five Policies for Community Development

1

## Ensuring that people can stroll with smiles Enabling people to enjoy strolling

- Developing Sannomiya Cross Square, a street space with the first priority placed on pedestrians and public transportation means
- Reviewing the current traffic system to create a pedestrian-oriented area
- Establishing a pedestrian network to enhance the ease of getting around
- Forming a promenade with Kobe's unique greenery and flowers
- Creating spaces where citizens and visitors get together and relax without hesitation

2

## Ensuring that people can move around comfortably Establishing transportation nodes easy for everyone to identify

- Reinforcing the three-layer network by establishing voids
- Strengthening the connections between each station and lively locations
- Reviewing the function of the square in front of each station, and establishing a space for pedestrians around the station
- Ensuring a wide variety of transportation means to get around
- Creating a hub of interurban bus stands, and hubs of regular route bus stands

3

## Enhancing the attractiveness to draw many more people Continuing to provide visitors with new, exciting encounters and discoveries

- Enhancing the attractiveness so that many more people will feel like living and working in Kobe
- Enhancing the attractiveness so that many more people will feel like visiting and staying longer in Kobe

4

## Imparting the unique atmosphere of Kobe, a city with the sea and mountains Attracting and impressing people

- Realizing an integrated design of public and private spaces, and creating appropriate landscapes in the area in front of each station as a gateway
- Ensuring vista views and developing locations to enjoy such views
- Introducing a street design that will realize landscapes with a stately atmosphere through which people can appreciate Kobe's history and culture
- Further enhancing the attractiveness of the city's night scenery touted as one of the best in Japan

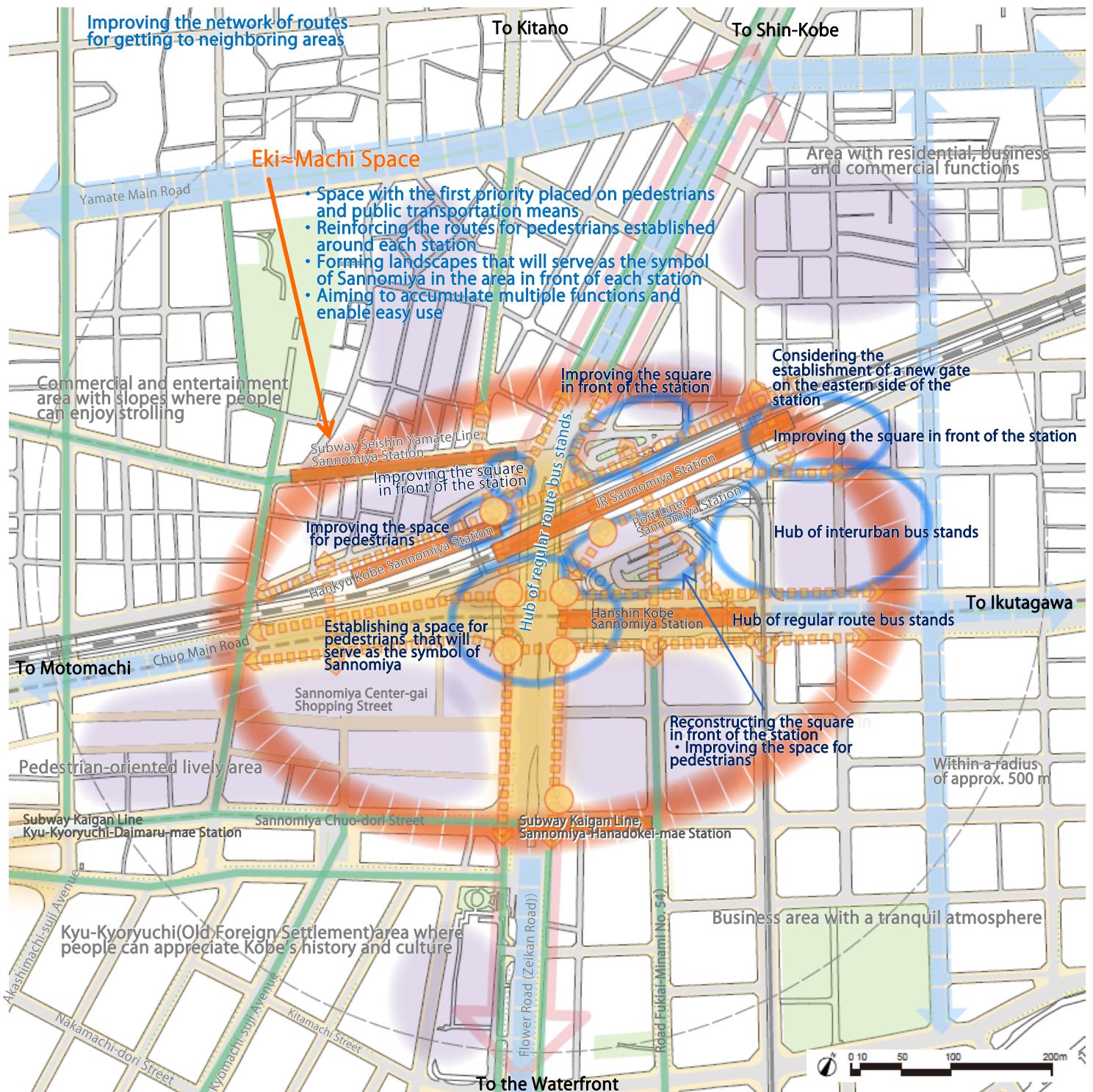
5

## Providing support and protection, promoting growth, and disseminating information Ensuring that community growth will be promoted through community cooperation

- Promoting area management in cooperation with local organizations, and implementing community development in a characteristic manner
- Realizing a low-carbon society and working on area disaster reduction
- Reinforcing city promotion to disseminate Kobe's attractive features both domestically and internationally

- 
- Reliable capability to reduce unexpected disaster damage
  - Environmental-friendliness and sustainability

## I Map Showing the Policies for Community Development



### [Legend]

- Kobe's symbolic road
- Traffic network serving as the main route to be followed by vehicles
- Pedestrian network to enhance the ease of getting around
- Reinforcing the route for pedestrians established around each station (on underground, ground, and deck levels)
- Void (vertical route that is easy to identify for pedestrians + space where people can linger)  
\*Promoting the development of private properties
- Area to be developed into a high-quality, comfortable public space through cooperation between the public and private sectors
- Space with the first priority placed on pedestrians and public transportation means
- Area in which buildings are expected or desired to be reconstructed or upgraded

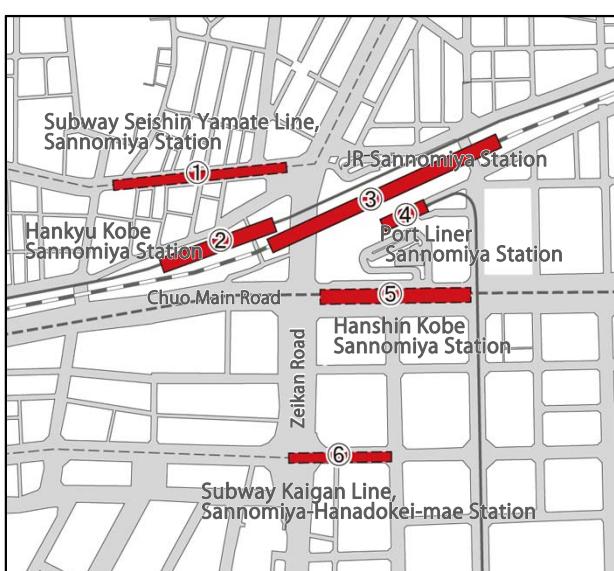
# Ensuring that people can stroll with smiles

## Policy 1: Enabling people to enjoy strolling

### Developing Sannomiya Cross Square, a street space with the first priority placed on pedestrians and public transportation means

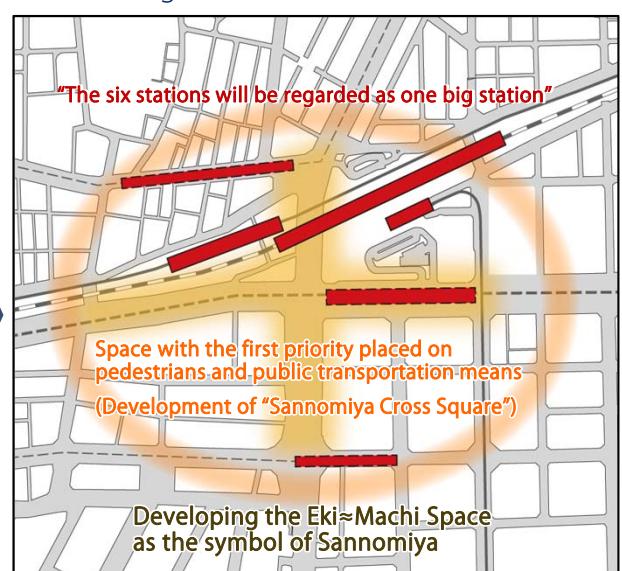
- We will aim to realize a step-by-step development of part of the Flower Road (which connects the six stations in the target area, i.e. JR, Hankyu, Hanshin, Subway Seishin Yamate Line, Subway Kaigan Line, and Port Liner stations) and the Chuo Main Road, with the Sannomiya Intersection being the center of the target area. By doing so, we will strive to develop Sannomiya Cross Square, a street space with the first priority placed on pedestrians and public transportation means.
- We will strive to develop a space that will serve as an activity base for visitors to Sannomiya, and also as the symbol of the Eki≈Machi Space.

[Present]



The six stations are disconnected from each other by main roads.

[Future Image]

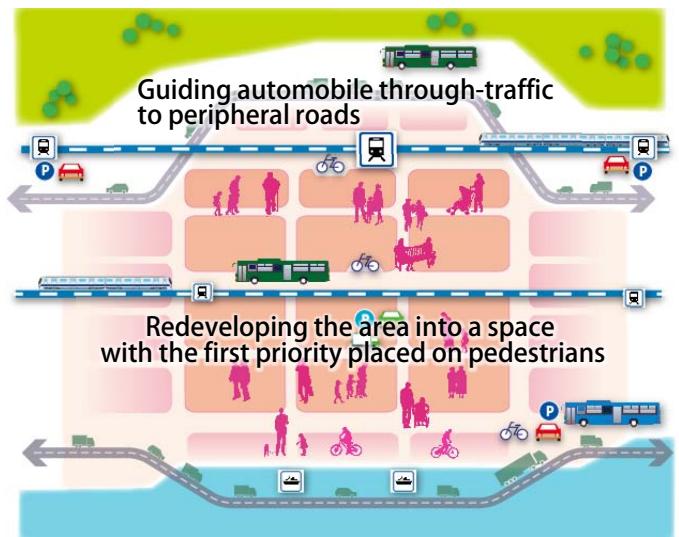


The space connecting the six stations will be redeveloped into a human-friendly space.



## Reviewing the current traffic system to create a pedestrian-oriented area

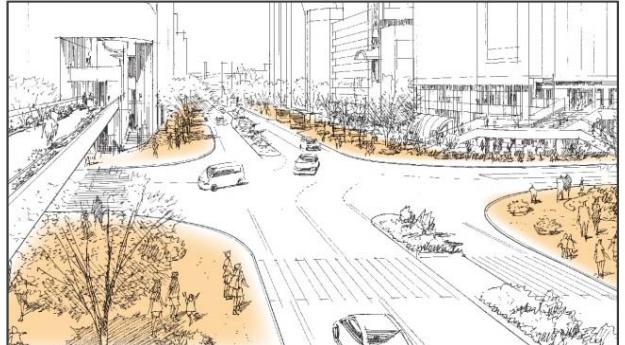
- We will aim to review the current road system to guide through-traffic to peripheral roads, and will consider introducing new transportation means. After making a full consideration of necessary measures, including those for enhancing the convenience of the current railway and bus services, we will strive to realize a shift from the current automobile-oriented traffic system.
- While giving consideration to those who need a short-term parking space, such as senior citizens who take a longer time to get in and out of automobiles, and those who need to load/unload goods on the street for commercial purposes, we will aim to ensure that everyone can stroll safely without any hesitation.



[Step-by-step Development Image]

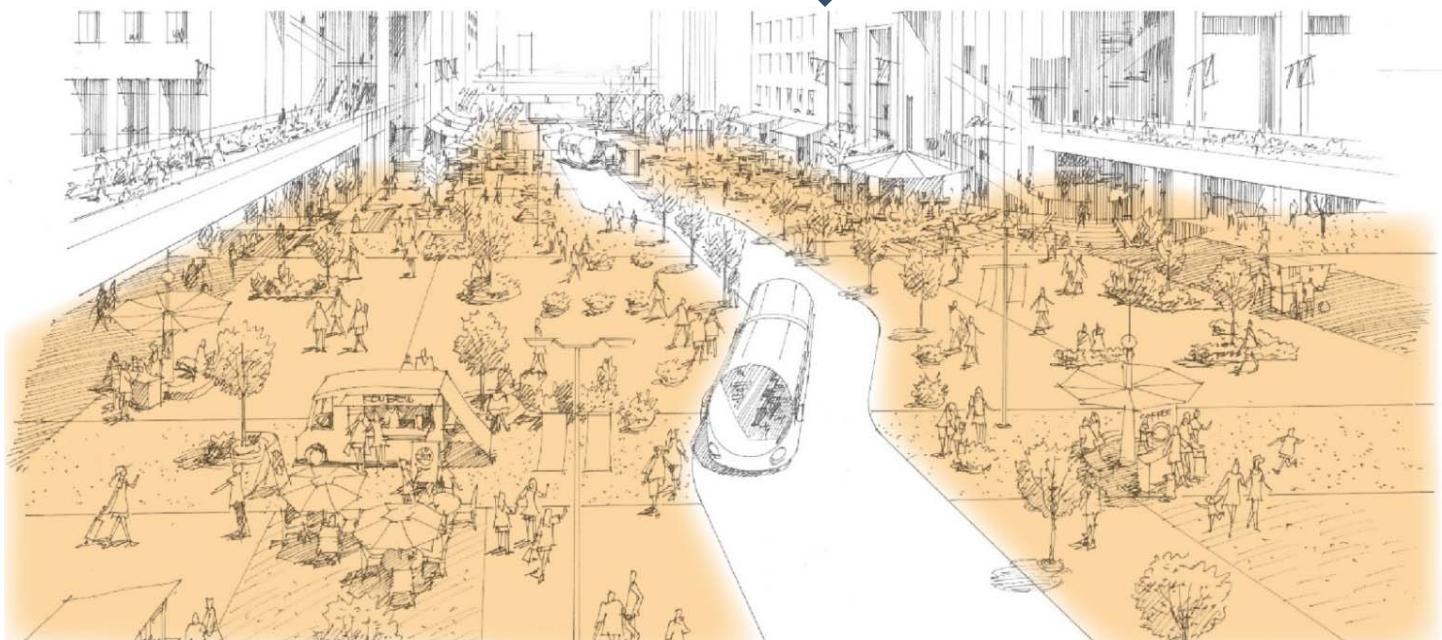


Present: Automobile-oriented street space



Step-by-step development:  
Decreasing the number of car lanes,  
and widening the pavements

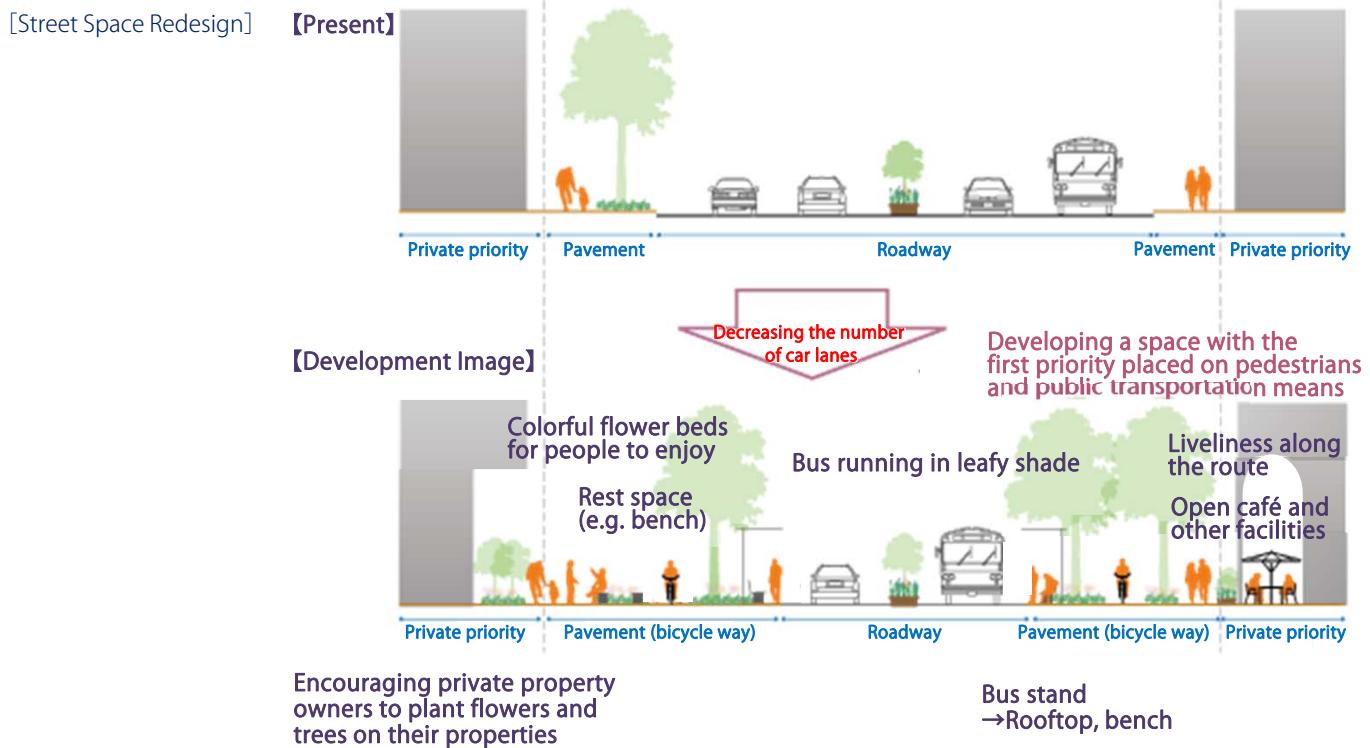
Substantially extending the space  
allocated for people



Developing a space with the first priority placed on pedestrians and public transportation means

## Establishing a pedestrian network to enhance the ease of getting around

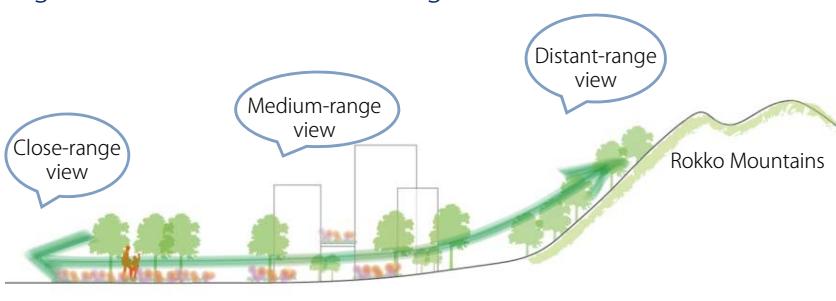
- We will aim to establish a pedestrian network that will provide a smooth connection between the Eki≈Machi Space and nearby lively spots, such as Kitano, Kyu-kyoryuchi(Old Foreign Settlement), and the Waterfront.
- We will strive to enhance the ease of getting around, by generating the pleasure of strolling. To do so, we will aim to ensure harmony in landscapes, and to create liveliness in the lower parts of rows of buildings.
- Regarding the road spaces that will constitute a pedestrian network, we will be active in widening the pavements, planting greenery, installing flower beds, and implementing other necessary environmental measures (redesigning the street spaces), thereby generating a safe and comfortable setting for pedestrians.



## Forming a promenade with Kobe's unique greenery and flowers

- While receiving cooperation from citizens and companies, we will aim to promote an integrated development to generate leafy shade spaces, rest spaces, and greenery and flower spaces.
- Taking advantage of the beautiful scenery of the Rokko Mountains and the sea connecting us to the world, we will strive to form a promenade with Kobe's unique greenery and flowers.

[Image of the Promenade Stretching the North and South]



Flower beds as a spot for people's interaction



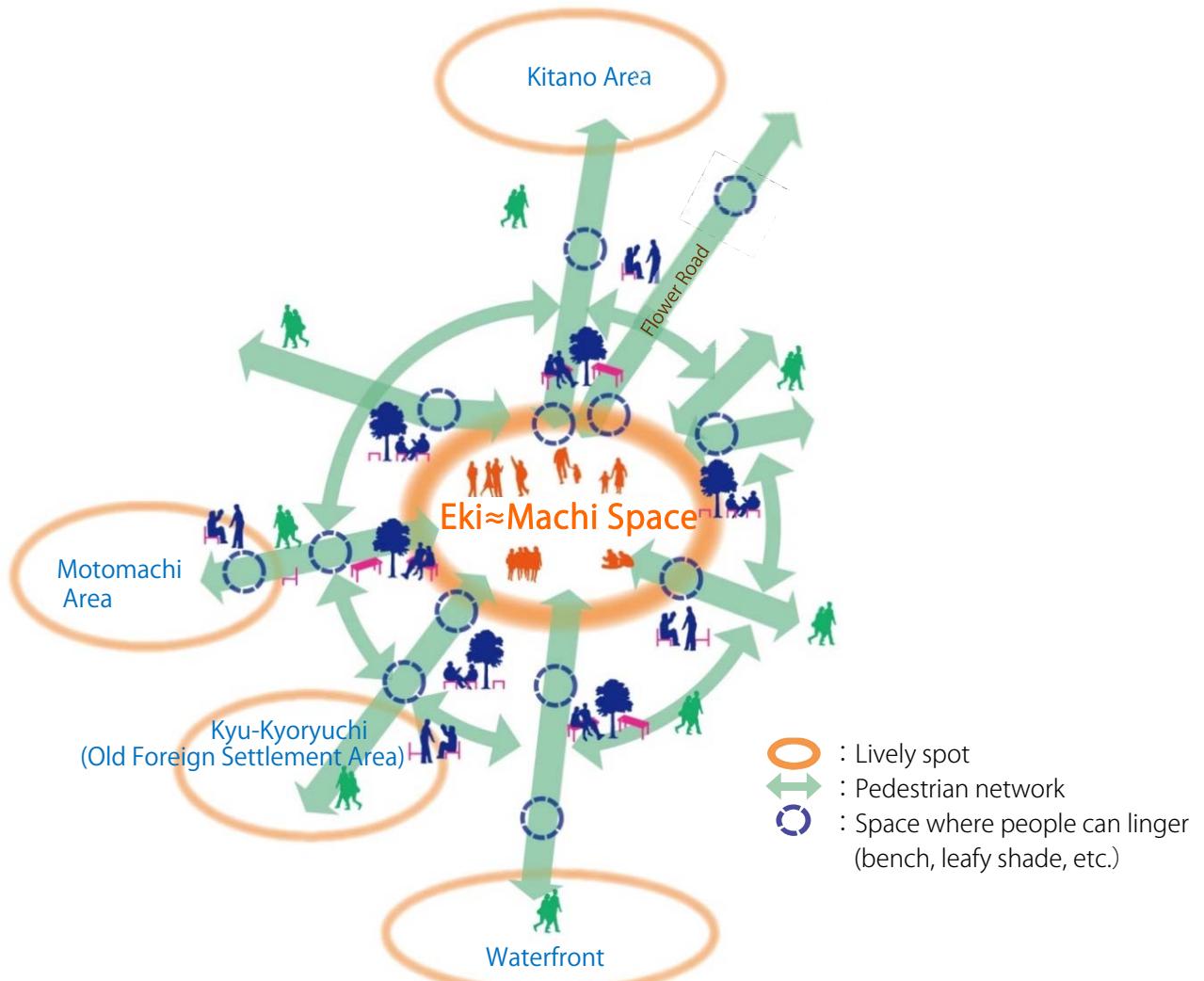
Street greenery and Rokko Mountains

## Ensuring that people can stroll with smiles

## Creating spaces where citizens and visitors get together and relax without hesitation

- To enhance the ease of getting around, we will aim to ensure that the pedestrian network will contain leafy shade spaces where people can relax comfortably.
- By promoting joint reconstruction of each block in the redevelopment target area, we will strive to generate a sense of spaciousness, thereby enabling people to stay longer in the area.

[Image of Enhancing the Ease of Getting Around]



Rest space with greenery and flowers



Lively space where people can linger

# Ensuring that people can move around comfortably

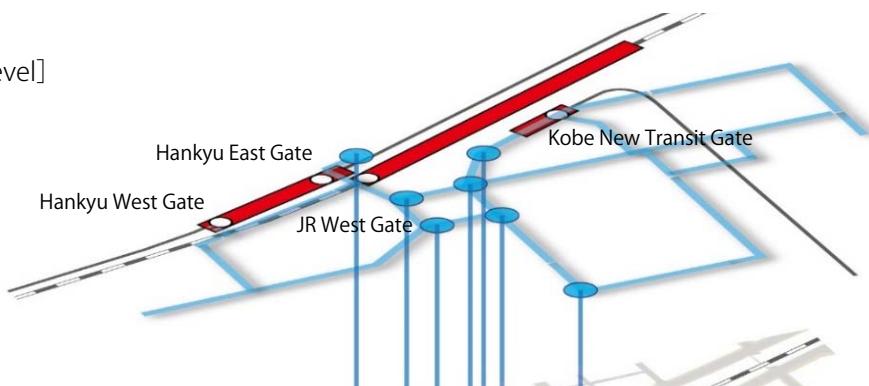
## Policy 2: Establishing transportation nodes easy for everyone to identify

### Reinforcing the three-layer network by establishing voids

- By establishing voids (a vertical route that is easy to identify for pedestrians + space where people can linger) on private properties in parallel with the development of the peripheral areas, we will aim to strengthen the three-layer network (connecting each pedestrian network established on underground, ground, and deck levels) around each station. When establishing such voids, we will ensure that they will have a high visibility and will be easily identified by everyone.
- By developing a space with the first priority on placed pedestrians and public transportation means on the ground, we will aim to enable smooth transportation on the ground. We will also strive to guide pedestrian traffic flow to the ground safely and comfortably, thereby aiming to enhance the ease of getting to Motomachi, Kyu-Kyoryuchi(Old Foreign Settlement), Kitano-zaka Avenue, the Waterfront and other nearby attractive spots.
- By establishing voids and reinforcing the routes to be followed from/to the underground or the deck level, we will aim to enhance the connection between the six stations located on different levels, and to improve the convenience of the routes to be followed for changing trains.

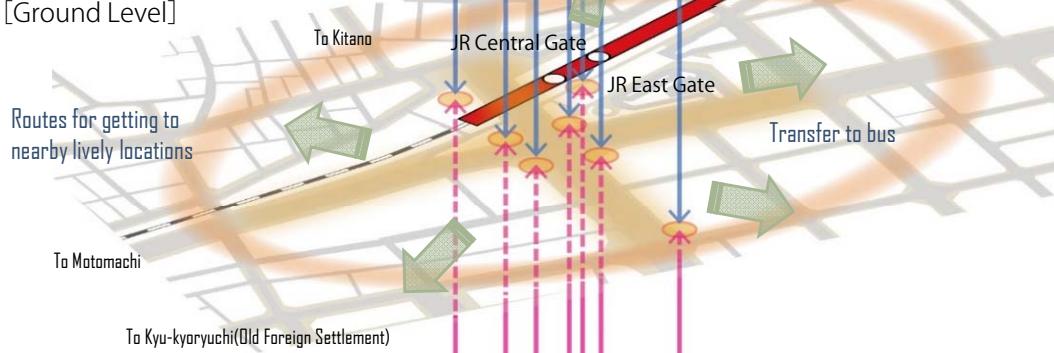
[Image of the Three-Layer Network and Voids]

[Deck Level]



Space that will serve as the symbol of the redevelopment target area

[Ground Level]



Vertical route that will guide pedestrians smoothly to nearby lively locations

\*Void  
Vertical route that is easy to identify for pedestrians (elevator, escalator, etc.)  
+  
Space where people can linger (on each level)

[Underground Level]



## Strengthening the connections between each station and lively locations

- To enable pedestrians to easily find their way to their destination or to transfer, we will aim to ensure that an extensive view of Sannomiya will be available from each transportation hub, such as a railway gate or bus stand.
- We will strive to establish standardized, multilingual guidance signage, thereby enabling visitors to Sannomiya to stroll without problems.



Extensive view seen from a station (at Kyoto Station)

## Reviewing the function of the square in front of each station, and establishing a space for pedestrians around the station

- When redeveloping the square in front of each station, we will place the priority on establishing spaces for people, such as waiting areas. At the same time, we will aim to accommodate a wide variety of traffic needs, by establishing short-term parking spaces for taxis and private passenger automobiles.
- Illegally parked bicycles in the area around each station cause an obstruction to pedestrians. To address this problem, we will cooperate with railway companies and other parties concerned in establishing parking areas, in parallel with the redevelopment of the square in front of each station and the development of the nearby district.



Image of the square in front of the northern side of the JR station

## Ensuring a wide variety of transportation means to get around

- While aiming to establish a comfortable environment for pedestrians, we have already launched the operation of the Community Cycle (Kobe-rin) as a way to further enhance the ease of getting around. In addition, we will consider introducing public transportation services (LRT, BRT, and city-loop bus) and a one-way car-sharing system in the urban center.



Image of a vehicle used under a one-way car sharing system

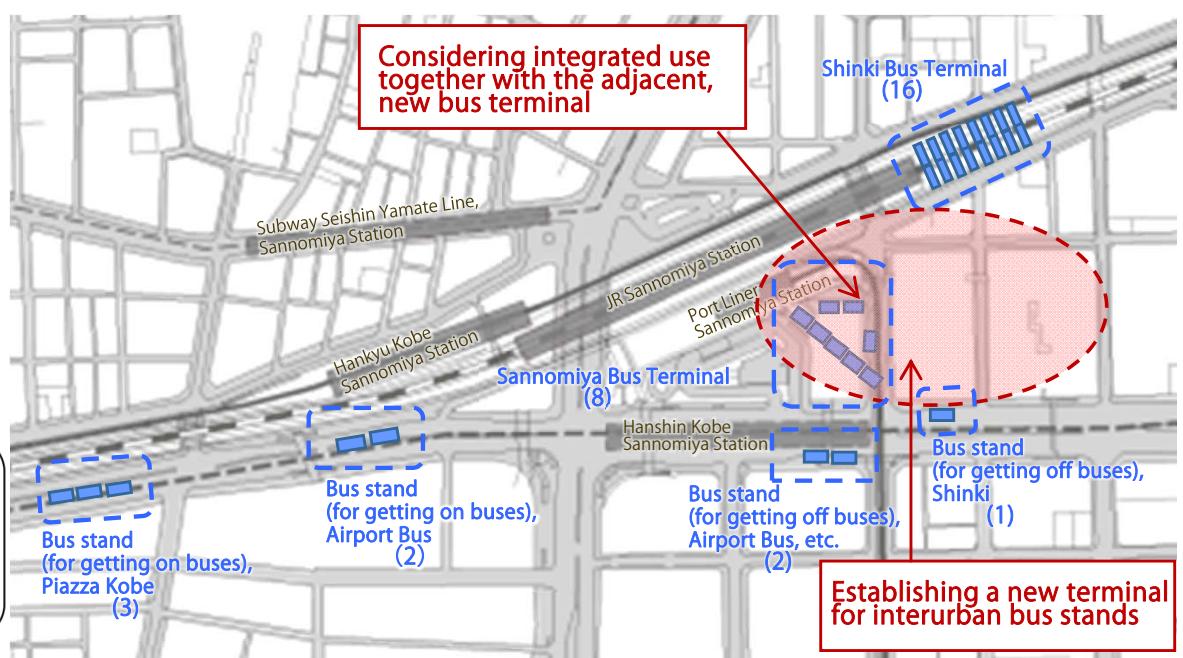


Kobe Community Cycle (Kobe-rin)

## Creating a hub of interurban bus stands

- By creating a hub of interurban bus stands, which are currently located away from each other, we will aim to make an integrated use of a block of Chuo Ward Office and M-INT Kobe, and establish a new bus terminal. When creating such a hub that will serve as the gateway to Kobe for interurban bus passengers, we will strive not only to ensure that the hub will be easily identified by bus service users, but also that the hub will feature a waiting area and other necessary functions.

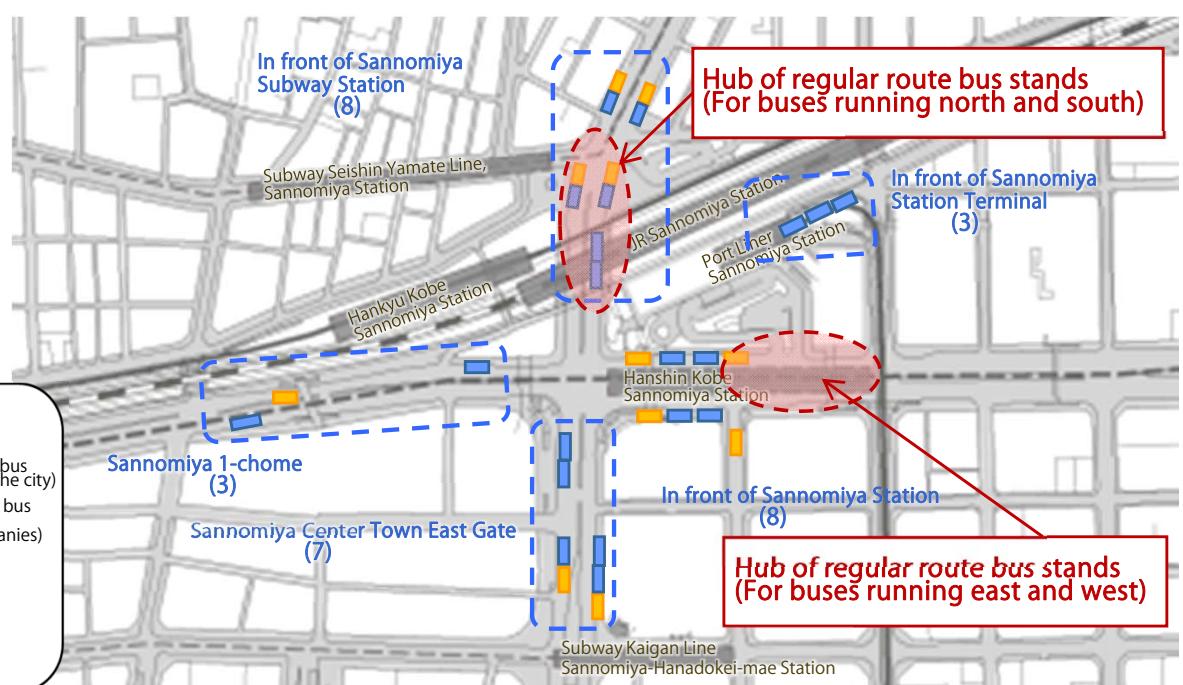
Image of the hub



## Creating hubs of regular route bus stands

- Currently regular route bus stands are also located away from each other. We will aim to create a hub of such stands for each direction, and to ensure that each hub will be more easily identified by bus service users.

Image of the hub



Ensuring that people can move around comfortably

[Image of a New Bus Terminal]



Image of bus stands

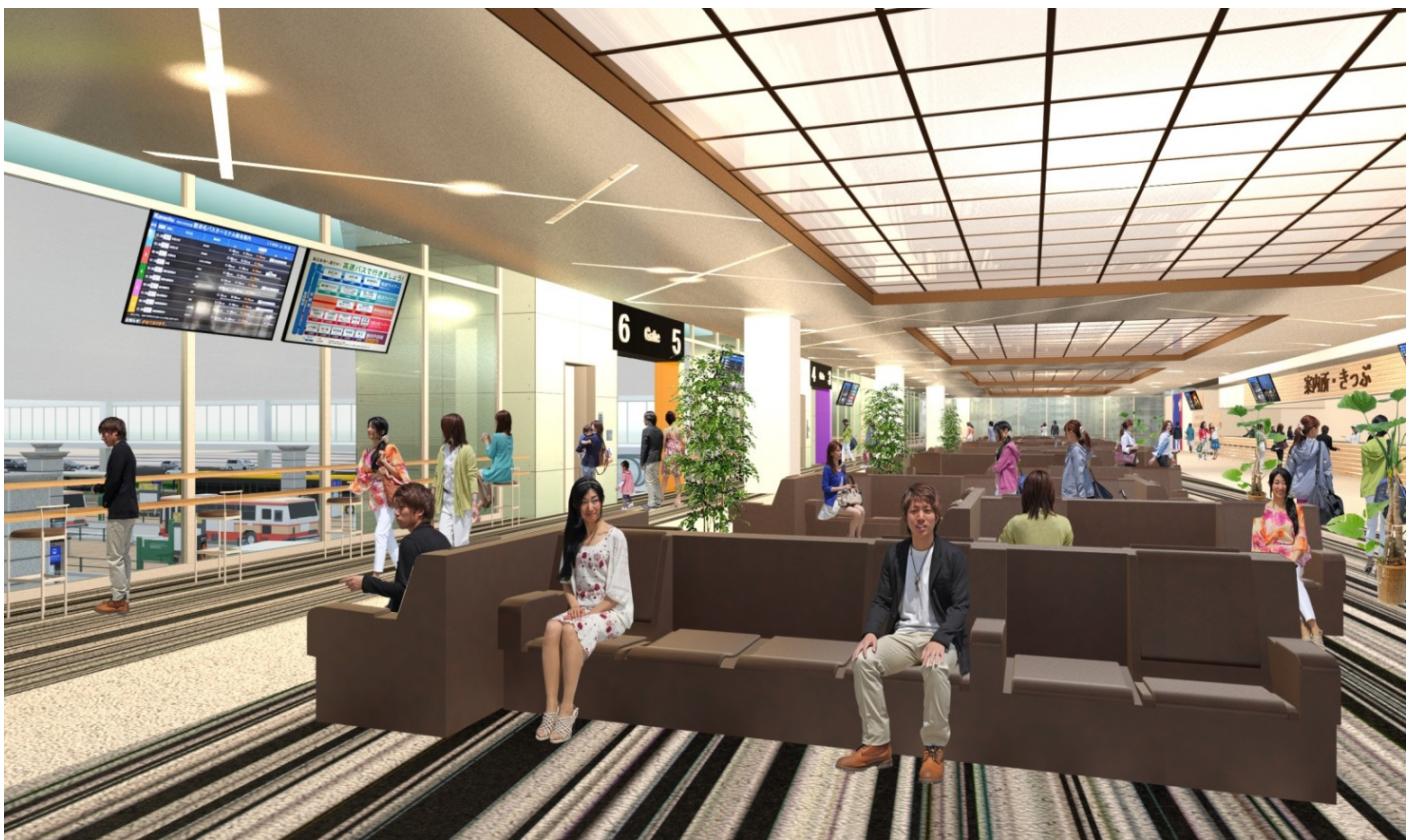


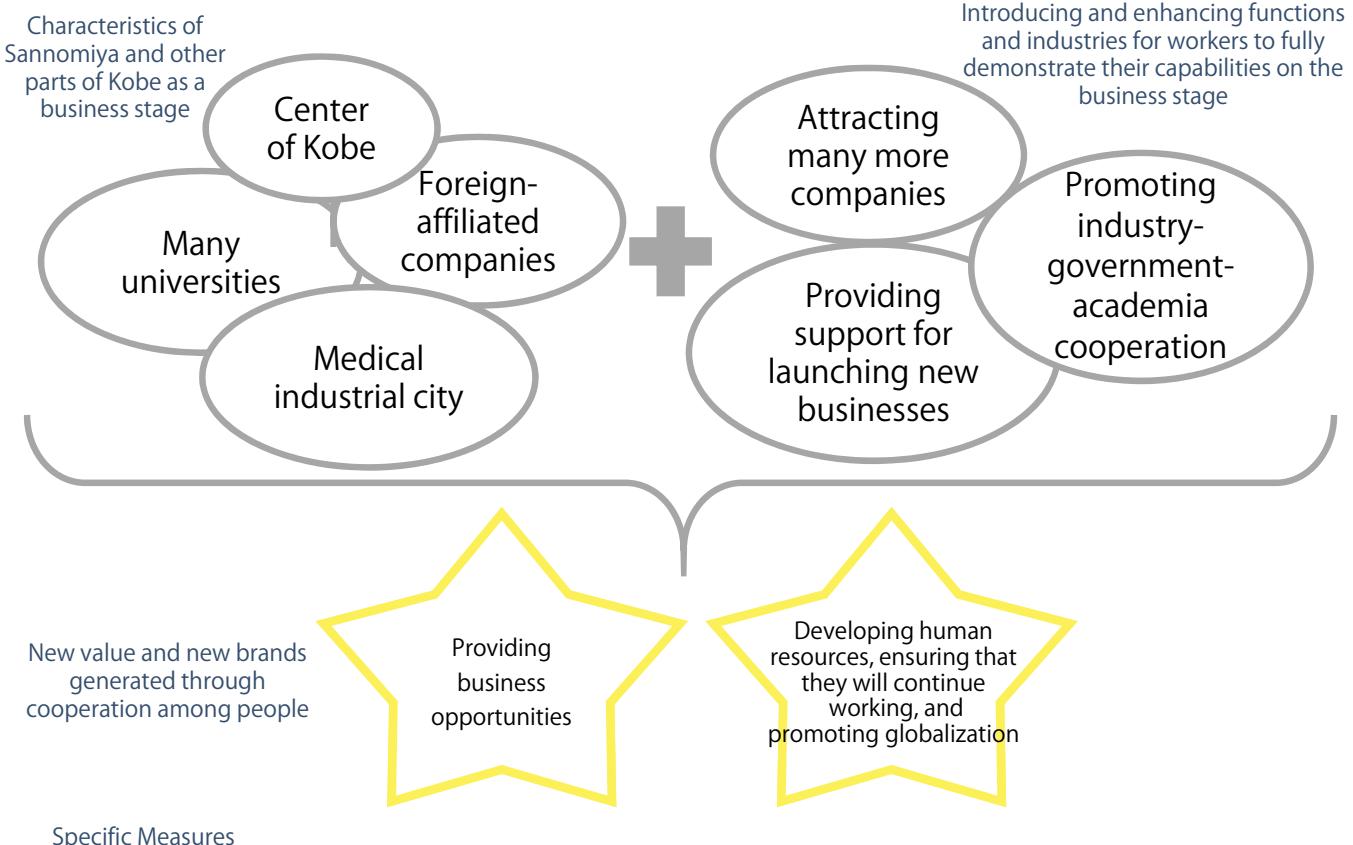
Image of a waiting area

# Enhancing the attractiveness to draw many more people

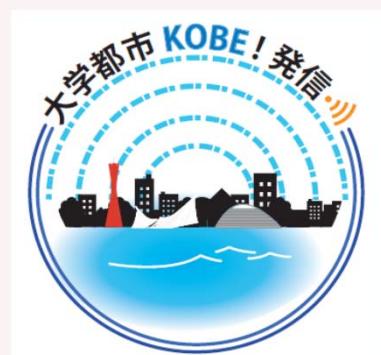
## Policy 3: Continuing to provide visitors with new, exciting encounters and discoveries

Enhancing the attractiveness so that many more people will feel like living and working in Kobe  
～Energizing Kobe by introducing various programs～

### Enhancing the city's business functions (characteristics to attract many more workers)



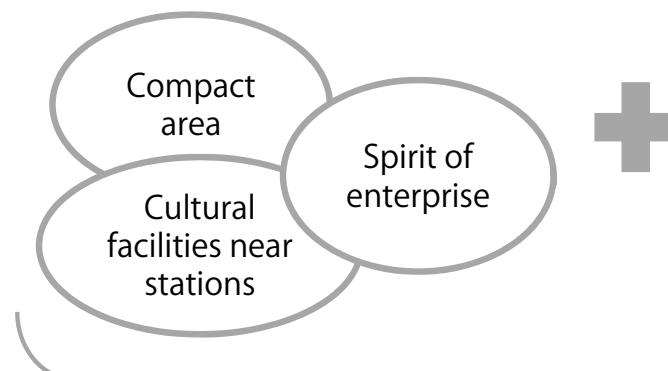
- We will strive to establish the Kobe Start Up Office, which will provide entrepreneurs with early-phase support, and to launch the Acceleration Program as a framework to provide such support.
- We will aim to give favorable treatment to companies as a way to attract them. (We will consider introducing a rent-subsidy program for companies located in the urban center, and preferential taxation.)
- Taking advantage of our strong points as Kobe, a medical industrial city and a city of universities, we will consider establishing a base for promoting cooperation and interaction with companies and universities.



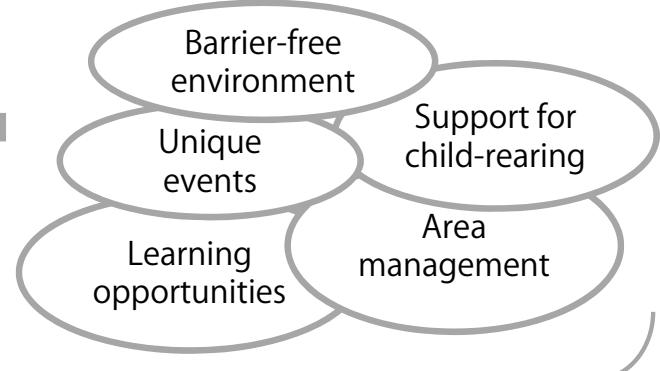


### Enhancing the city's urban living functions (characteristics to attract those who would like to have a fun time)

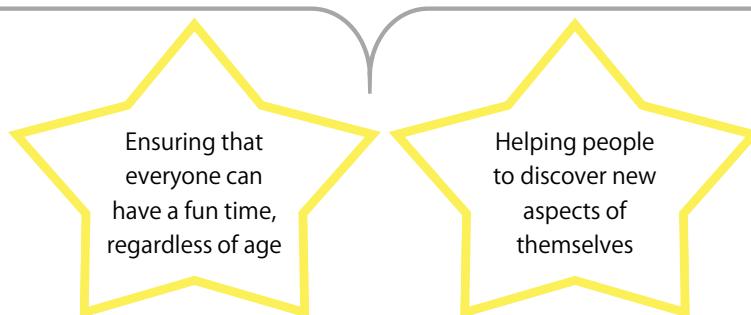
Characteristics of Sannomiya and other parts of Kobe as a business stage



Introducing and enhancing functions and industries for workers to fully demonstrate their capabilities on the business stage



New value and new brands generated through cooperation among people



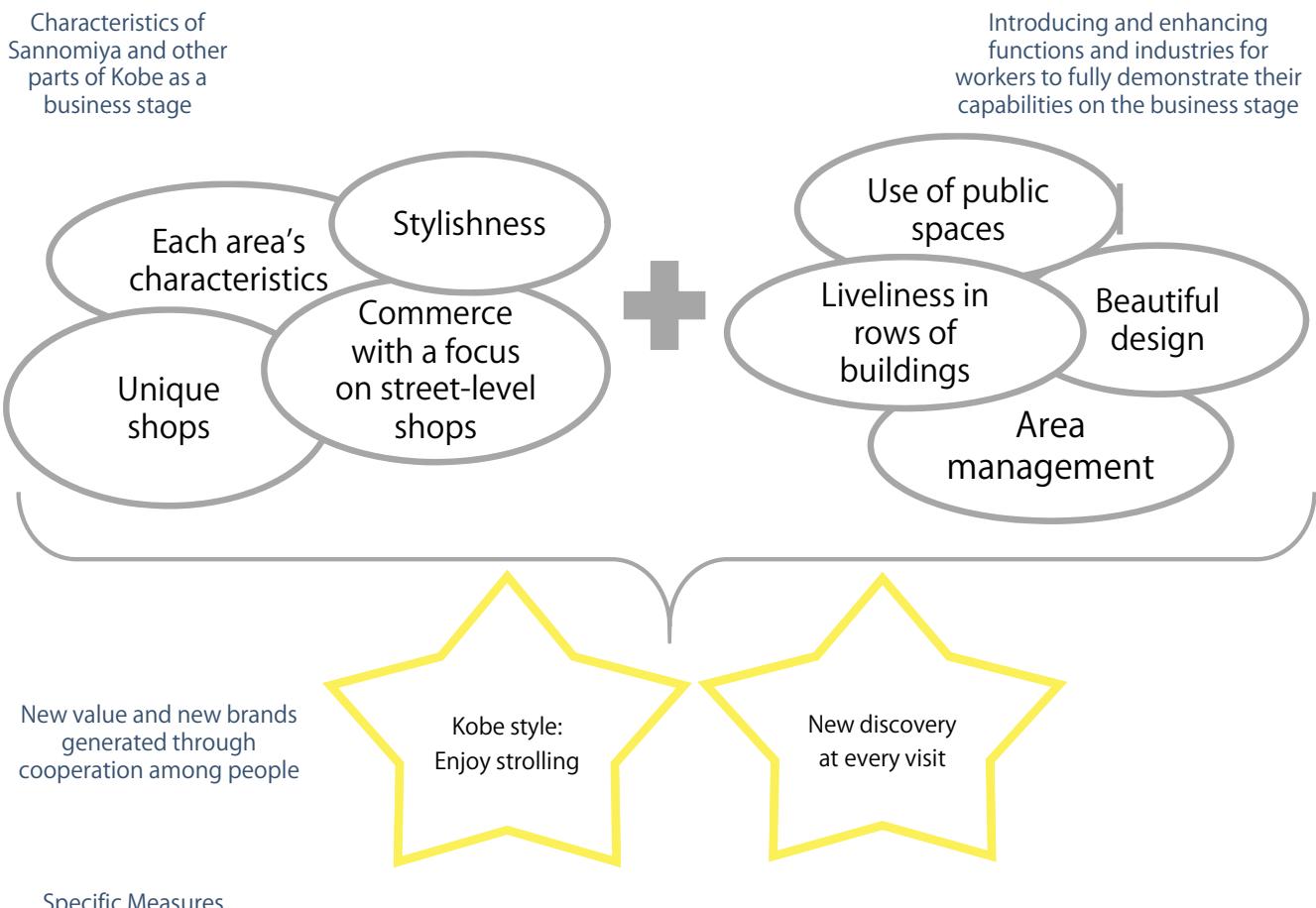
#### Specific Measures

- We will consider upgrading or establishing cultural, interaction, and lifelong-learning facilities, to help people satisfy their intellectual desires.
- In parallel with the development of the Eki~Machi Space, we will aim to provide event venues and organize attractive events as part of area management efforts.
- We will aim to achieve a barrier-free environment in parallel with the renovation and improvement of buildings, and to establish public facilities that can be utilized comfortably without problems by women, senior citizens, and those with children as well.



# Enhancing the attractiveness so that many more people will feel like visiting and staying longer in Kobe ～Energizing Kobe by establishing various facilities～

## Enhancing the city's features to attract many more visitors



- We will strive to ensure that lively facilities will be housed in the lower parts of large-scale buildings.
- By promoting area management with consideration given to the future introduction of a Kobe-version of BID, we will aim to prevent crimes, promote clean-up campaigns, and make good use of public spaces.
- We will aim to ensure the ease of getting around street-level shops.



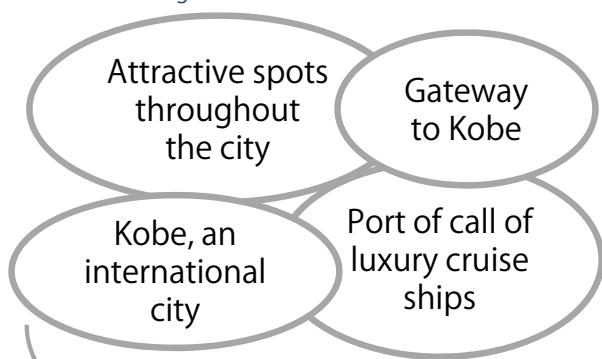
B I D : Organization providing services necessary for enhancing the real estate value of the relevant area, using joint expenses borne by the land owners in the areas



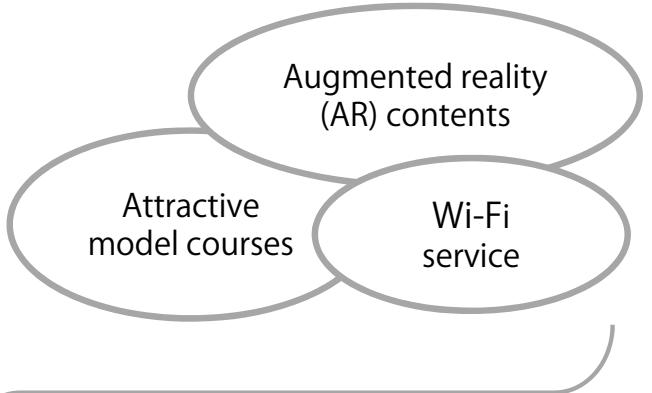
## Enhancing the attractiveness to draw many more people

### Disseminating and offering attractiveness

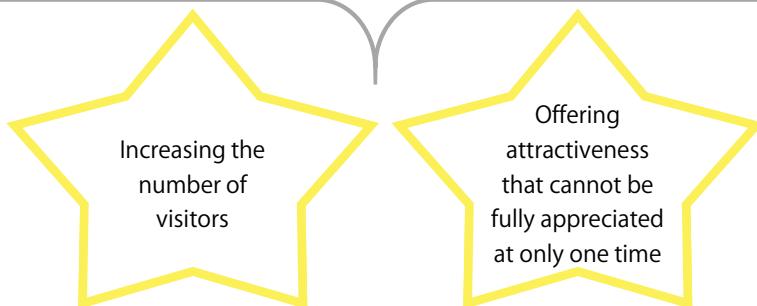
Characteristics of Sannomiya and other parts of Kobe as a business stage



Introducing and enhancing functions and industries for workers to fully demonstrate their capabilities on the business stage

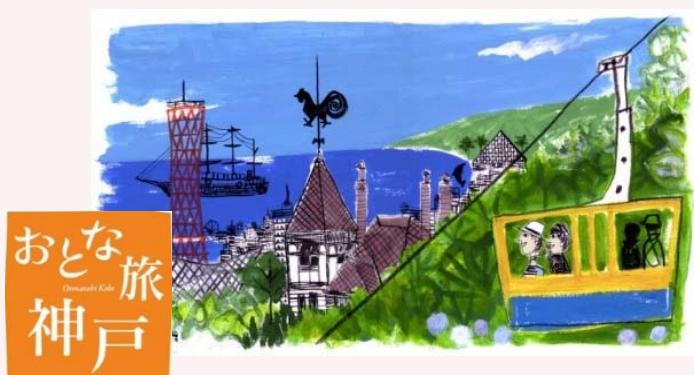


New value and new brands generated through cooperation among people



#### Specific Measures

- We will strive to improve our tourism promotion both domestically and internationally through cooperation among citizens, private businesses, and the administration.
- We will aim to use big data and open data in order to analyze tourism marketing, thereby establishing new sightseeing routes, and analyzing what information visitors would like to have.
- We will consider improving the KOBE Free Wi-Fi service and introducing new contents.



KOBE Official Travel Guide  
by NAVITME

# Imparting the unique atmosphere of Kobe, a city with the sea and mountains

## Policy 4: Attracting and impressing people

### Realizing an integrated design of public and private spaces, and creating appropriate landscapes in the area in front of each station as a gateway

- We will aim to form a symbolic gateway that will appeal to visitors' five senses, and to create landscapes of which citizens can be proud.
- By introducing a well-balanced design for private properties and public spaces, such as the square in front of each station and street spaces, we will strive to create a sense of harmony in the entire space encompassing the stations and their environs.  
In addition, we will aim to ensure that the lower parts of buildings will be designed to offer a sense of openness so that passerby can feel the lively atmosphere of the inside of the buildings. By doing so, we will strive to ensure that the landscapes in the area in front of each station will feature liveliness.
- We will reorganize the existing landscape-planning-district in front of Sannomiya Station, and present an ideal approach regarding outdoor advertising items, thereby aiming to actively ensure that an appropriate landscape design will be introduced.



## Ensuring vista views and developing locations to enjoy such views

- Taking advantage of Sannomiya's geographical characteristics, we will aim to ensure vista views and develop locations to enjoy such views, thereby providing rare opportunities in the urban area to appreciate the richness of greenery and a sense of openness to the Waterfront.



Proximity to the sea and mountains



Ensuring vista views of the mountains

## Introducing a street design that will realize landscapes with a stately atmosphere through which people can appreciate Kobe's history and culture

- By establishing the Landscape Design Code, we will aim to ensure that public facilities and other buildings will have appropriate designs, and to control outdoor advertising items, in order to realize landscapes with a stately atmosphere through which people can appreciate Kobe's unique characteristics.



Creating a stately atmosphere by encouraging the use of natural materials, small openings, and vertical designs



Controlling outdoor advertising items

Imparting the unique atmosphere of Kobe, a city with the sea and mountains

## Further enhancing the attractiveness of the city's night scenery touted as one of the best in Japan

- By further improving the city's attractive night scenery touted as one of the best in Japan, we will strive to generate even more beautiful night landscapes that we can boast to the world.
- By using the ongoing street illumination project and other efforts, we will aim to draw many more visitors. We will strive to reinforce and expand our efforts that will contribute to enhancing the city's vigor.



A sense of hospitality being felt even at night  
(Image of the Museum of Light on the Flower Road)



Fluorescent light colors making visitors feel warm and comfortable  
(One of the ten best views in the urban center of Kobe)



Generating a stately atmosphere even in night street scenery



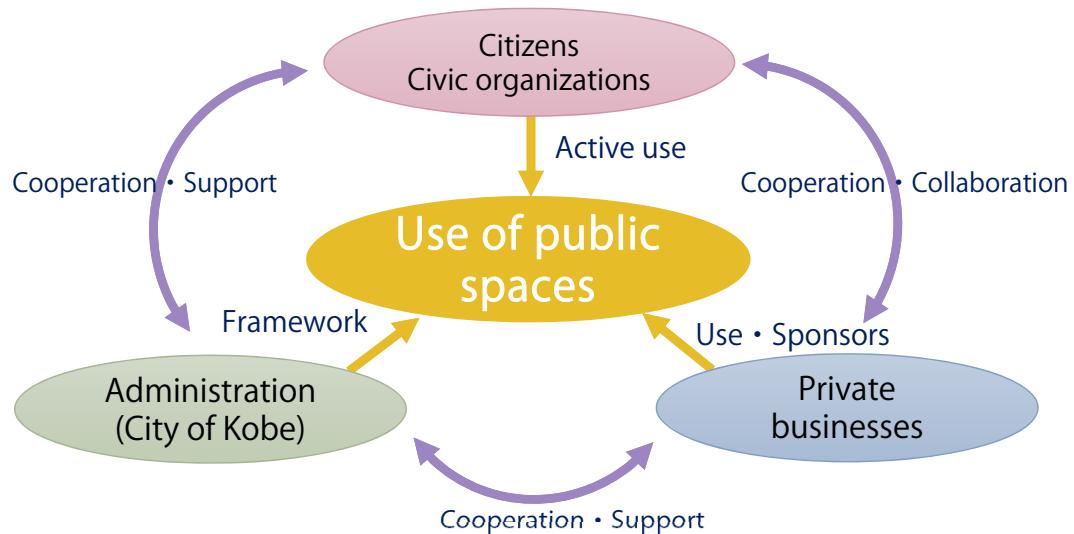
Image of the night scenery in the Eki≈Machi Space

## Policy 5: Ensuring that community growth will be promoted through community cooperation

### Promoting area management in cooperation with local organizations, and implementing community development in a characteristic manner

- By expanding the scope of the ongoing programs, we will aim to realize unique community development.
- We will consider what should be done to enable many more people to enjoy using public spaces.

\*Area management: Voluntary activities carried out by citizens, land owners, private businesses, etc. in a certain area, in order to maintain and improve the area's attractiveness and value, such as disaster reduction activities, crime prevention efforts, and clean-up campaigns



International fashion event held in cooperation with companies

[Examples of Area Management]

Around Sannomiya Station: Deck Corridor of Light

- In the southern area of Sannomiya Station, to generate liveliness and attract many more visitors, buildings and decks are illuminated every winter in cooperation between nearby commercial facilities and transportation companies.



Illumination event using LED lights, and a Christmas concert

Higashi Yuenchi Park: Effective use of the park through park management

- Civic activities for making good use of Higashi Yuenchi Park have already been launched on a trial basis, such as the Kobe White Dinner and the Urban Picnic.



Urban Picnic



Kobe White Dinner

[Image of a lively activity carried out through the leadership of citizens]



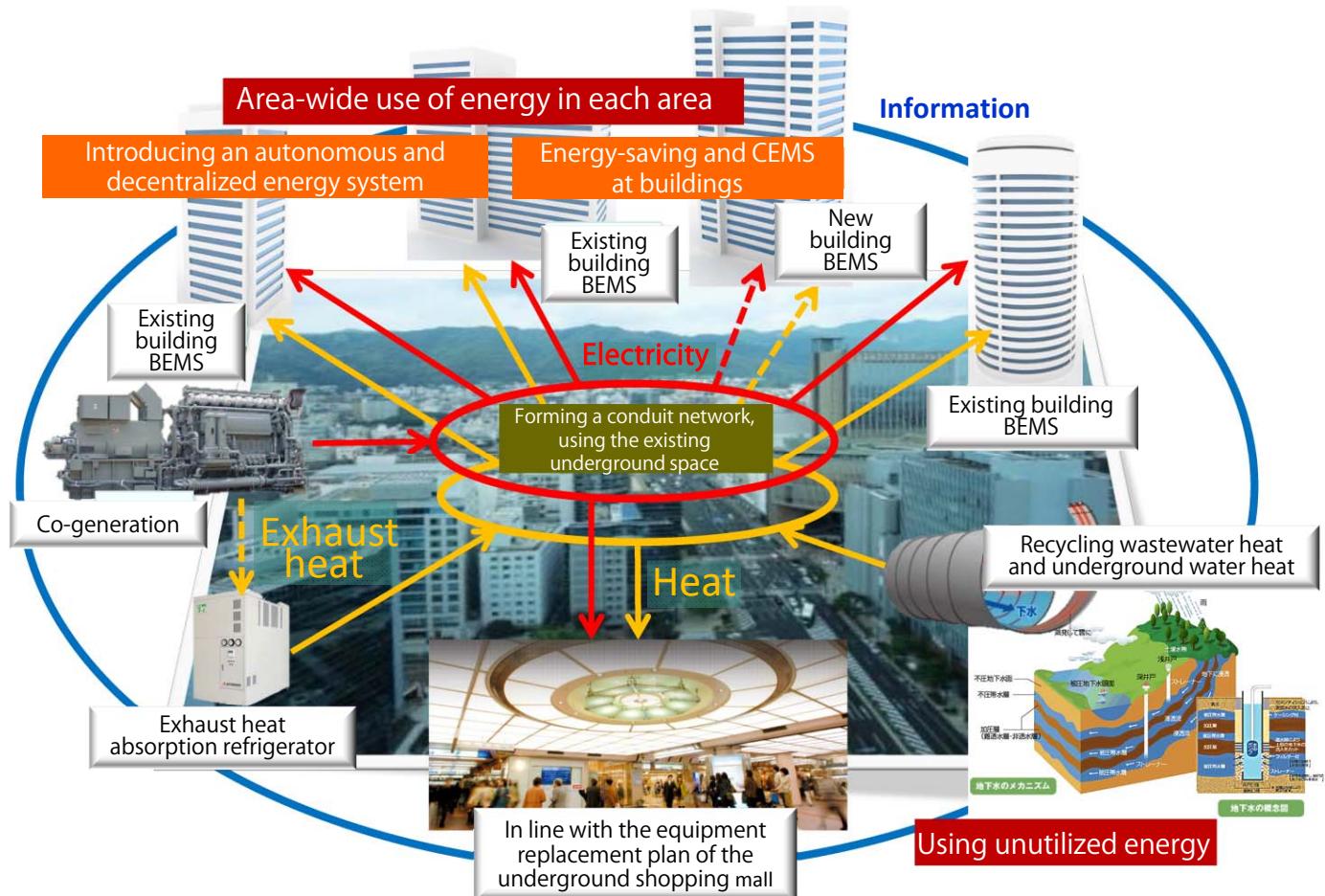
Creating liveliness through an integrated use of a street space and private properties

# Realizing a low-carbon society and working on area disaster reduction

- We will aim to ensure that electricity can be interchanged between facilities at the time of an emergency. Thus, we will strive to promote community development with consideration given to disaster reduction and environmental protection.

## [Image of Efforts to Realize a Low-Carbon Society]

- To lead a sustainable and low-carbon renovation, we will aim to make effective use of the existing underground space in order to form a conduit network that will enable area-wide energy use.
- By establishing connections among buildings gradually in parallel with building reconstruction and equipment replacement, we will strive to establish a Next-Generation Smart Energy Infrastructure, which will expand and grow organically.



## [Terms]

BEMS : Building Energy Management System (to enhance the energy efficiency by controlling a building's electricity demand and supply)

CEMS : Community Energy Management System (to enhance the energy efficiency by controlling a community's electricity demand and supply)

Co-generation : System in which natural gas, petroleum, LP gas, etc. are used as a fuel to generate electricity through an engine, turbine, fuel cell, and other means, and simultaneously recovering the waste heat emitted at the time of power generation

## Providing support and protection, promoting growth, and disseminating information

## Reinforcing city promotion to disseminate Kobe's attractive features both domestically and internationally

- We will aim to reinforce our information services for tourists from both Japan and abroad.
- We will consider introducing a function to disseminate extensively to the world our outlook for the future development of Kobe and Sannomiya, along with the memories of the Great Hanshin-Awaji Earthquake.

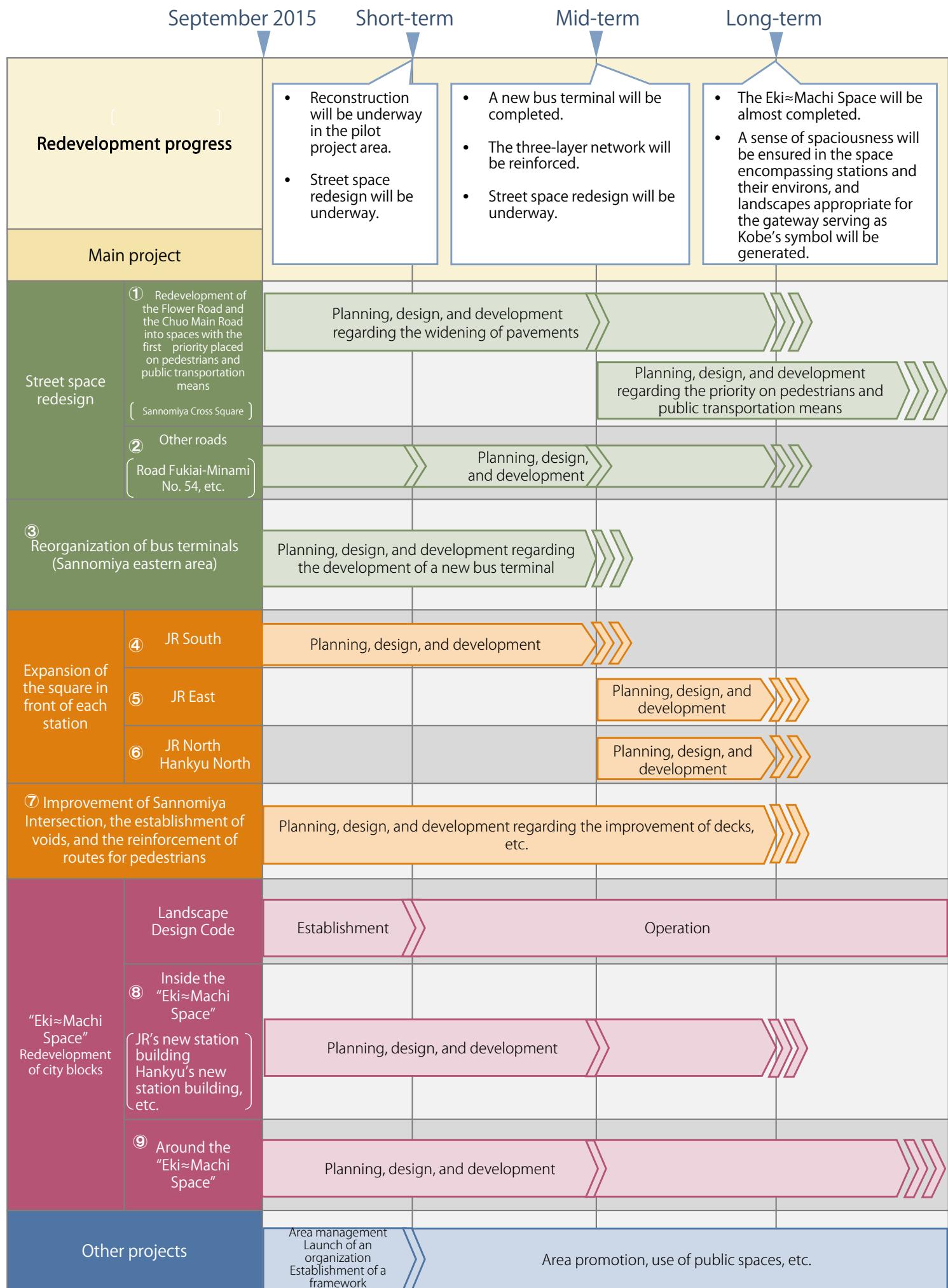


Image of an information service

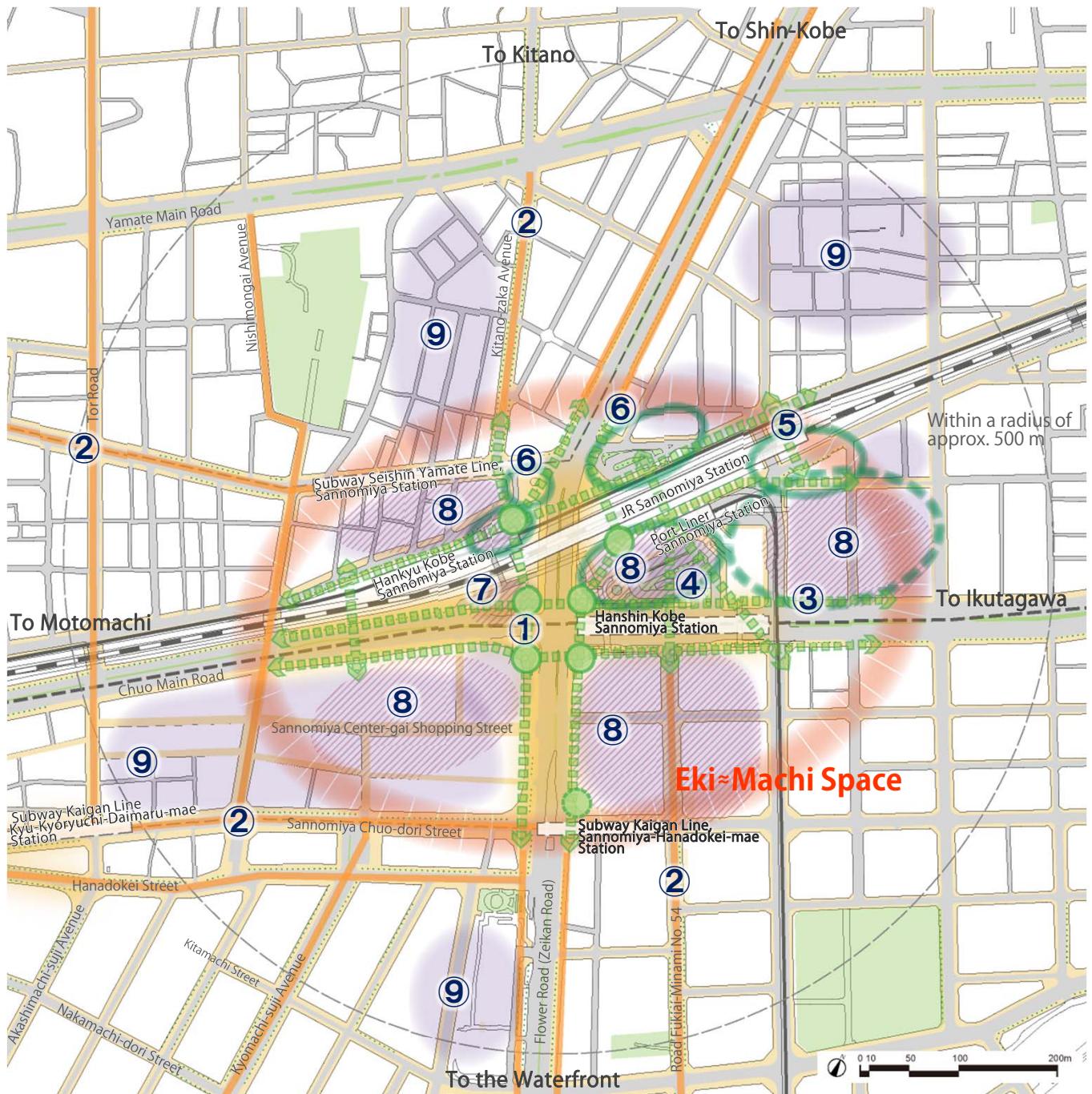


Image of a diorama depicting an urban area (MIPIM JAPAN)

# I Long-term schedule for realizing the Concept (temporary schedule)



## [Main Projects]



[ Redevelopment of public spaces  
(projects led by the administration) ]

- ① : Formation of Sannomiya Cross Square  
(With the first priority placed on pedestrians and public transportation means)
- ② : Street space redesign  
(Widening pavements)

[ Public spaces + private properties  
(public-private cooperative projects) ]

- ③ : Establishment of a new bus terminal  
(Creating a hub for interurban bus stands)
- ④～⑥ : Expansion of the square in front of each station
- ⑦ : Establishment of voids and reinforcement of routes for pedestrians

[ Reorganization of city blocks  
(development projects carried out by private companies) ]

- ⑧ : Redevelopment of areas within the Eki~Machi Space (e.g. JR and Hankyu new station buildings)
- ⑨ : Redevelopment of areas around the Eki~Machi Space

This document contains many policy proposals and concepts.

These proposals and concepts represent not decisions and restrictions of plans and projects to be implemented, but a vision of the ideal future of Sannomiya and its environs. This document describes the approach for our future efforts. Regarding the measures explained in this document, we will hold necessary discussions and coordination activities with the parties concerned, before implementing them.

## Development of the Basic Redevelopment Concept for Sannomiya and Its Environs

Date	Outline
July 31, 2014	1st meeting, the Sannomiya Concept Council
October 29, 2014	2nd meeting, the Sannomiya Concept Council
March 13, 2015	3rd meeting, the Sannomiya Concept Council
May 25, 2015	Releasing to the public an approach for community development of Sannomiya and its environs
May 25 – June 12, 2015	Soliciting opinions regarding the approach for community development of Sannomiya and its environs
June 18, 2015	4th meeting, the Sannomiya Concept Council
July 13 – August 12, 2015	Soliciting opinions regarding the “Basic Redevelopment Concept for Sannomiya and Its Environs”
September 3, 2015	“Basic Redevelopment Concept for Sannomiya and Its Environs” developed

## Members of the Sannomiya Concept Council

Category	Name	Affiliation/Position
Representatives of local organizations	Community Development Council	Tomoyoshi Oda Chairperson, Flower Road Community Development Council
		Shigeki Kuno Chairperson, Council for the Promotion of Safe and Secure Community Development of the Sannomiya Northern District
		Masahiro Komoike Member in Charge of the Secretariat Office, Council for Community Development of Southern District of Sannomiya (from the 1st meeting to the 3rd meeting)
		Kuniaki Sakamoto Member of the General Coordination Committee, ditto (4th meeting)
		Hitomi Doi Vice-Chairperson, Kobe-Sannomiya Human and Community Development Council
		Koichi Nagata Chairperson, Sannomiya Chuo-dori District Urban Development Council
		Masaru Furukawa Accounting Officer, Committee for Community Development of Eastern District of Sannomiya
	Other organizations	Shuji Matsushita Chairperson, Committee for the Deck Corridor of Light, Sannomiya Station Southern Side
Representatives of transportation companies	Railway companies	Kensuke Sho Department Manager, Urban Transportation Planning Department, Urban Transportation Business Unit, Hankyu Corporation (from the 1st meeting to the 3rd meeting)
		Masahiro Okuno Ditto (4th meeting)
		Go Hirano Section Manager, Planning Section, Kansai Urban Area Regional Head Office, West Japan Railway Company
		Ichiro Miyamoto Section Manager, Kobe Municipal Transportation Bureau
		Sayoko Yuyama Assistant Section Manager, Corporate Planning Office, Hanshin Electric Railway Co., Ltd. (from the 1st meeting to the 3rd meeting)
		Toyoki Murata Department Manager, Engineering Department, Transportation Business Unit, Hanshin Electric Railway Co., Ltd. (4th meeting)
		Akira Yokoyama Executive Managing Director, Kobe New Transit Co., Ltd.
	Bus companies	Masahiko Uesugi Chairperson, Hyogo Bus Association (from the 1st meeting to the 3rd meeting)
		Advisor, ditto (4th meeting)
		Michio Utsunomiya Representative, Bus Company Committee, Sannomiya Bus Terminal Council
		Yasushi Nakatani Chairperson, Kansai International Airport Limousine Bus Operation Council
	Taxi companies	Yukihisa Nishimura Chairperson, Osaka International Airport Limousine Bus Operation Council
Business community	Economic organizations	Norioki Yoshikawa Chairperson, Hyogo Taxi Council
		Kazuhito Uemura Legal Advisor, Junior Chamber International Kobe (from the 1st meeting to the 3rd meeting)
		Auditor, ditto (4th meeting)
	Takeo Uemura	Chairperson, Civic Power Creation Committee, Kobe Chamber of Commerce and Industry
	Shigeki Matsuda	Advisor, Kobe Association of Corporate Executives
Academic experts	Transportation planning	Michiyasu Odani Professor, Graduate School of Maritime Sciences, Kobe University <Chairperson of the Sannomiya Concept Council>
	Economics	Yoshimasa Kato Professor, Institute for Policy Analysis and Social Innovation, University of Hyogo
	Urban planning	Hisako Koura Associate Professor, Graduate School of Engineering, Osaka University (from the 1st meeting to the 3rd meeting)
		Professor, School of Arts and Design, Kobe Design University (4th meeting)
	Universal design	Jiro Sagara Professor, Graduate School of Arts and Design, Kobe Design University
	Design	Shingo Suekane Professor, Faculty of Environmental and Urban Eng., Kansai University (1st meeting)
		Professor, Graduate School of Engineering, Kobe University (from the 2nd meeting to the 4th meeting)
	Disaster reduction	Norio Maki Professor, Disaster Prevention Research Institute, Kyoto University

# Basic Redevelopment Concept for Sannomiya and Its Environs

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