

## DEMOGRAPHIA



### NAGOYA: EMERGING JAPANESE URBAN FORM?

FAST FACTS		Similar To
Metropolitan (Labor Market) Population	11,000,000	Paris
Urbanized Area* Population	8,050,000	Chicago, Manila, Beijing
Urbanized Land Area: Square Miles	1,090	Paris, Rhine-Ruhr-Wupper, Buenos Aires, Miami-West Palm Beach
Urbanized Land Area: Square Kilometers	2,823	
Population per Square Mile	7,400	Los Angeles, Glasgow, Toronto
Population per Square Kilometer	2,900	
3 <sup>rd</sup> largest urbanized area in Japan		
Urbanized Area Atlas: <i>Super Mapple</i> , purchase at bookstores		
*Continuously built up area		

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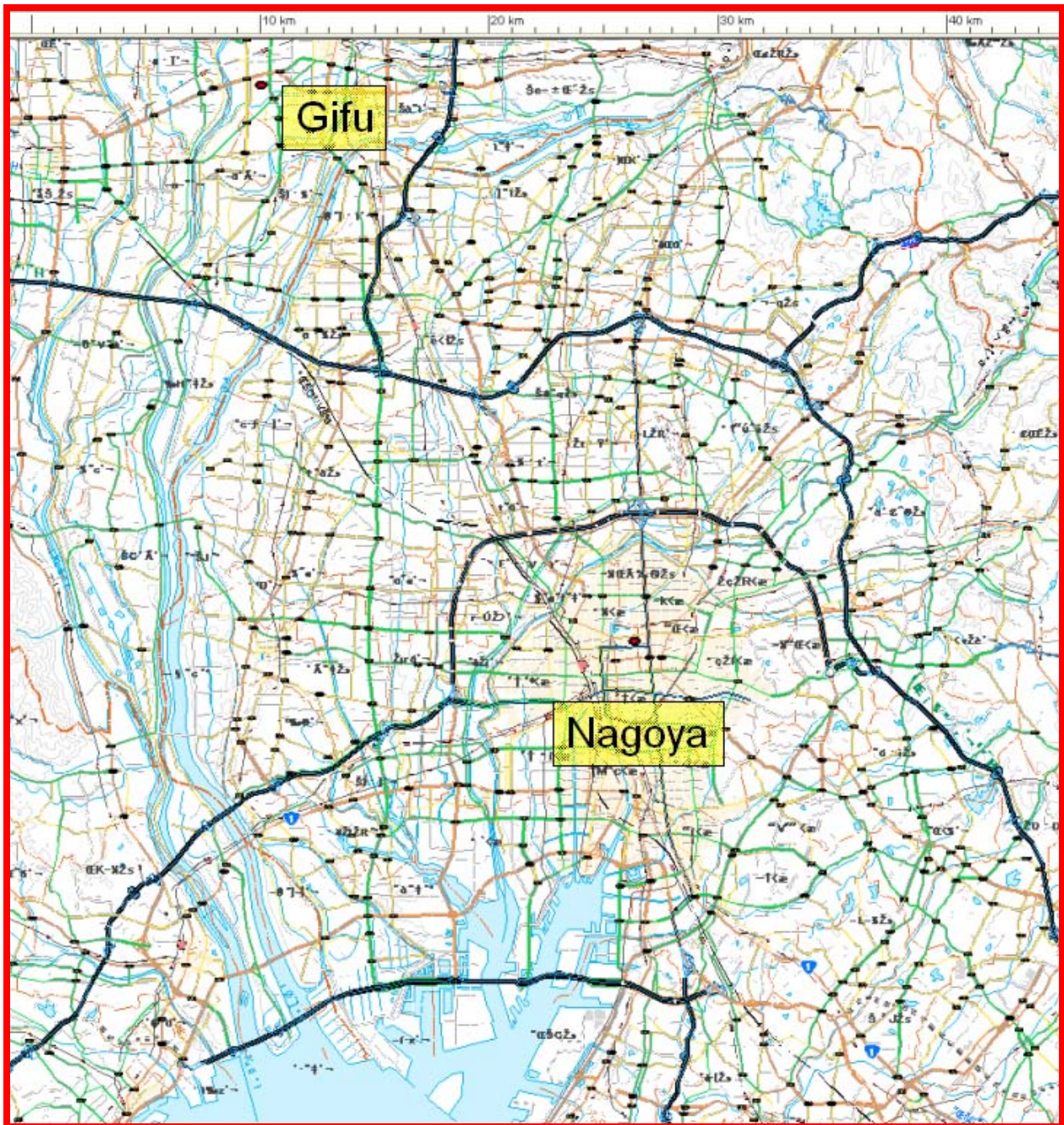
Nagoya is Japan's third largest metropolitan area, and stretches from Aichi prefecture (of which it is the capital) into Gifu and Mie prefectures. The continuously built up area also stretches into these prefectures. Nagoya's continuing sprawl has now engulfed the city of Gifu, which is an old urban center on its own. Nagoya is the least densely populated of major Japanese urban areas, with approximately 7,400 people per square mile, little more than the 7,100 of Los Angeles (the most densely populated urban area in North America north of the Mexican border). The central city is not dense by Japanese standards. The most densely populated ward is under 25,000 per square mile and the overall central city density is 17,200. This is barely one-half the highest density achieved by wards in Tokyo or Osaka, and less than the most dense wards in Kyoto, Kawasaki and Yokohama. The central city of Nagoya is more similar, in fact to Los Angeles (or Toronto), where the core (south of the Santa Monica mountains) has an average density of more than 15,000.

Nagoya is a prosperous place. The central city is among the cleanest in Japan and is in good repair. It sits between its two larger neighbors, Tokyo-Yokohama, the world's largest urban area and Osaka-Kobe-Kyoto, the world's 6<sup>th</sup> largest. The Tokyo-Nagoya-Osaka corridor is the world's greatest concentration of population, with a near continuous buildup of urbanization encompassing more than 60 million people.

Like Tokyo and Osaka, Nagoya was to have a railroad loop around its core. The loop exists, but the northern portion was never upgraded to the standards of the other sides, and, as a result, there is not the frequent loop service that operates in both directions in Osaka and Tokyo. Within the loop is the high-density central business district. With the exception of the twin towers of the JNR Central Railway, the buildings are somewhat shorter than would be expected in an urban area of this size. That does not, however, mean that the central business district is small by comparison. In fact, the core of downtown Nagoya has more than 400,000 jobs (the extended

downtown area has more than 700,000 jobs), and amount similar to that of Chicago. But unlike Chicago, where the central business district is less than two square miles, the Nagoya central business district covers nearly seven square miles. Thus, like the central business district of Nagoya, like those in Tokyo and Osaka, is far more dispersed than the typical European, Australian, American (north or south) business district. This makes walking a difficult proposition.

Central Nagoya is, like Osaka, home to an impressive imperial castle. It does not appear to be as large as the Himeji castle, south of Kobe, but it is impressive nonetheless.



Despite its lack of a functioning loop, Nagoya has an impressive rail system. JNR Central, one of the six privatized railroads, offers high levels of service within the Nagoya area (suburban service) and carries more than 200 million riders annually, an amount similar to the three



commuter railroads combined that serve the New York City area. The other private suburban railway companies carry approximately 450 million annually, more than all of the commuter railways in the United States combined. The locally headquartered Meitetsu carries most of the ridership, while the Kintetsu provides service to the southeastern suburbs and on to Kyoto. There is also a Metro system that carries more than 400 million annual passengers and covers all but 10 percent of its operating and capital costs with commercial revenues. Nonetheless, public transport's market share has dropped from 50 percent in 1975 to 25 percent today, a loss significantly greater than has occurred in either Tokyo or Osaka. The driving force, of course, is rising affluence.

The prosperity is evident from a drive around its sprawling suburbs. There are large houses on lots that are larger than generally found in other Japanese urban areas. Even to a larger extent than Tokyo and Osaka, Nagoya is an urban area of single-family dwellings. Nearly 62 percent of the residences in the metropolitan area are detached, compared to 43 percent in Tokyo-Yokohama and 45 percent in Osaka-Kobe-Kyoto. At the same time there is much open space in the suburbs, as development has "leap-frogged" over some areas to occur in others.

Thus, Nagoya seems to have followed the Western model more than any of the other large Japanese urban areas. But there is no mistaking Nagoya for anywhere other than Japan when on the ground. The architecture of the central city and the suburbs is of the distinct Japanese character found everywhere south of Hokkaido.





PICTURES

Inner suburbs  
Inner suburbs  
Outer suburbs  
Outer suburbs

Inner suburbs  
Outer suburbs  
JNR Central Headquarters and Station  
On the road to Gifu

By Wendell Cox

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