



SUSTAINABLE DEVELOPMENT GOALS



Urban Planning Unit
International Academic Consortium for Sustainable Cities

IACSC 2021 Urban Planning Unit International Student Forum Report

Hasanuddin University
Thammasat University
Universiti Sains Malaysia
Vietnam National University, Ho Chi Minh City
Yokohama City University

Creating Sustainable City based on the SDGs and New Urban Agenda



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はじめに Foreword



タマサート大学 建築都市計画学部 UDDI プログラム・
エキスパート・ディレクター
フェデリコ・プジョーニ

Federico Puggioni

Int. Expert & Associate Director
Urban Design and Development International Program
(UDDI), Thammasat University

I always believed in the power of the network and of the international relationships as important drivers for the growth of an individual. When there is the chance to have academic and professional relationships, it is even better. I always personally and professionally pursued this in my life and in my career, in my time in Europe and now in Asia. The IACSC academic network merged these two opportunities, and nowadays it represents a solid reality in the field of higher education. This edition of the International workshop, challenged by the world-wide international circumstances, represented to me the opportunity to experience an innovative and international learning process. This years' host Institution overcame the challenges with a fully online program, a professional and well planned organisation, a comprehensive planning and a precise scheduling of the tasks. All the International partners were put in the conditions to express their best possible outcome in terms of providing content to the participants and to manage them.

The following events and teaching duties were hence smoothly carried out with constant communications, and the final stages of the program, the key moments for the participant, represented a very important moment in the students' careers. The exchange of information, the capacity to overcome misunderstanding, to organise the peers' work and the good result reached by each team's research and presentation are the most valuable takeaway for the future of our students of all Universities and Nationalities.



ハサヌディン大学 工学部 都市地方計画学科・助教
イスファ・サストラワティ

Isfa Sastrawati

Assistant Professor
Department of Urban Regional Planning, Faculty of
Engineering, Hasanuddin University

The Department of Urban and Regional Planning - Hasanuddin University (URP - Unhas) definitely encourages students to take any opportunity to create a connection globally. The IACSC international Student Forum provides many benefits for students' self-development. The students discussed themes related to sustainable urban development both between students in the same university and also from other universities. We proposed themes of nature conservation, culture, biodiversity in a city, and city village. In preparing for the interim forum, we assisted students to conduct a literature review, survey and prepared a presentation on "Nature in the inner city" focussed on a case study on Lakkang Island, Makassar. Then, they are also involved in collaborative studies with students from different universities. They discussed, shared information, provided some ideas as solutions for some urban planning issues, and practice their presentation skills in groups.

In addition, this forum trained to communicate in English, get wider knowledge about the global urban agenda, get to know some urban space characteristics in several Asian cities, has the opportunity to present team proposal at international conferences, namely, the 12th IACSC International Symposium and the 10th Asia Smart City Conference. Although this activity was held online during the COVID-19 pandemic, URP - Unhas students were very excited and enthusiastic to be able to engage and convey their opinion in the International Student Forum. They really enjoyed the program. It was very productive, giving the students good insights and structure on the world of urban planning, particularly in Asia. We are grateful for the opportunity to participate in this program.



ベトナム国家大学 都市社会人文学部・講師
グエン・ビン・ミン

Nguyen Binh Minh

Lecturer, Faculty of Urban Studies, University of Social Sciences and Humanities,
Vietnam National University Ho Chi Minh City

Over the years, the Faculty of Urban Studies (FUS) - University of Social Sciences and Humanities (USSH) - Vietnam National University (VNU), has always been an active participant and co-organizer of academic activities in the IACSC network. In 2021, due to the impact of the COVID-19 pandemic, the International Students Forum for IACSC 2021 was hosted online by Yokohama City University (YCU). Instead of going on field trips, students were provided with video lectures as references to do research related to finding solutions and ideas for sustainable cities. Students made two reports: by country teams and by international teams. Students from VNU are interested in three main topics: Nature conservation and biodiversity in a city; TOD mobility service in Ho Chi Minh City, and preservation of culture in big cities. The reports were then presented at the 12th IACSC International symposium and the 10th Asia Smart City Conference. This is an honor for our students. Participating in the program, students from VNU and students from Yokohama City University, Thammasat University, Hasanuddin University, University of Sains Malaysia had the opportunity to cultural exchange and learn from each other.

In addition to cultivating useful knowledge, students also had a chance to practice English, promote international integration and adaptation to work and study online. We would like to thank the organizers for creating favorable conditions for lecturers and students of the Faculty of Urban Studies to participate in this program. See you in the following programs.



横浜市立大学国際教養学部・教授
鈴木 伸治

Nobuharu Suzuki
Professor, School of International Liberal Arts,
Yokohama City University

新型コロナウイルス感染症により、本来は対面で行うワークショップをオンラインで実施したことで、参加された皆さんは、さまざまな難しさを感じたかも知れません。その難しさが生ずる原因について考えてみましょう。まず第一に、単純にオンラインでコミュニケーションを行うことの難しさがあると言えるでしょう。しかしそれ以上に、それぞれの国の文化や都市の抱える課題、計画のシステムなどを理解することが難しいという問題があります。

実際にそれぞれの国や都市を訪れると、そういった文化や都市を取り巻く状況の違いを直接感じることができます。そしてその経験は、自分たちの国の文化や都市について改めて考える良い機会を与えてくれます。ウィズコロナの時代においては、そうした経験の欠如を補う想像力やクリエイティビティが求められているのです。

このワークショップの経験をぜひ生かして、みなさんが、国境を越えて活躍してくれることを祈っています。みなさんお疲れ様でした。

By conducting the workshop online, the participants may have felt various difficulties. Let's think about the causes of these difficulties. First of all, there is the difficulty of simply communicating online, but secondly, it is difficult to understand the culture of each country, the challenges of each city, and the planning system.

When you actually visit each country and city, you can directly feel the differences in the culture and the situation surrounding the city. This experience will give you a good opportunity to rethink your own culture and city. Under the pandemic, we need imagination and creativity to make up for the lack of such experiences.

I hope that you will be able to make use of the experience of this workshop and be active beyond the borders. Thank you all for your achievement.



横浜市立大学 国際教養学部 准教授
有馬 貴之

Takayuki Arima
Associate Professor
School of International Liberal Arts, Yokohama City University

2021 年度の実習は、初対面同士が全てオンラインで作業を進めるという教員としても大変難しいものであった。しかしながら、一程度の成果を上げることができた。たとえば、内容的には学生同士がそれぞれの都市や学問性の違いを感じ取れたことは多いなる学びとなったであろう。また、コミュニケーションについても、対面時よりも難しい局面が多かったであろうが、ゆえに言葉の言い回しや SNS 等のツールを使いこなす重要性を感じてもらったのではないだろうか。このことは対面時であっても根本は似通ったものである。対面でコミュニケーションに秀でるものは、オンラインでも上手に振る舞うことができる。

他方、本学の学生には事前により専門的な知見を身につけさせる必要があった。学生個々人で良いので、インターネットの情報ではなく、書籍を読む等して、筋の通った専門性のある程度身につける必要があったと思う。でなければ、実習において自分の能力を発揮する事が難しくなるであろう。他方で、授業面ではオンライン・フィールドワークを取り入れても良かった。やはり、オンラインであっても、現地の生の風景や地域の人々の声などを見聞きできる機会が必要だと感じた。

以上の成果と課題を踏まえて、次年度の実習に取り組みたい。



横浜市立大学国際教養学部・教授
中西 正彦

Masahiko Nakanishi
Professor, School of International Liberal Arts,
Yokohama City University

COVID-19 のもとで皆が集うことができない中、オンラインでの実施となった今回の国際学生 WS は、方法だけでなく内容についても新たなチャレンジとなりました。SDGs や New Urban Agenda の実現に向けた学生提案という大きな課題設定、IACSC の学生フォーラムという大きな位置づけ、そして横浜市が主催のアジアスマートシティ会議で報告とディスカッションを行ったことなど。まちづくりユニットの活動にとどまらず、広くアカデミックコンソーシアムや関連行政、そして対外的に働きかけを行ったことは、学生の皆さんにとってとても有益な経験となりましたし、教育にとどまらない社会的な活動ともなりました。参加した皆さん、協力してくださった皆さんに感謝します。

一方、オンライン開催による難しさも課題として明らかになりました。しかし COVID-19 後の世界はリアルとオンライン併用が発達した社会となるでしょう。今回の成果を改善し発展させて、相互交流を一層進めていくことが大切です。今後の協力体制の継続を心から期待します。

This year, we could not get together under COVID-19. So, this international student WS, which was conducted online, was a new challenge not only in method but also in content. In addition to the activities of the Community Planning Unit, we also had a chance to participate in the Asia Smart City Conference organized by the City of Yokohama. It was a very useful experience for the students to not only be involved in the activities of the City Planning Unit, but also to work extensively with the academic consortium, related government agencies. And it was a social activity that went beyond education. I would like to thank everyone who participated in and cooperated to this program.

On the other hand, the difficulties of holding the conference online also became apparent. However, the world after COVID-19 will be a society where both real and online activities are developed. It is important to improve and develop the results of this conference to further promote mutual exchange. I sincerely hope that we can continue our cooperation in the future.

The 2021 project was a very difficult for us as teachers, because we had never met each other before and had to work entirely online. However, we were able to achieve some results. For example, in terms of content, the students were able to feel the differences in their cities and academic background. In terms of communication, there were probably more difficult situations than in face-to-face sessions, but I believe that the students were able to feel the importance of using language and tools such as SNS. The situation is similar even in face-to-face situations. Those who excel in face-to-face communication can also behave well online.

On the other hand, I think it was necessary for our student to acquire reasonable expertise by reading books rather than information on the Internet. Otherwise, it would have been difficult for them to show their abilities in practical training. In addition, it would have been preferable to have online fieldwork in the class. It was necessary to have the opportunity to see and hear the real scenery and voices of the local people, even if it was online.

Based on the results and issues above, I would like to work on the next year's program.



横浜市立大学 グローバル都市協力研究センター 特任助教

大森 文彦

Fumihiko Omori

Assistant Professor
Global Cooperative Institute for Sustainable Cities,
Yokohama City University

2021 年の海外都市課題実習はフィールドワークに替わってオンライン開催となり、海外の大学の多くの先生方に、多大なるご協力をいただくことになりました。この場を借りて御礼申し上げます。

また学生の皆さんは、オンラインで初対面という環境下で、多くの難しさがあったと思いますが、最後の発表までたどり着くことが出来、非常に貴重な経験となったと思います。

こうした経験を踏まえて、2022 年は、オンラインとフィールドワークをハイブリッドした、あらたなプログラムを実践していきたいと考えています。

IACSC International Student program in 2021 was held online alternative to a field work in regular year. I deeply grateful for the cooperation of the faculties from 5 universities. I praise the students under the difficulties that they had first meeting online and should work in parallel by internet. It should be the valuable experience for them. I would like to commend them for completing the successful presentations in IACSC Conference and ASCC.

In 2022, we are planning the hybrid program of fieldwork and online study based on the lesson in 2021.



IACSC とは

About IACSC

持続可能な都市づくりのための国際アカデミックコンソーシアム (IACSC) は、学術機関やそれらが立地する都市間の協力関係を深化させ、持続可能な都市づくりに貢献することを目的に 2009 年に創設された学術ネットワークです。国際機関等の支援を受けながら、アジアを中心とした都市の大学研究者・学生等が相互に連携し、情報やリソースの共有、議論、調査、研究、プロジェクトを実施します。都市の諸問題の解決に取り組み、地域や世界に貢献することを目標とし、「まちづくり」「環境」「公衆衛生」の3つのテーマで活動を展開しています。

まちづくりユニットでは、2010 年より国際シンポジウムや学生ワークショップの開催を通して、アジアの大学との交流を進めています。

The International Academic Consortium for Sustainable Cities (IACSC) is an academic network established in 2009 with the purpose of fostering closer cooperation between academic institutions and local municipalities to serve the realization of sustainable cities. With support from international organizations, we will promote mutual cooperation among faculties and students through discussions and research projects. These will be conducted under three main themes: Urban Planning, Environment, and Public Health.

Urban planning Unit has promoted good communication between our friends in Asian universities by holding international symposium and students workshop since 2010.

1

学生フォーラム概要 Student Forum Overview



Creating Sustainable City based on the SDGs and New Urban Agenda

SDGs および New Urban Agenda に基づいた持続可能な都市の構築

Introduction

The Covid-19 novel coronary infection, which has been spreading worldwide since the beginning of 2020, shows no signs of abating as of 2021. Such epidemics have made face-to-face interaction difficult, and have severely restricted particularly cross-country human traffic.

On the other hand, not only infectious diseases, but also the need to cope with the intensification of disasters due to climate change, earthquake and tsunami, and the construction of sustainable cities has been called for for a long time. The countries participating in this program are taking various measures to achieve sustainable urban development, although their responses to infectious situations and sanitation differ.

The SDGs (Sustainable Development Goals) are based on the 2030 Agenda for Sustainable Development (Transforming our world: the 2030 Agenda for Sustainable Development), which was adopted by the United Nations General Assembly on September 25, 2015. The New Urban Agenda is based on the SDGs and is a set of international development goals for sustainable development announced by the United Nations Human Settlements Programme (UN-Habitat) in 2016. The New Urban Agenda is based on the SDGs and is a set of guidelines released by the United Nations Human Settlements Programme (UN-Habitat) in 2016 to guide efforts toward sustainable urban development.

In order to achieve these development goals and agenda, it is necessary for not only those involved in urban planning and urban development in each country, but also many citizens to take proactive actions. In this program, we have divided the situation surrounding cities and the issues they face into five themes. We hope that students from all over the world who participate in this program will overcome differences in nationality and major, and by sharing their experiences and knowledge, tackle the many issues facing cities.

本プログラムの紹介

2020 年初頭より全世界的に感染が拡大した Covid-19 新型コロナウイルス感染症は、2021 年現在においても、収束の兆しを見せません。こうした感染症の流行は、人と人が対面した交流を難しくし、特に国を跨いだ人の往来を厳しく制限することになりました。

一方で、こうした感染症に限らず、気候変動に伴う災害の激甚化や地震・津波等の災害への対応と、持続可能な都市の構築については、以前からその必要性が訴えられてきました。本プログラムに参加している各国では、感染状況や衛生面での対応は異なるものの、都市の持続可能な発展を目指して様々な取組を行っています。

その根拠となるのが SDGs および New Urban Agenda です。SDGs(Sustainable Development GOals) は 2015 年 9 月 25 日の国連総会で採択された「持続可能な開発のための 2030 アジェンダ」(Transforming our world: the 2030 Agenda for Sustainable Development) で示された、持続可能な開発のための国際的な開発目標です。New Urban Agenda はこの SDGs に基づき、2016 年に国連人間居住計画 (UN ハビタット) が発表した、都市の持続的な発展に向けた取組指針です。

こうした開発目標や指針を達成していくためには、各国の都市計画やまちづくりの関係者に限らず、多くの市民が主体的に行動していく必要があります。本プログラムでは、都市を取り巻く状況や都市の抱える課題を 5 つのテーマに分けました。本プログラムに参加する各国の学生は、国籍や専攻の違いを越えて、お互いの経験と知識を出し合うことで、都市の抱える多くの課題に取り組んでいくことを期待しています。



Purpose

- Know the issues happened in Asian Cities by video lecture.
- Discuss about the issues by inter-university workshop.
- Express the ideas by presentation.

目的

- アジア各都市で起きている問題についての把握
- 大学混成のチームによる課題解決のためのディスカッション
- 課題解決のためのアイデアの発表

Period

from June to October, 2021

期間

2021 年 6 月～10 月

Participants

Students

- 10 students from UNHAS (Hasanuddin University)
- 6 students from TU (Thammasat University)
- 5 students from VNU (Vietnam National University, Ho Chi Minh City)
- 11 students from YCU (Yokohama City University)

Faculty Members

- 3 faculties from UNHAS
- 2 faculties from TU
- 2 faculties from VNU
- 1 faculties from USM (Universiti Sains Malaysia)
- 4 faculties from YCU

参加者

学生 32 名

- ハサヌディン大学 10 名
- タマサート大学 6 名
- ベトナム国家大学ホーチミン市校 5 名
- 横浜市立大学 11 名

教員 4 名

- ハサヌディン大学 3 名
- タマサート大学 2 名
- ベトナム国家大学ホーチミン市校 2 名
- マレーシア科学大学 1 名
- 横浜市立大学 4 名

Deliverables

- Presentation slides by every university (4 univ.)
- Presentation slides by inter university teams (5 teams)

成果物

- 前半：各大学によるプレゼンテーション資料
- 後半：大学混成チームによるプレゼンテーション資料

研究テーマ 5 research topics

University	Topic
Thammasat University	Urban development method aiming sustainability, urban development based on New Urban Agenda
University of Science Malaysia	20 minutes walkable city, pedestrian friendly city, low-carbon city, sustainable sight-seeing under travel restriction
Hasanuddin University	Nature conservation, culture, biodiversity in a city, city village
Vietnam National University HCMC	TOD (transit-oriented development), low-carbon city, train station area development, mobility as a service
Yokohama City University	Culture / art / heritage preservation among a city

スケジュール Schedule

Date	Program
June 6月	Recording lecture videos by every university [by faculty] : about 5 topics below allocated to each university 下記の5つの研究テーマに関するレクチャービデオを各大学で作成
July - August 7月～8月	Learning about 5 topic by watching the lecture videos Preparing presentation for interim forum by every university : about the solutions or ideas for every topic レクチャービデオで研究テーマを学習後、自らの大学に割り当てられたテーマに関する解決策やアイデアを各大学の学生で検討し、プレゼンテーションを作成
4 th September 9月4日	Interim Forum 中間報告会 Presentation by every university Grouping 5 inter-university student teams for 5 topics and starting working together for final presentation 参加大学の学生によるプレゼンテーション 参加大学の学生を5つの大学混成チームに再編し、各テーマに関する解決策やアイデアをチーム内の学生で再検討
September 9月	Preparing final presentation by every team : ideas and declarations for every topic 5つの大学混成チーム内で、各テーマに関する解決策やアイデアを再検討し、プレゼンテーションを作成
10 th October 10月10日	Presentation Competition プレゼンテーション・コンペ Presentation by every team, Selecting teams for IACSC Symposium or Asia Smart City Conference 大学混成チームによるプレゼンテーション、IACSC シンポジウムとアジアスマートシティ会議での発表チーム選定
16 th October 10月16日	The 12th IACSC Symposium 第12回 IACSC シンポジウム Final presentation by selected teams, Discussion among all IACSC members 大学混成チームによるプレゼンテーション、IACSC メンバー大学との議論
28 th October 10月28日	10th Asia Smart City Conference 第10回アジアスマートシティ会議コンペ Final presentation by selected teams, reviewing by the participants 大学混成チームによるプレゼンテーション、会議参加者からのコメント



2

動画レクチャー Lecture Movies



Challenges facing Asian cities and Solutions for Sustainable Cities

アジア各都市が抱える課題と、持続可能な都市を目指した対応

学生のグループワークを開始する前に、本プログラムに参加する大学が所在するアジア各国の都市が抱える課題や、それに対する取組等について、参加大学の教員から、研究テーマに沿った動画レクチャーを提供いただいた。動画レクチャーは5大学から9本に及ぶ。各大学の学生は、この動画レクチャーを視聴した上で、グループワークに臨んだ。

このビデオレクチャーは下記より視聴が可能である。

https://youtube.com/playlist?list=PLknzznyS_oSXXr5cA4VUdv3zU2P_oMnlt

Prior to the group work by the students, the faculty members of the participating universities provided video lectures on the issues facing cities in the Asian countries where the participating universities are located, in line with their research topics. There were nine video lectures from five universities. The students from each university watched the video lectures and then participated in the group work.

The video lectures can be viewed below.

https://youtube.com/playlist?list=PLknzznyS_oSXXr5cA4VUdv3zU2P_oMnlt

Nature Conservation around Suburbs

ハサヌディン大学 Hasanuddin University



Sustainable Cities after COVID-19 Pandemic

タマサート大学
Thammasat University

International Academic Consortium for Sustainable Cities (IACSC)

sustainable cities after covid-19 pandemic¹

UDDI Program, Thammasat Design School, Thammasat University Rangsit Campus,

¹Terdpong Boonpan,

tp.boon@ap.tu.ac.th



THAMMASAT
DESIGN SCHOOL

Possible “New-Normal” Urban Developments: Aiming Sustainability

International Academic Consortium for Sustainable Cities (IACSC)

Possible “New-Normal” Urban Developments: aiming sustainability¹

¹Federico Puggioni,
UDDI Program, Thammasat Design School, Thammasat
University Rangsit Campus, fedepugg@ap.tu.ac.th



THAMMASAT
DESIGN SCHOOL

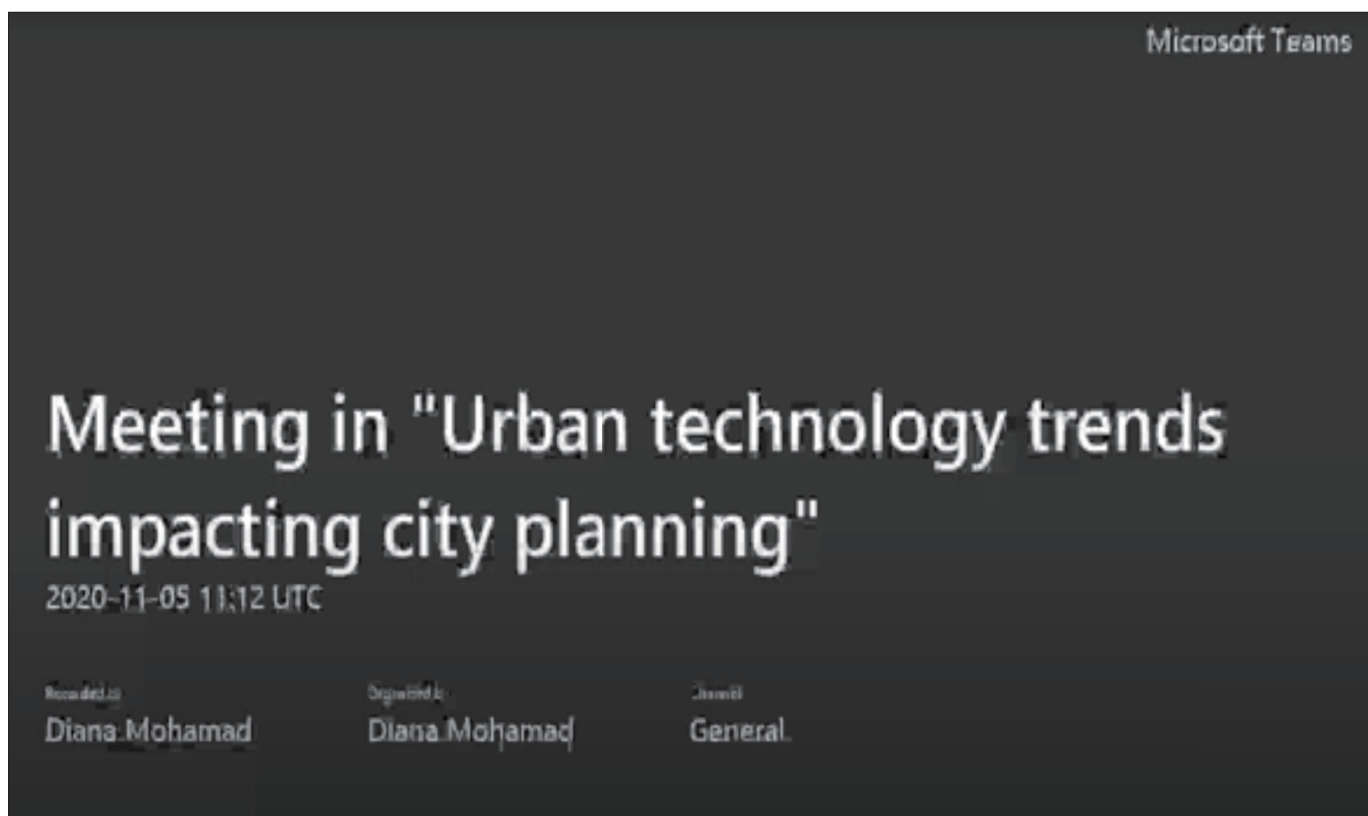
Introduction to METRO in Ho Chi Minh City

ベトナム国家大学
Vietnam National
University HCMC



Urban Technology Trends Impacting City Planning

マレーシア科学大学
Universiti Sains Malaysia



Tourism Transportation and Accessibility



History, Culture and Urban Design

横浜市立大学
Yokohama City University



Sustainable Tourism in Japan



Kumi Kato, PhD, Professor

Adam Doering, PhD, Associate Professor

Faculty of Tourism, Wakayama University



世界の幸せをカタチにする。
Creating Happiness for the World



TOD in Japan



- Dr. Fumihiko OMORI from Yokohama City Univ. (Asst. Univ.)

- Dr. Masafumi OTA from Tokyu Research Institute (Senior Resercher and Fellow)

3

中間報告会 Interim Forum



Challenges facing Asian cities and Solutions for Sustainable Cities

アジア各都市が抱える課題と、持続可能な都市を目指した対応

各大学の学生は、自らの都市が抱える課題や、それに対する解決策を話し合い、提案をまとめた。その提案を 2021 年 9 月 4 日に開催した中間報告会で発表し、海外の大学の教員や学生とディスカッションを行った。

また中間報告会で、各大学の学生を混成チームにし、最終報告会に向けたグループワークを開始した。

Each university students discussed the issues facing their cities and solutions to these issues, and made up their proposals along the topics. The proposals were presented at the Interim Forum held on September 4th, 2021, and discussed with faculty members and students of other participating universities.

On this forum, 5 inter-university mixed teams were allocated, and inter-university group works for the final presentation had started.

University	Research Topic	Presentation Title
TU	Urban development method aiming sustainability, urban development based on New Urban Agenda	Sustainability, New urban Sgenda, Perspective for Today
UNHAS	Nature conservation, culture, biodiversity in a city, city village	Nature in the Inner City
VNU	TOD (transit-oriented development), low-carbon city, train station area development, mobility as a service	Bicycles – Increase Transportation Choices in the Inner of Ho Chi Minh City
YCU (1)	Culture / art / heritage preservation among a city	Preservation of Tangible and Intangible Sssets
YCU (2)	Culture / art / heritage preservation among a city	The Significance of Preserving Histric Townscapes

Sustainability, New Urban Agenda, Perspective for Today

タマサート大学 Thammasat University

**Sustainability,
New urban agenda,
Perspective for today.**

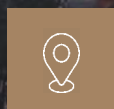
UDDI TEAM

Urban
development
methods



IACSC
X
UDDI

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INTRODUCTION



Gentrification



Urban Mobility And Greenspace



Urban Development after Pandemic



CONCLUSION

IACSC
X
UDDI

KEY TOPICS



GENTRIFICATION

Development process



URBAN MOBILITY

Movements within the city



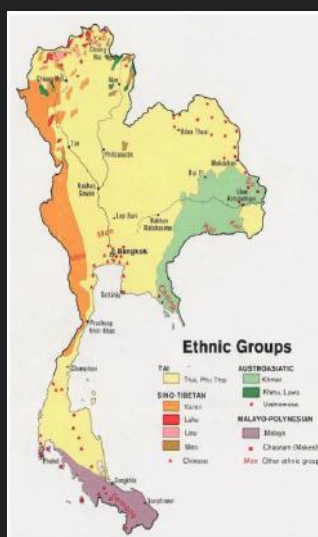
URBAN DEVELOPMENT AFTER PANDEMIC

The New normals of cities design, learns and adapts from mistakes for sustainable development.

GENTRIFICATION

DEFINITION: A **PROCESS** IN WHICH A **POOR AREA** (AS OF A CITY) EXPERIENCES AN INFLUX OF MIDDLE-CLASS OR WEALTHY PEOPLE WHO **RENOVATE** AND **REBUILD HOMES** AND **BUSINESSES** AND WHICH OFTEN **RESULTS IN AN INCREASE IN PROPERTY VALUES** AND THE **DISPLACEMENT** OF **EARLIER, USUALLY POORER RESIDENTS**
(MERRIAM-WEBSTER.COM)

DIVERSITY IN THAILAND



COURTESY ONLYCHAAM.COM

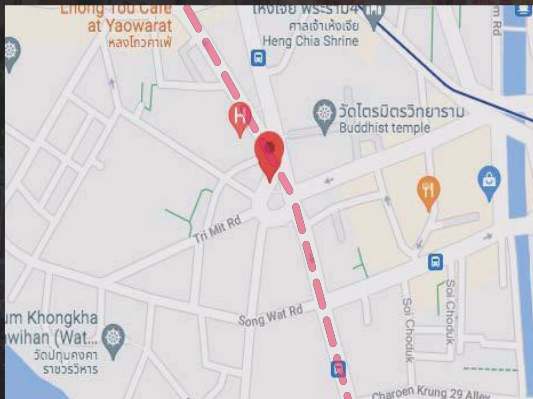
OVER 30 DIFFERENT ETHNIC GROUPS EACH WITH DISTINCT CULTURES AND LANGUAGES

Each ethnic group has a distinct look and feel to their communities (Indian-Thai, Thai-Chinese, Southern, Northern). Overtime these ethnic groups form their own community within themselves and are able to live together harmoniously

Yaowarat, Bangkok Thailand

CASE STUDY

Preserving local cultures through "adaptation"



INTER-CONNECTED SDG'S

8 DECENT WORK AND
ECONOMIC GROWTH

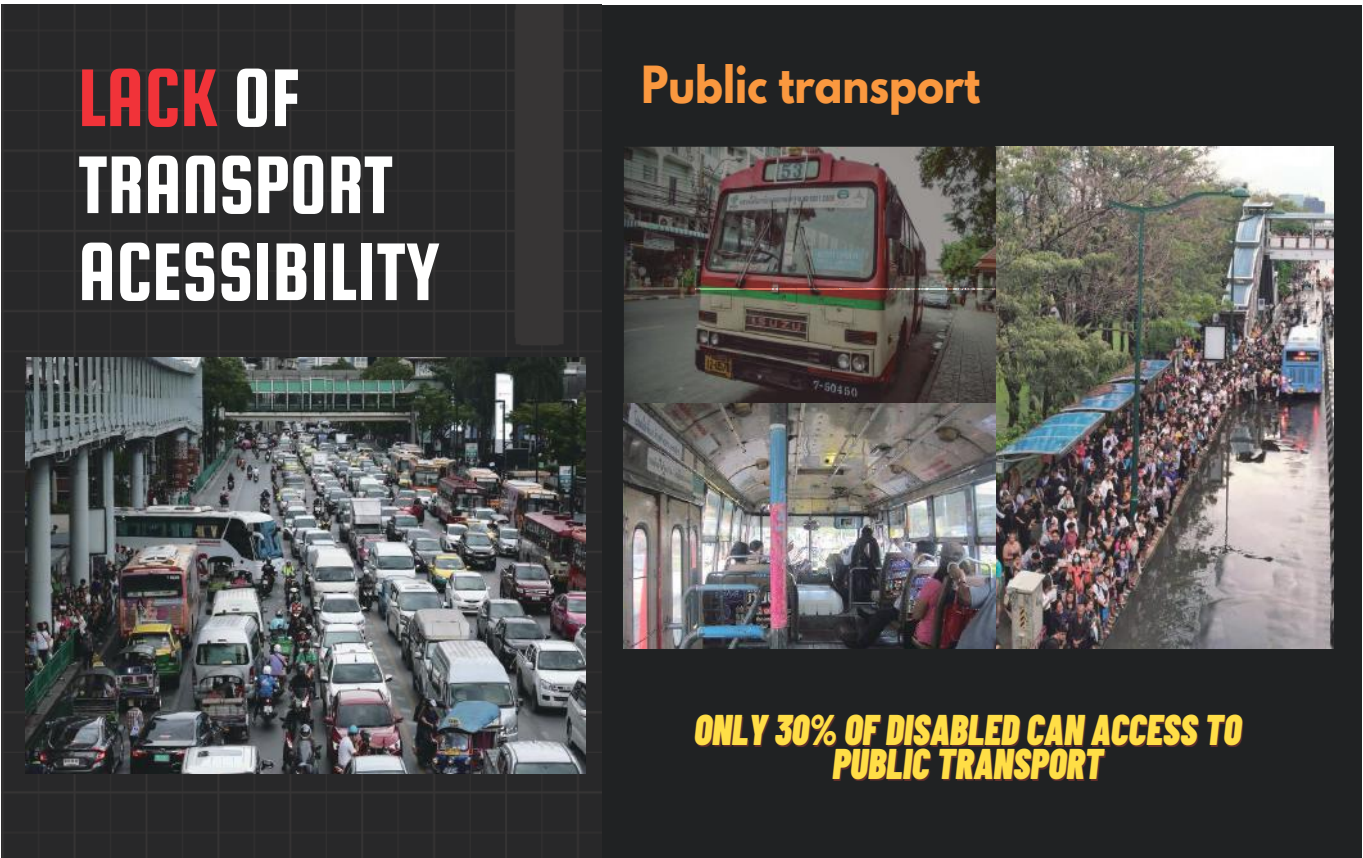
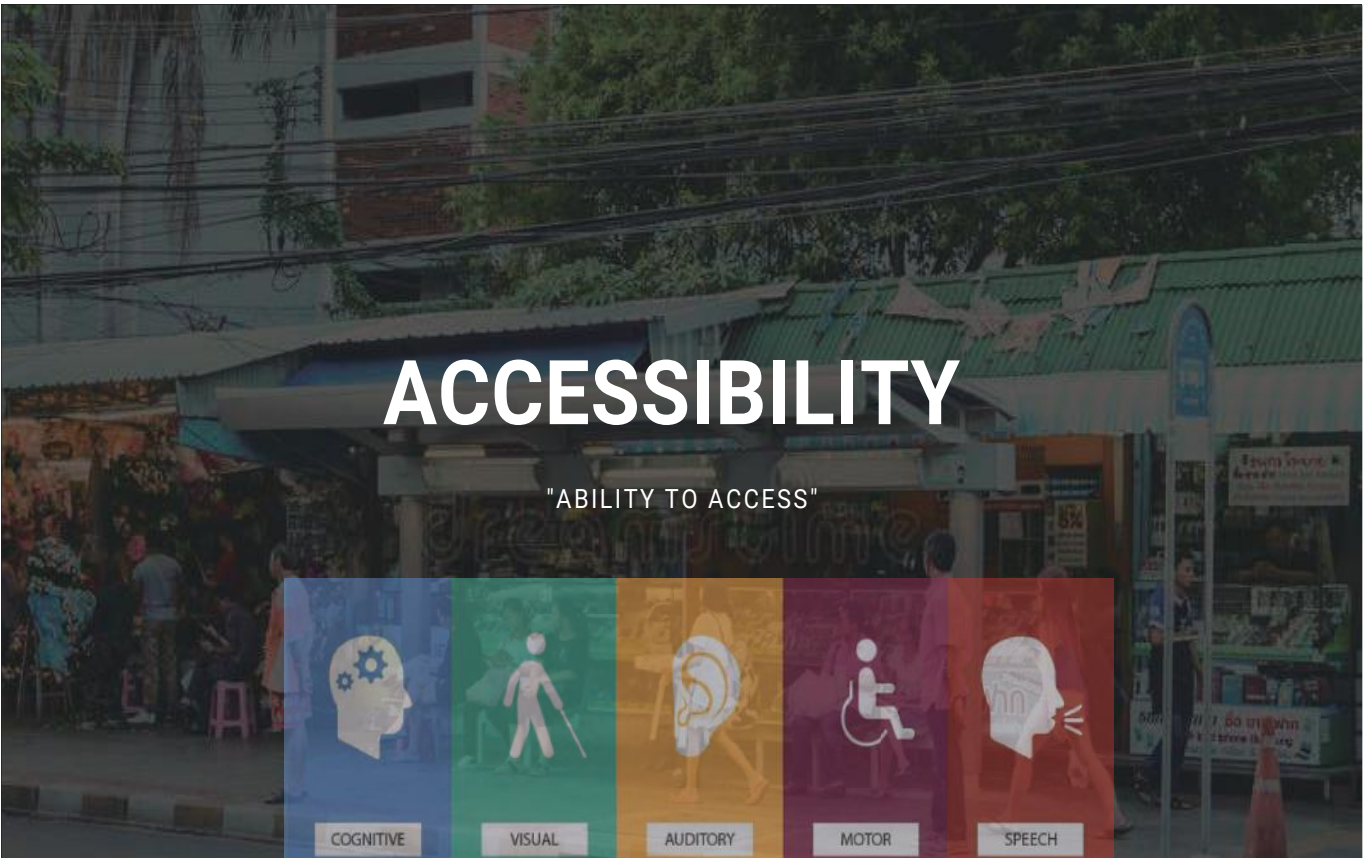


11 SUSTAINABLE CITIES
AND COMMUNITIES



10 REDUCED
INEQUALITIES





Poor-quality walkways

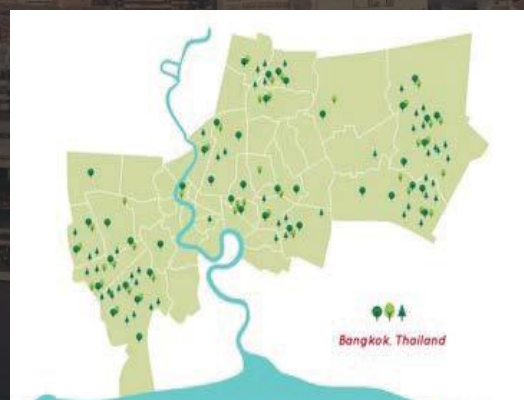
Walkability is a measure of how friendly an area is to walking.



BANGKOK SIDEWALK DANGERS: LAWS DIFFICULT TO ENFORCE

LACK OF GREEN SPACE

Bangkok has the least amount of green space among major Asian cities.



"Bangkok's green space per capita would be only three or four square metres"

GOAL THAT COULD BE ACHIEVED

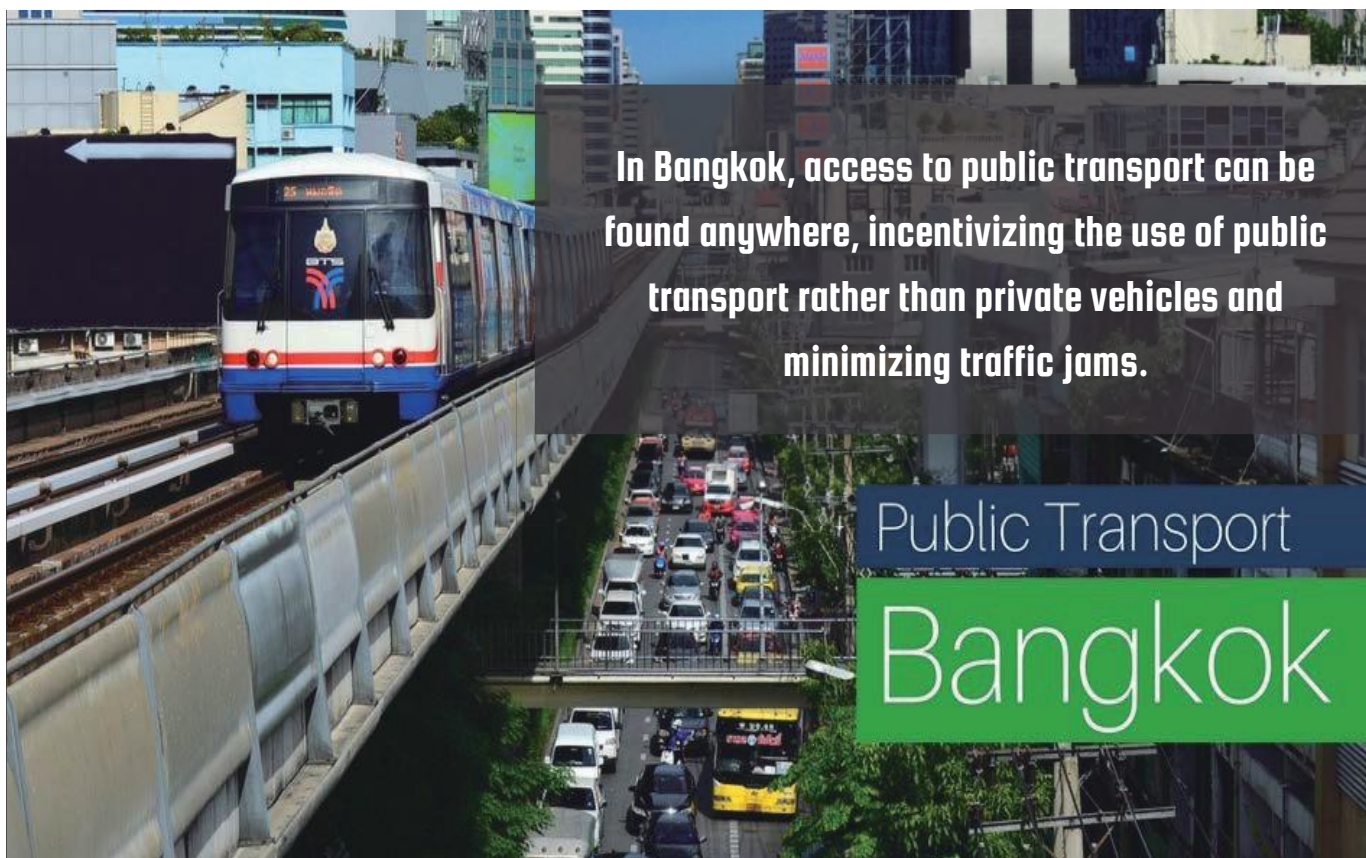
8 DECENT WORK AND
ECONOMIC GROWTH



10 REDUCED
INEQUALITIES



11 SUSTAINABLE CITIES
AND COMMUNITIES





HOW is that could be possible?

When the sidewalk that is the first step that people will come to use it
It isn't walkable, there are many obstacles along the walk path and unfriendly design for disoble people
Who will come to use those public transport that they created?





Stall(Shop) consider as a friendly obstacle not like the electric pole, advertisement sign because it a food source for people so if the pedestrian big enough we won't have a problem with that. The shop actually makes the street more vitality and also helps to engage social economic.



Main Problem is the size of the walk path.



Where is 1 meter 50?

Car dominant
90% of pathway were
made for car

The rest 10% were
for the obstacle on
the pedestrian

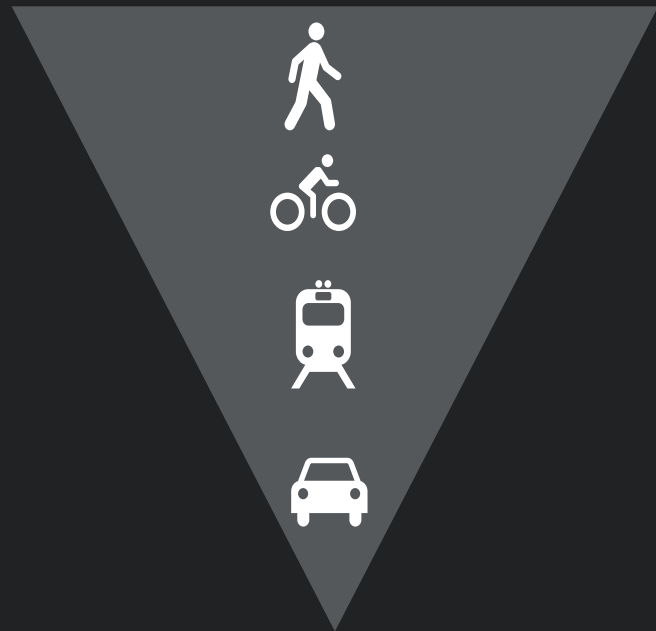


**WEAKNESS OF BANGKOK
IN WALKABILITY**

How to cope with that?

PRIORITIZE the street

1. People
2. Cyclist
3. Public transport
4. Private vehicle



Picture: Thai PBS

Solutions for Walkability



A better landscape intervention or using biophilic design concept for roads: enjoyable scenery, local sense of community, safety and aesthetic factors should be considered.

Green Space Analysis



SCALE BAR 1:5000

0 100 500 1000

Green Density

Very Low

Very High

Bueng Yitho Municipality, Pathumthani Province

Recreational/Commercial

Green Space Analysis

Main Problems

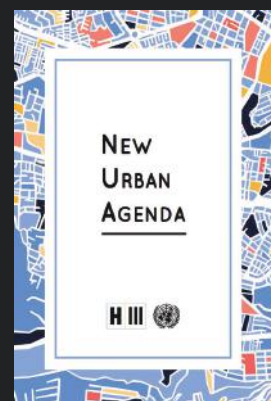
- Most of the green spaces are occupied by private owners.
- The loss of connections between walkways and green spaces.
- Street lights are not designed for the safety of women.

Solutions

- Add meaningful nodes between roads and green spaces.
- Create recreational, inclusive, environmentally-friendly and low-cost green spaces or try to bring economical growth from green spaces such as organic farms.
- Add paths which connect the local culture and public spaces.



Goals which can be achieved



Urban Development After Pandemic

The pandemic is now taking into account in Urban Development, all across the world. Changing in the way of life the city needs to adapt and improve the standard of living

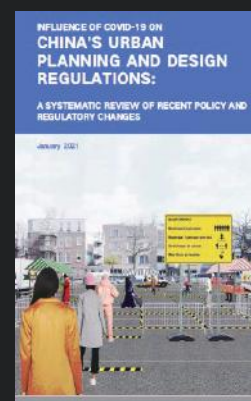


IASC
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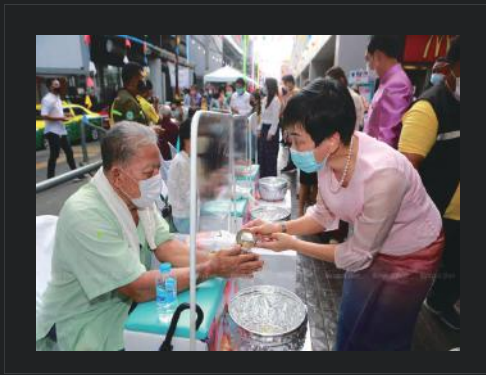
Post Pandemic Development

The covid-19 add pressure to develop and establish pathways to greater resilience and a green future, This start made the new agenda and the **Sustainable Development Goals(SDGs)**, The agenda implementing the new urban safeguard and futureproof the cities against all kind of threats.



IASC
X
UDDI





Culture have to adapt the current covid pandemic.



The precaution are increase in order to be safe.



Tenchnology landscape such as Sensor and surveillance infrastructure.

IASC
X
UDDI



Post Pandemic Development

Covid-19 damage the physical heath and Mental health to people because of paranoid and economic problem and the medias that can spread the news that can damage the mental health without control it can be danger to mental health.

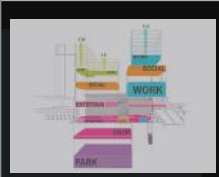


IASC
X
UDDI



Urban Development's outline

1. Wider an option to users.



Mix-Uses Building



Hybrid Space

2. Bring diversity into the city.



Design for Commercial Diversity in Cities

3. Place for everyone.



City inclusive and Universal Design



4. Creativity for sustainable development.



Embracing innovation and culture into their local policies

IASC
X
UDDI



"THANK YOU"

Instructor
Federico Puggioni



Instructor
Terdpong Boonpan



UDDI team

Urban Design and Development
International Program



Nature in the Inner City

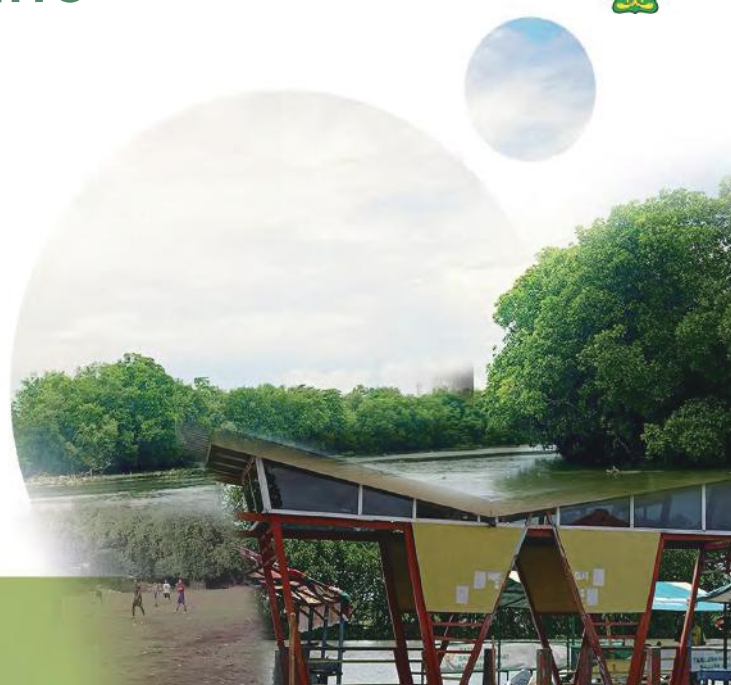
ハサヌディン大学
Hasanuddin University

Nature in the Inner City



Faculty of Engineering
Hasanuddin University

International Academic Consortium for
Sustainable Cities



Meet Our Team



Hamzah
Hamzah



Audi Rifyal Akbar
Audi



Welti Ayu Oktavia
Welti



Reyhan Regisha
Reyhan



Akram Ramadhan
Akram



Umar
Umar



Suranta Muli Sitepu
Ucok



Dwi Rezki Fauziah
Wiwi



Ilham Fathul Kiram
Ilham



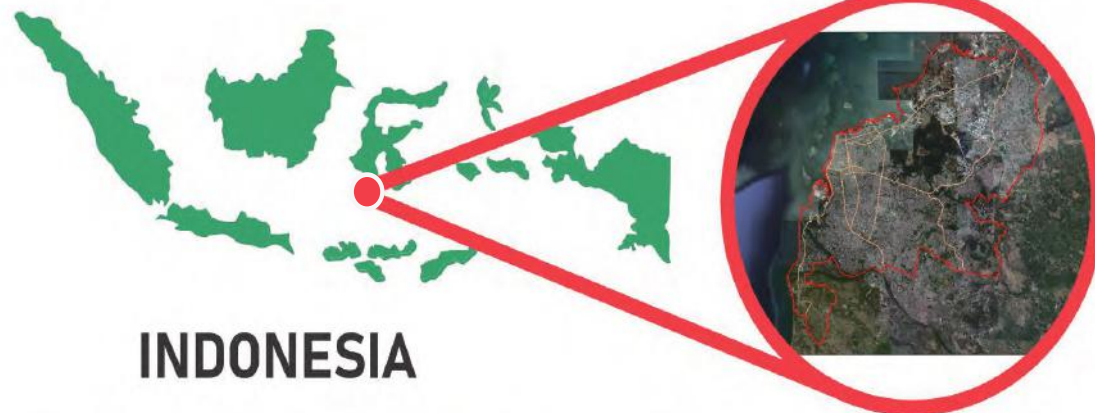
Claudia Regina
Claudia

Third Year Student of Urban and Regional Planning
Faculty of Engineering
Hasanuddin University

Table of Contents

Overview Makassar City
Location of Delta Lakkang
Infrastructure Condition of Delta Lakkang
Topographical Condition
Delta Lakkang Land Cover
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Potential and Problems of Delta Lakkang
Biodiversity
Biodiversity in City
City Village
Urban Conservation
Delta Lakkang: New era of Ecotourism

ORIENTATION MAP



Bundaran HI,
DKI Jakarta



Monumen Nasional,
DKI Jakarta

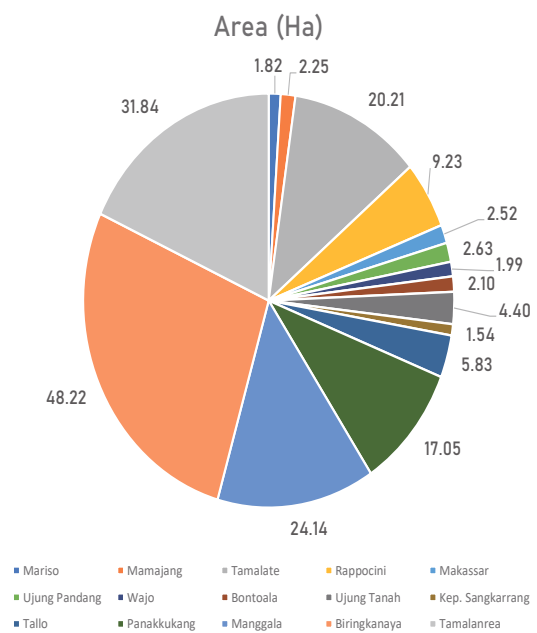
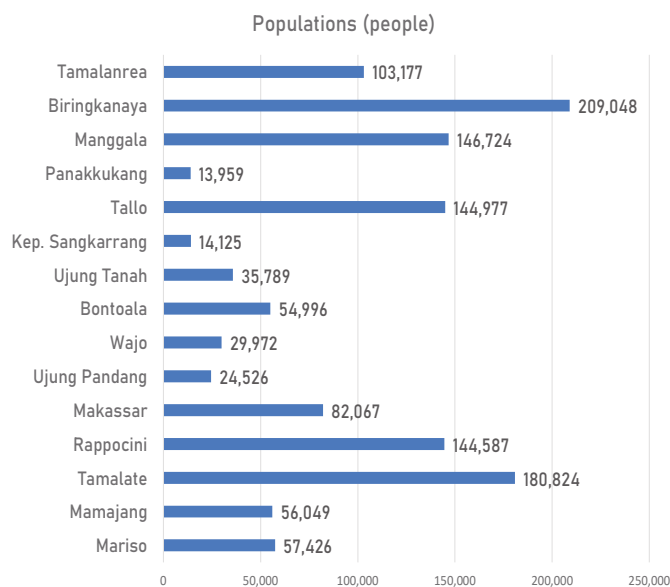


Center of Indonesia,
Makassar



Monumen Mandala,
Makassar

Makassar City, South Sulawesi



Green Open Space

- Makassar is the 4th largest city in Indonesia. The city is located on the southwest coast of the island of Sulawesi.
- Green Open Spaces in Makassar is only 7,9% of the total land area ($\pm 13,89 \text{ km}^2$).



Pantai Losari



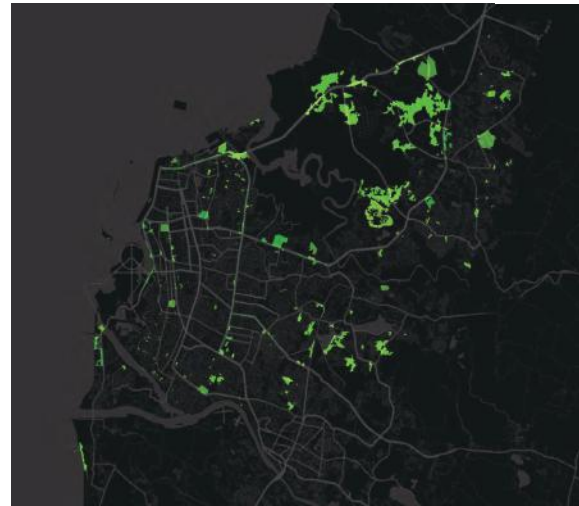
Lapangan Karebosi



Hutan Kota



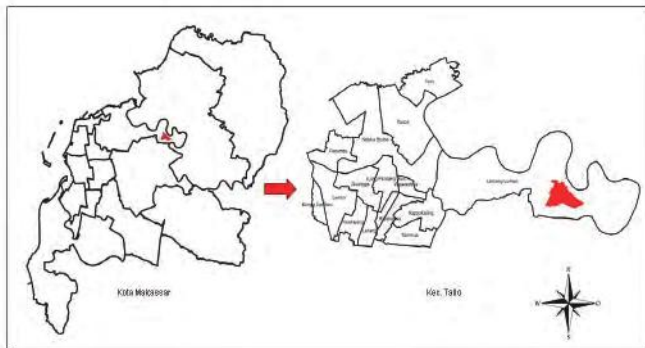
Taman Maccini Sombala



Pict 1. Distribution Map of Green Open Space in Makassar

Source: Makassar Spatial Planning Regulation, 2015

The Location of Delta Lakkang, Makassar City



- Delta Lakkang is bordered by the Tallo River, and it is surrounded by rice fields, ponds, mangroves, and nipah trees.
- Located in Lakkang Subdistrict
- The total area is around 18,6 ha ($0,19 \text{ km}^2$)



It needs around 15-20 minutes from three piers

Policy Review

Based on Indonesian regulations, Delta Lakkang has been chosen as one of the strategic areas in the terms of environmental carrying capacity. Delta Lakkang was also chosen as one of the ecotourism areas



Make cities and human settlements inclusive, safe, resilient, and sustainable



Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Infrastructure Condition of Delta Lakkang

Transportation

There is a pier which took it's tourists or passenger to lakkang's tourism destination



Communication Infrastructures

There is public telephone (payphone) located in urban village office which also already connected to phone network and internet network



Source: Way, dkk (2016)
diolah penulis (2021)

Utilites

Lakkang as an Urban Village already reached by these utilities :

- Clean water facilities (tap water and traditional well)
- Land base Drainage network (potentially pollute the soil)
- Electricity network
- Dumpster and waste transportation facilities



School System

The absence of educational institution with speciality in tourism but there is a satap school in lakkang sub urban village (a school which combine junior high school and elementary school in one building) which can directed into school of tourism



Health service facilities

There already a public health center



Government Apparatus

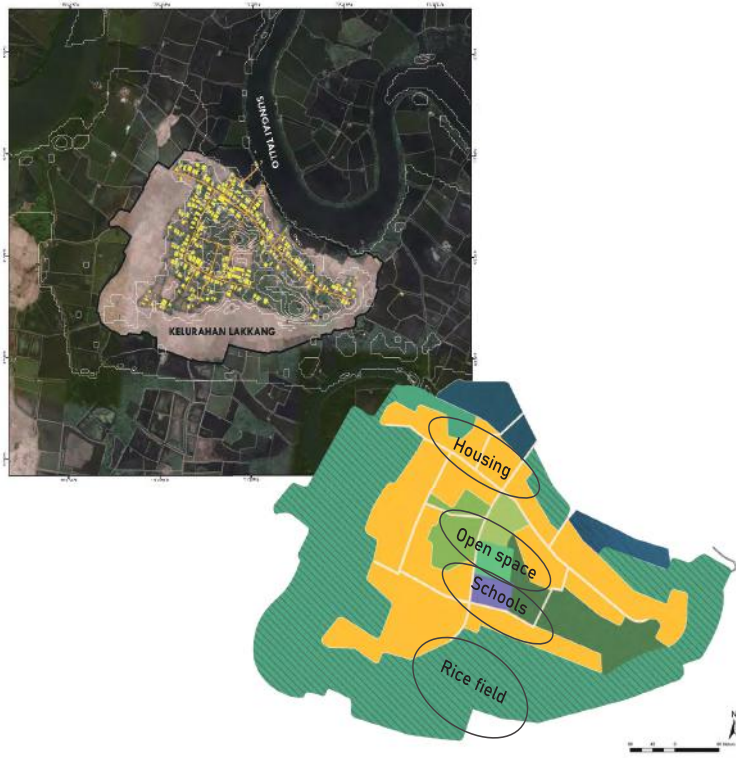
As a urban village, the government has their own office. This office which is the representative of the government in supervising the tourism industry in the Lakkang delta area and the community that serves tourism



Tourism Facilities

in the lakkang urban village there is a place of worship in the form of a prayer room that can support the interests of tourists, as well as community-owned stalls



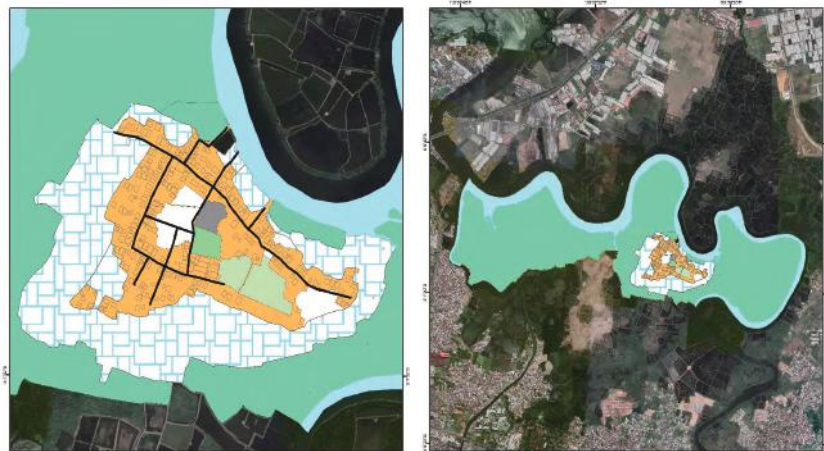


Topographical Condition

Based on National Digital Elevation Model data, topographic condition at the location is at an elevation of 2-14 meters above sea level. Susceptible to found the road flooded during the rainy season, especially when it rains along with rising tides.

Delta Lakkang Land Cover

Land Cover	Area (Ha)
Cemetery	0.41
Field	0.44
Settlement	12.80
Rice field	21.07
River	60.62
Dike	238.60
Wasteland	1.95
Bamboo plant	1.47



Generally, the most domineering land cover in Lakkang Delta is the dike, which contains of 238.60 ha total area. As for the settlement area is 12.80 ha, and rice fields are 21.07 ha

Socio-Cultural of Delta Lakkang

Lakkang Village consists of 2 *RW* (Hamlet), each *RW* consists of 4 *RT* (Neighborhood), which approximately of 1,15 km² total area. The population of Lakkang Village in the last 5 years, has increased, with the number of male and female is almost equal. More detail can be seen in the following table:

The Population of Lakkang Village In The Last 5 Years

Year	Male	Female	Total
2015	489	476	965
2016	491	478	969
2017	493	480	973
2018	494	481	975
2019	495	482	977



Socio-Cultural of Delta Lakkang

- Strong Kinship
- Gotong Royong
- Traditional Attraction



Potential and Problems Delta Lakkang

Potential of Delta Lakkang



Figure 1. Bamboo plants



Figure 2. Bunker



Figure 3. Rice field

	Potentials	Problems
Demographics	The majority of community are in productive age	Lack of knowledge related to entrepreneurship and tourism because the majority of the community graduated from junior high school
Additional Tourism Actors		Lack of support from stakeholders and the government to local communities in realizing Delta Lakkang as a tourism area



Social Activities And Local Wisdom

Potential:

- The community utilizes the potential of natural resources
- The culture in Delta Lakkang is still traditional
- The existence of dikes and rice fields is owned by the local community managed privately

Problems:

- Bamboo is used by local people in their daily life but there has never been any reforestation activity.
- The boat used to go to the Lakkang Delta area is not feasible.
- Agricultural land using rain-fed methods.





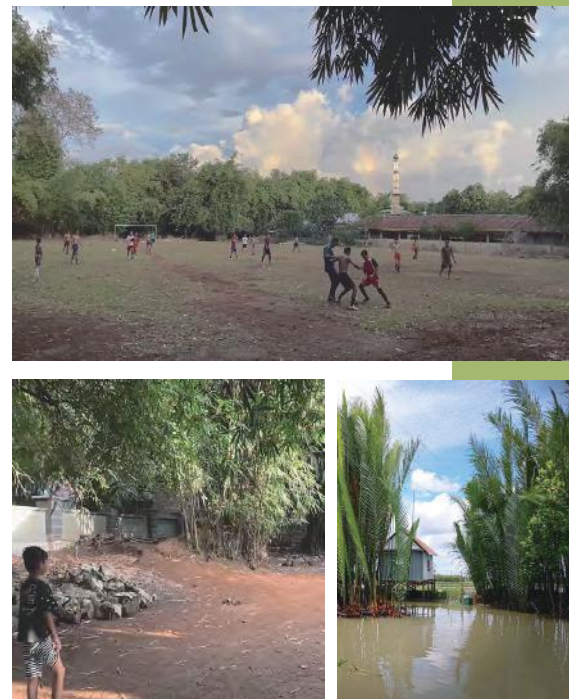
Biodiversity

Delta Lakkang has a variety of natural potentials that can be utilized by the community

Biodiversity in City

Biodiversity and ecosystems need to be valued and managed as part of cities infrastructure.

The diversity of natural resources owned by Delta Lakkang has an important contribution and value in Makassar City, one of which is green open space.



City Village



- Middle of the Makassar City
- Rural characteristics
- Natural resources

Urban Conservation

The diversity of natural resources in the Lakkang Delta needs to be properly maintained and conserved. One of them is by conserving nature and improving the quality of the community, so that these natural resources can be sustainable and can provide benefits to the surrounding community and even Makassar City itself.



Delta Lakkang: New Era for Ecotourism

Based on Ecotourism is a tourism activity in places which has responsibility, by took care of educational, comprehension, and support for natural resource conservative support alongside by local growth income elements.
(Minister Of domestic affairs regulation No.33, 2009 about guidelines for developing region ecotourism)



ECOTOURISM NEAR MAKASSAR CITY



Summary

The location of Delta Lakkang, which is in the middle of Makassar city, still has rural characteristics that have rich biodiversity and culture. Also has great potential to be developed as ecotourism as well as green open space in the city. However, development is needed in terms of supporting facilities and infrastructure so that the needs for amenities and accessibility can be met. The concept we offer is ecotourism



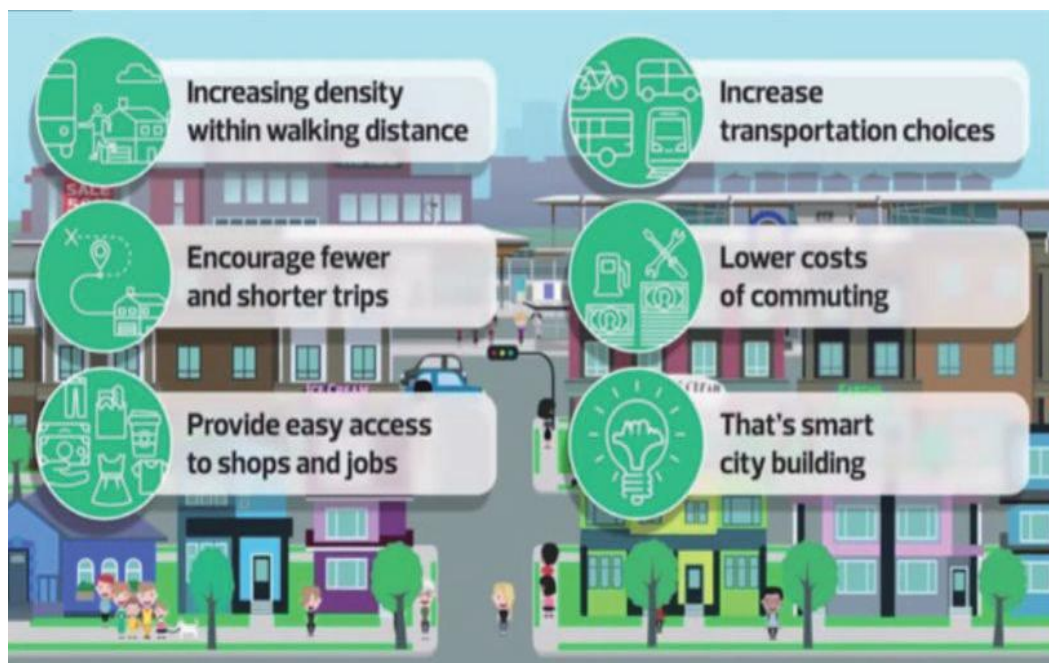
Bicycles - Increase Transportation Choices in the Inner of Ho Chi Minh City

ベトナム国家大学
Vietnam National
University HCMC



1. TOD introduction
2. Case studies (Singapore, Copenhagen)
3. Concept
4. Site analysis
5. Routes design
6. Road design
7. Bike parking & integration on metro/bus
8. Proposed policies

TOD (Transit oriented development)



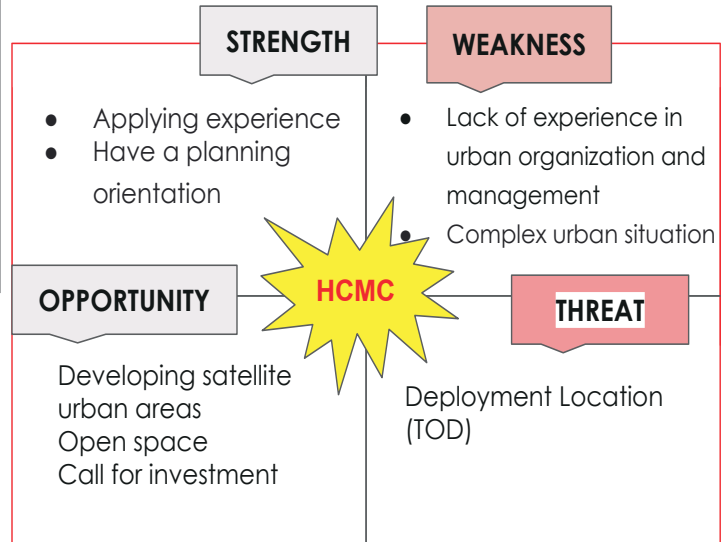
TOD development model in Singapore



The analysis of the construction of traffic roads first, then the formation and development of industrial parks, urban areas and residential areas.

The urban centers, residential areas, and industrial zones are all connected by a public transport route.

- ➔ Long-term planning
- ➔ Appropriate land policy
- ➔ There is control in development



COPENHAGEN, DENMARK



Integration

Bicycles have been admitted on the city's train network for some time to facilitate mixed-mode commuting, and in 2010, the state railways (DSB), made it free to bring bicycles on the train. Since then the number of passengers bringing a bicycle on the train have more than tripled



The City of Copenhagen's



CONCEPT

Integration



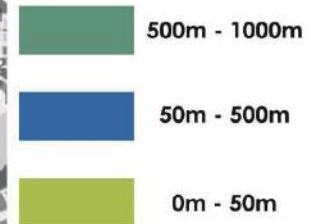
TOD = convenience



SITE ANALYSIS

Total area: 5km²

Includes parts of ward 6, ward 7, District 3; Dakao ward, Ben Nghe ward and a part of Ben Thanh ward, District 1.



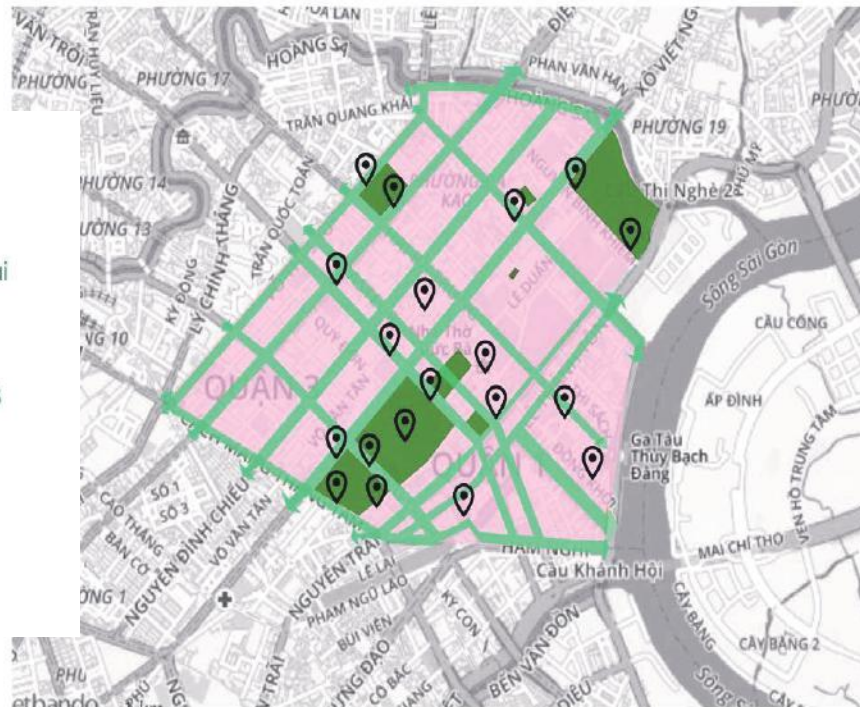
Metro line No.1
Ben Thanh - Suoi Tien

Station

ROUTES DESIGN

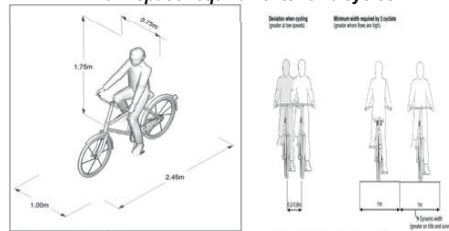
Main routes

Vo Thi Sau
 Dien Bien Phu
 Nguyen Thi Minh Khai
 Le Duan
 To Duc Thang
 Ham Nghi
 Cach Mang Thang 8
 Trương Đình
 Nam Kì Khai Nghĩa
 Hai Bà Trưng
 Đinh Tiên Hoàng

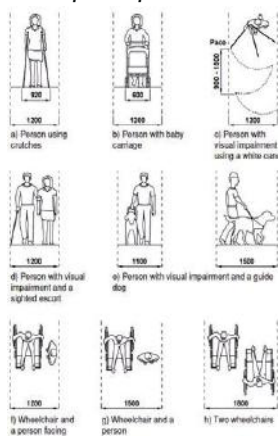


ROAD DESIGN

Minimum space requirements for bicycles



Minimum space requirements for walking cases



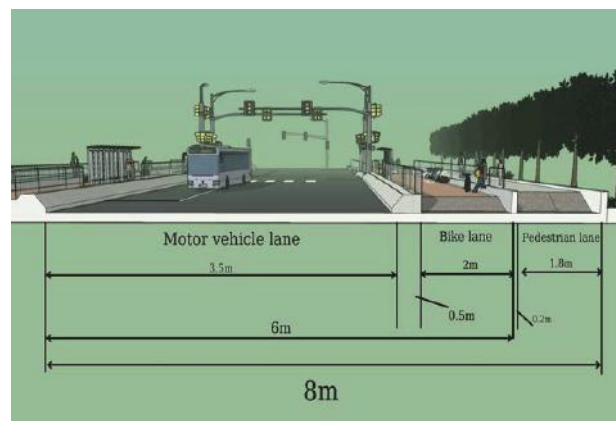
Design bike safety by physical barrier



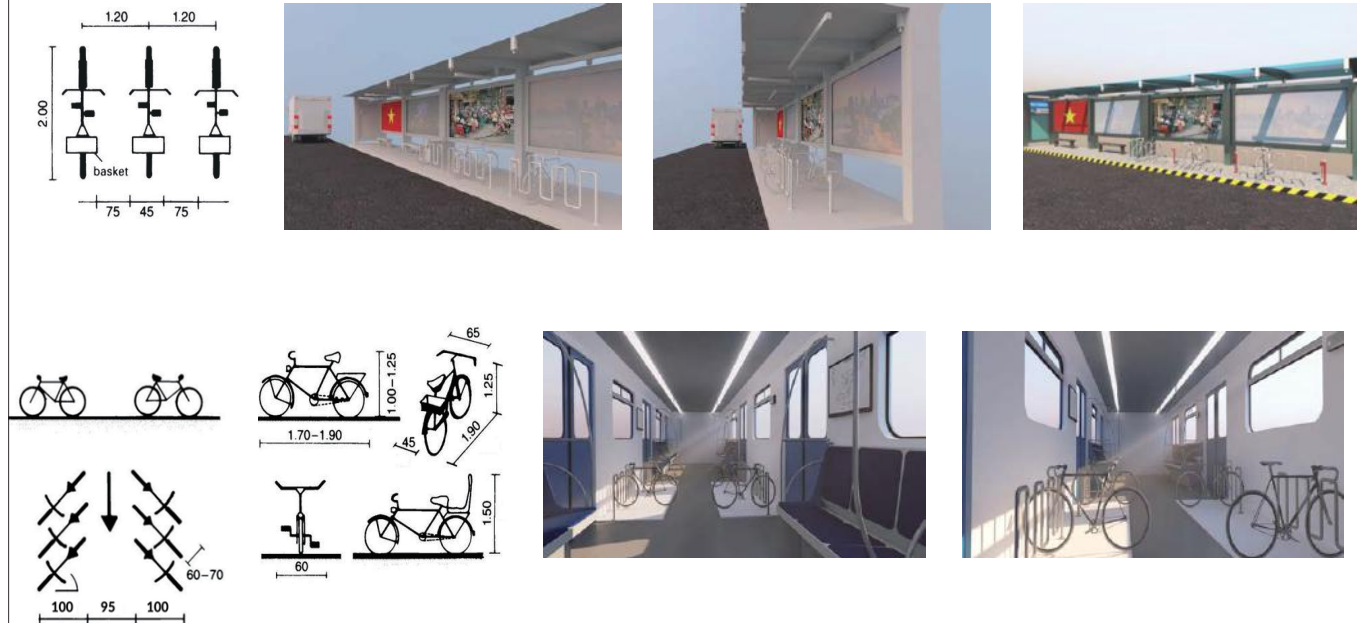
Safe design for bicycles at intersections



Designing for bicycle safety at bus stops



BIKE PARKING & INTEGRATION



PROPOSED POLICIES



Proposal to pilot Mobike public bicycles at the Independence Palace in District 1



Cooperate with the United Nations to propagate and encourage people to use bicycles



Document 148/TTg-KTN approving the pilot public bicycle in the city center



Decision no. 13 of the prime minister on encouraging developers to use public transport by bus



PROPOSED POLICIES



**Preservation of Tangible and
Intangible Assets**

横浜市立大学
Yokohama City University

Yokohama City University Group1

**Preservation of tangible and
intangible assets**

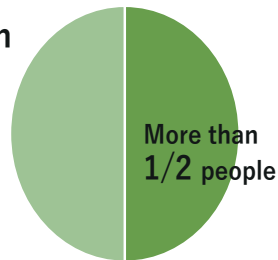


Expansion of "Creative City" mind

- Urban areas = today's grounds of making culture and creativity

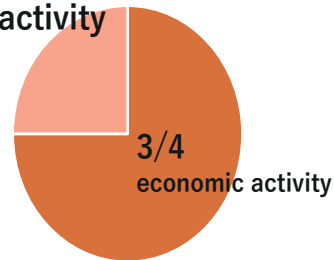
Population

- urban cities
- others



Economic activity

- urban cities
- others



- It is first and foremost at local level that culture and creativity are lived and practiced on a daily basis.
- Cooperation, the sharing experience and knowledge

2

Links between Creative City and SDGs



11 SUSTAINABLE CITIES AND COMMUNITIES

MAKE CITIES AND HUMAN SETTLEMENTS INCLUSIVE, SAFE, RESILIENT AND SUSTAINABLE

11.4 Strengthen efforts to protect and safeguard the world's cultural and natural heritage



12 RESPONSIBLE CONSUMPTION AND PRODUCTION

ENSURE SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS

12.8 By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature

3

Why do we preserve old assets?

Our opinions

- Respect one's culture, co-creation (Nishino)
- Learn from the history (Inoue)
- help historic communities to live on(Masui)
- quote the way of thinking and they inspire us (Sunano)
- Come up with new ideas(Ando)
- Preserve also culture and spirit(Kojima)

4

First example

About Yokohama City

- Population:3,778,876
(second largest city in JPN)
- size of area:437.4km²
- societal problems
densely populated / aging



5

SDGs FutureCity Yokohama

Realizing a city that creates new value and prosperity through its economy, culture, and the arts, with the environment at its heart.



6



7



Preservation

- Preservation of old/historical buildings and streetscape

8



Creative city concept

9

ART & YOKOHAMA



Problems in Yokohama

- There was a strong realization that preserve old/historical movements.
- After that, the movement of promoting arts and culture became the norm and it relates to the creative city concept.
 - To balance the preservation and city development

The most important thing is to get the mutual understanding between local residents and artists.

→ Daily lives and art activities

Second example

12

About Kanazawa city

- Population: 462,690
- size of area: 468.79km²
- Climate: 4 clear seasons with high amounts of rain and snowfall

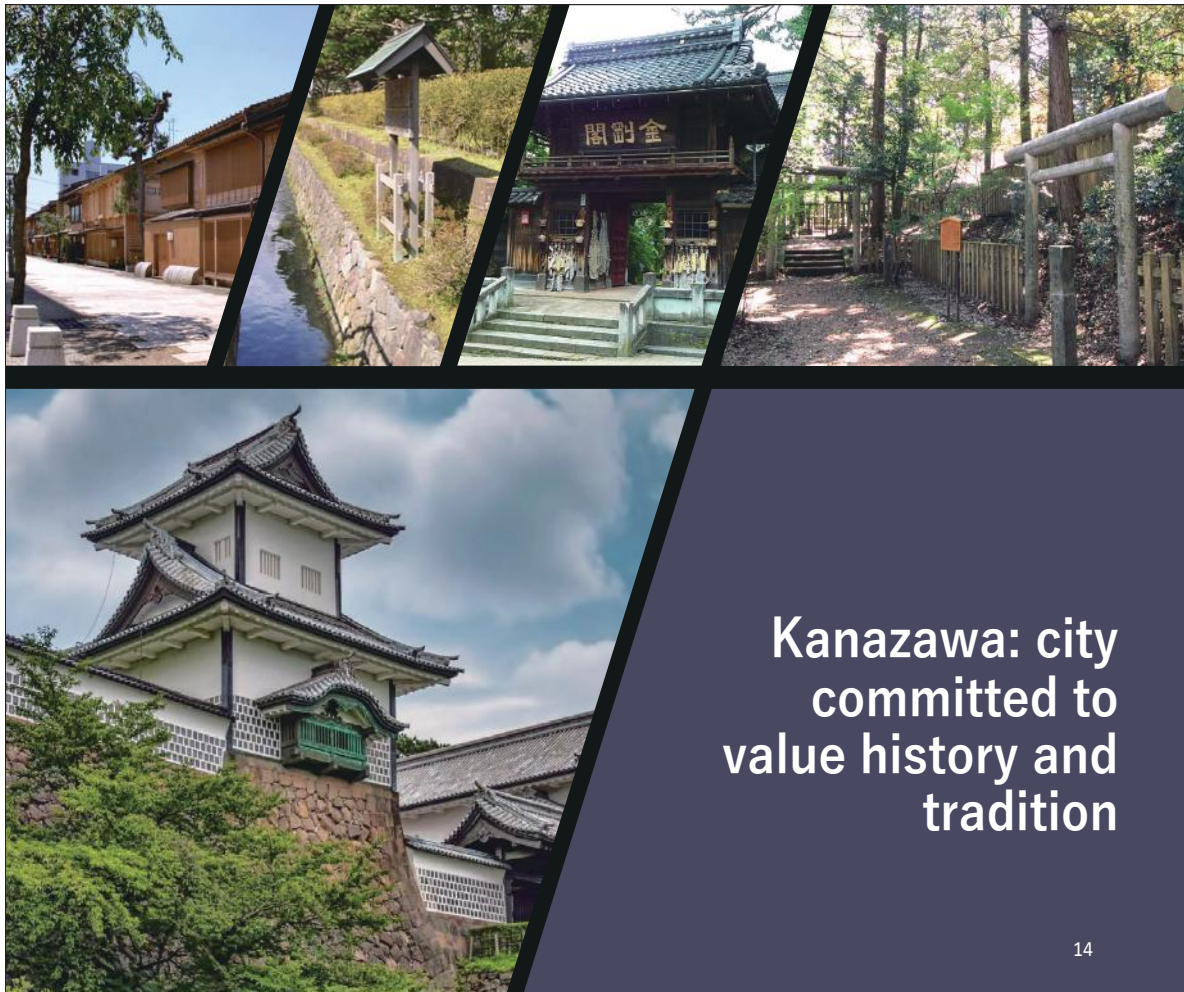


Where is kanazawa city located??



2 hours and 30 min from Tokyo (by bullet train)

13



Land-use planning From Kanagawa City Master Plan



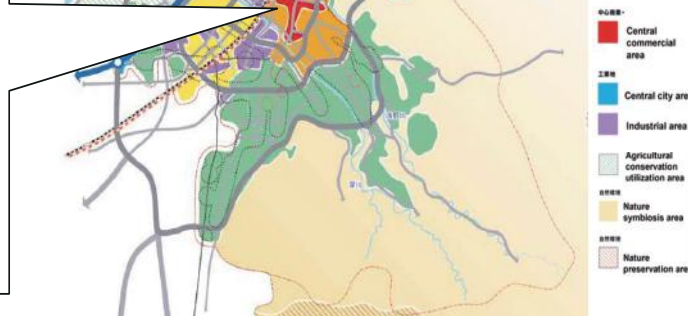
**Tree planning with
historical landscape**



Maintaining living environment



**Preservation of cultural assets
Insert utility poles**



Kanazawa: creative city of crafts and folk art

traditional crafts : being integral part of citizen's daily lives



17

Vision for the Creative City of Kanazawa

(from Kanazawa Creative City Steering Program)

- ## 1. Capitalizing on Culture

develop creative industries that can break into the international market.



- ## 2. Producing creative successors

create opportunities for successors
& residents involved in culture and
art



- ### 3. Attracting international attention

promote relationships among
craftsmen and artists through
the creative cities network



18



Possibility and difficulty of mixing different elements of art & culutre in Kanazawa

Possibility and difficulty of Mixing and connecting contemporary art & tradition



21 century museum of
contemporary art. Kanazawa

-built for the purpose of
"create new culture" &
"open to city and citizen".

-dissident voice from citizens
due to bringing different side
of art and culture

-used as a place of education,
creativity, entertainment,
and communication for
citizen

20

Kanazawa: conclusion and problems

Conclusion:

Preservation of traditional environment and culture and incorporating new ones make it possible to form and express the uniqueness and historicity of the town and attract people.

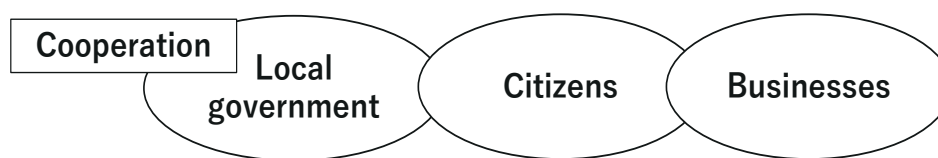
Problems that we need to think:

- consider the balance between town development and conservation in consultation with residents, government, and experts, businesses.
- Citizen's participation in cultural & traditional activities (sustainable community)

21

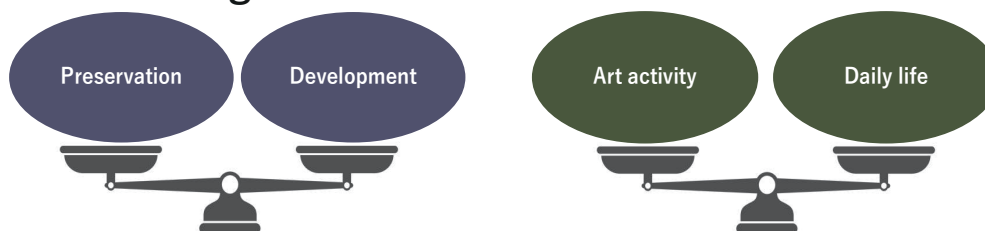
Overall summary

Reason of preserving tangible/intangible assets:
Advancing city development with concept of creative city



Comprehensive problems:

Understanding from citizen



22

What should we do to solve these problems?

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YCU GROUP1

Tamae SUNANO(Member)

Erika ANDO(Member)

Shun NISHINO(Member)

Takehisa MASUI(Member)

Nanaka KOJIMA(Member)

Nao INOUE(Designer/Supervisor/Conductor)

&

Prof. Suzuki, Nakanishi, Arima and Omori

**The Significance of Preserving
Historic Townscapes**

横浜市立大学
Yokohama City University

YCU Presentation

Group 2

Ayane, Ouka, Yurie, Ousuke, Max

MAIN THEME

The Significance of Preserving Historic Townscapes

Presentation flow

01	Townscape with a strong sense of Japan's unique culture	
02	A modern cityscape influenced by Western culture	
03	Current status of townscape preservation	
04	A source of difficulty and what we have to do	



01



Tsumago-Juku

Townscape with a strong sense of
Japan's unique culture



THE POINT OF ISSUE

1. Pioneers of preserving
traditional Japanese townscapes
2. Preservation Management by local residents
3. Townscape Preservation and Tourist Demand

Tsumago-juku



Typical town forms of the Middle Ages

Nakasendo & Shukuba

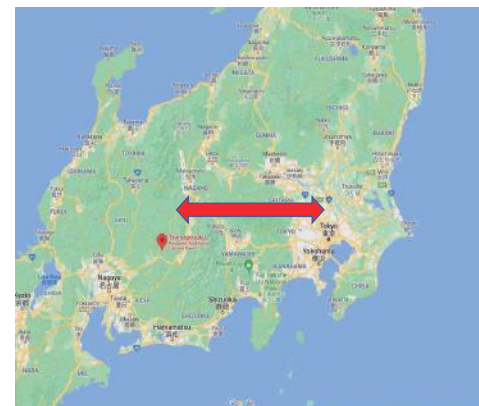


Nakasendo

It is one of the 5 main roads connecting Kyoto and Tokyo, and is 534 kilometers long.

Shukuba

A transportation hub at which travellers could rest



Location of Tsumago-juku

- 200km(125 miles) west of Tokyo
- 4 hours drive

History of preserving Tsumagojuku

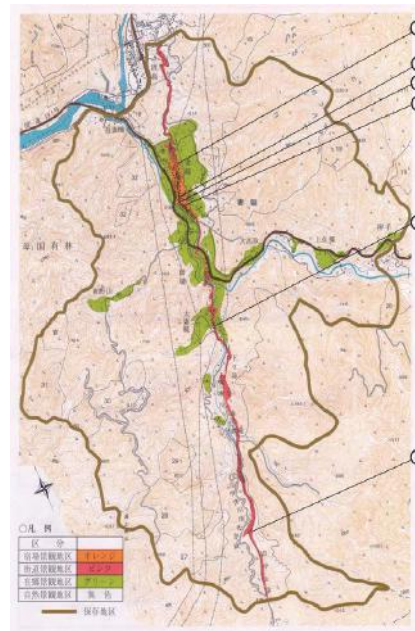
1950s	Rapid economic growth in Japan.
1960s	Tsumago`s population and key industries decline
1968	100th anniversary of of the Meiji Period (1868~1912)
1971	Selected as an "Important Preservation Districts for Groups of Traditional Buildings" (First in Japan)
1973-1976	The first example of "Important Preservation Districts for Groups of Traditional Buildings" restoration.

Preservation areas at Tsumago-juku

- Tsumago-juku preservation areas include the Shukuba area, roads and scenery.



Orange : Shukuba preservation area
Pink : Road preservation area
Green : Rural area preservation area
Uncolorized : Environment preservation area



Preservation Groups

- “Tsumago wo Aisuru Kai” is a group formed by residents of Tsumago in 1968.
- Their main purpose is to protect Tsumago-juku by not "selling" "lending" "destroying".
- Since their formation groups all over Japan have been established to protect their hometown, resulting in a network of Resident movements.



• Members of Tsumago wo Aisuru kai restoring the main road

Tasks of Tsumago-juku

Dependency on Tourism

• Pre Covid-19

In 2019 the number of tourists visiting Tsumago-juku was around 400,000 per year of which 60% were foreigners.

Preservation and Maintenance costs were made from parking fares and tours.

• Post Covid-19

Due to restrictions the number of domestic and international tourists have decreased significantly.

How can we make a tourism dependent town sustainable?



02

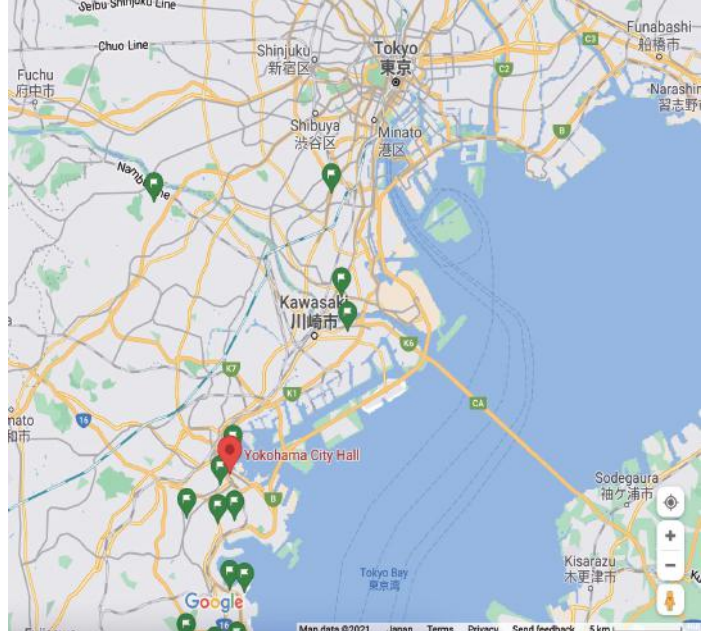
Kannai(Yokohama)

A modern cityscape
influenced by Western culture

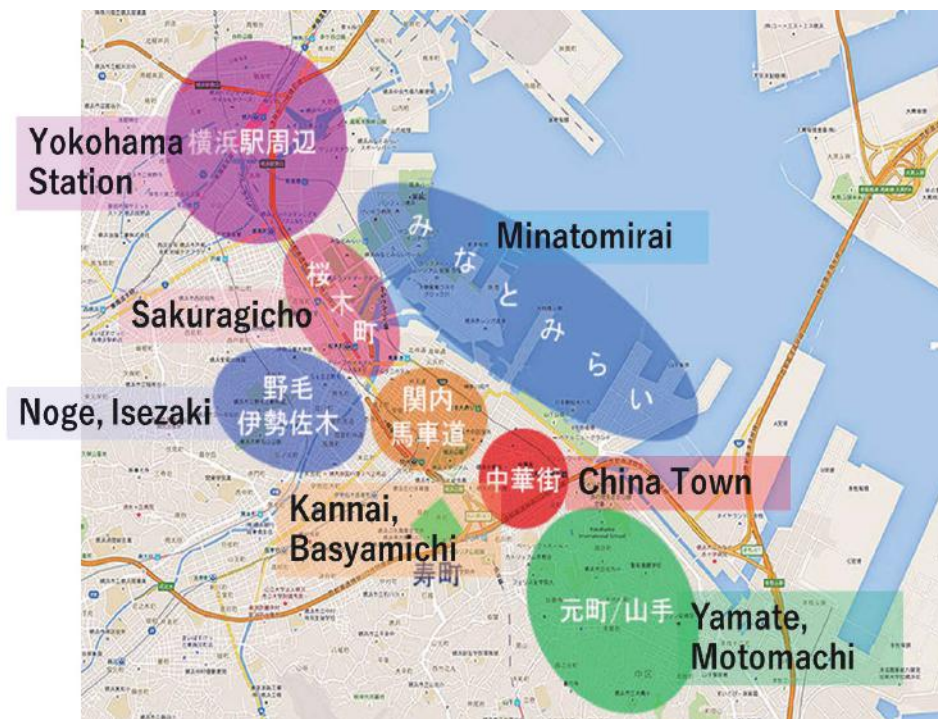
THE POINT OF ISSUE

- 1.Townscapes influenced by Western culture
- 2.Townscape preservation in urban areas
- 3.Citywide efforts to incorporate historical landscapes

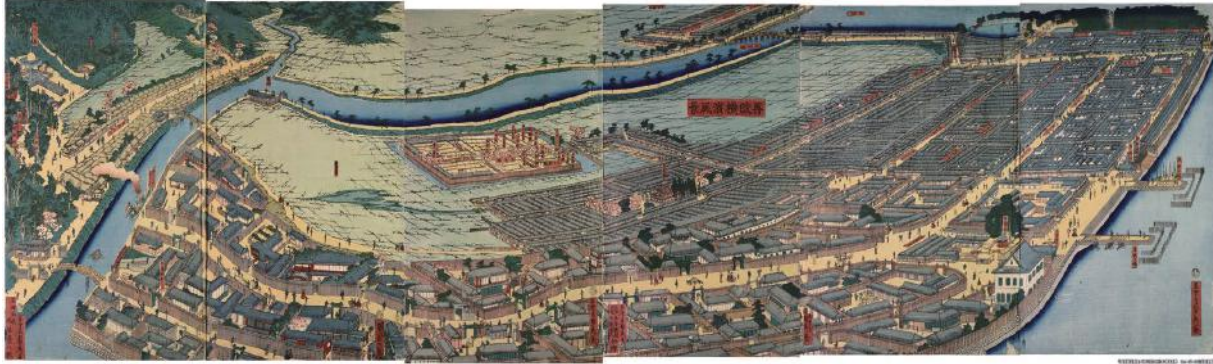
Where is Yokohama, Kanagawa Prefecture ?



Where is Kannai, Yokohama ?



the opening of the Yokohama port



Yokohama at the time the port was opened

- The Yokohama Port opened in 1859.
- 関内(Kannai)→ 関=the barrier gate , 内=inside
関内=The area enclosed by the barrier
- Many foreigners came to Japan lived Kannai after opening the port.

The history of Kannai

3 Big Disasters

- 1886 a huge fire
- 1923 Great Kanto earthquake
- 1945 air raids (WW II)

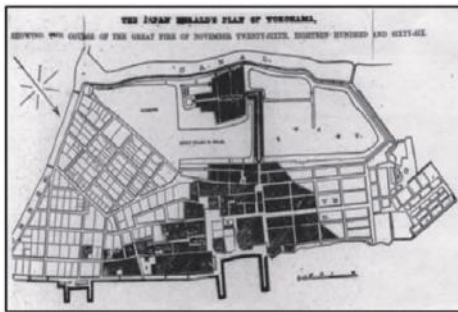
→ Each disaster caused extensive damage to the Kannai area.

Impact of the disasters

- Many historical buildings have survived these challenges and are still standing.
- They were catalysts for the formation of a distinctive townscape.
(incorporated Western culture, rare at the time)

The history of Kannai

Map of devastated area



Destroyed area by a huge fire(1886)



devastated area
by Great Kanto earthquake(1923)



devastated area
by the air raids(1945)

Kannai Area (Yokohama)

Historic buildings still standing in Kannai



Mitsui Bussan
Yokohama Building
1911(1927, expansion)

Prefectural Museum
of History
1904



Kanagawa Prefectural
Main Building
1928

Yokohama Port
Opening Memorial Hall
1917



Urban design

background

1960~1970

Rapid population growth

→Voluntary community development was carried out

One of the strategies was URBAN DESIGN

Objective

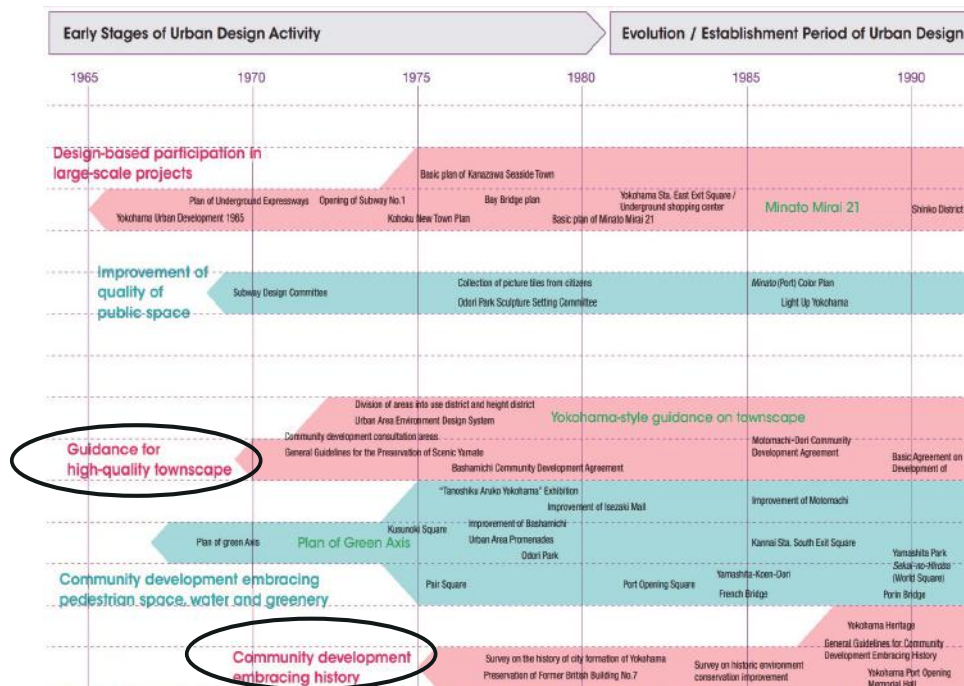
Formation of cities with individuality

Method

- Improvement of quality of public space
 - Guidance for high-quality townscape
 - Community development embracing pedestrian space, water and greenery
 - Community development embracing history
- Government works with citizens and buildings owners.

Urban design

Urban Design Yokohama
(2018)
City of Yokohama



Preservation of historical townscape

Movement throughout the city, including in historic buildings



Lighting up historical buildings



Community-Based Social Experiments

Tasks of Kannai

Kannai = Urban area → High demand for development
Restoration, not preservation, is more common these days.

- Is it possible to say that the restoration is conserving the environment?
- How can we generate economic benefits while preserving?



The restored first floor



original building preserved



Overall image

03

Current status of townscape preservation

Significance of townscape preservation

Preserving historic buildings

- · reflection of our history
 - help us to respect people who lived in different eras with different habits and traditions
 - become a source of new things

“New buildings only give us old ideas, but old buildings can give us new ideas.” by Jane Jacobs

Movements by citizens and private sectors



Not only preservation but also use of buildings

Movements to renovate and use

Ex) restaurant, cafe, hotel, cultural facilities



Old house → Cafe

Relationship with SDGs



04

a source of difficulty and what do we have to do

Problems of the whole [Maintenance of Cityscape]

By COVID-19 vortex, tourists was drastic decrease

→The composition so far collapses

How to secure funds to maintain the historic cityscape?

it is necessary to reconsider the significance of preserving the historic cityscape.

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- Date of access 01/09/2021

4

最終報告会 Final Presentation



The 12th International Academic Consortium for Sustainable Cities Symposium

第 12 回 IACSC 総会

IACSC (International Academic Consortium for Sustainable Cities) holds a general symposium of the consortium member universities every year. This year, Yokohama City University hosted the 12th symposium, which was held online on Saturday, October 16th. In this meeting, Team A and Team B had an opportunity to present the results of their group works.

IACSC (International Academic Consortium for Sustainable Cities) では毎年、コンソーシアム加盟校による総会を開催しており、今年は横浜市立大学が主催して、第 12 回総会を 10 月 16 日 (土) にオンラインで開催しました。この総会の中で、本プログラムの成果発表の機会を設け、Team A 及び Team B がグループワークの成果をプレゼンテーションしました。

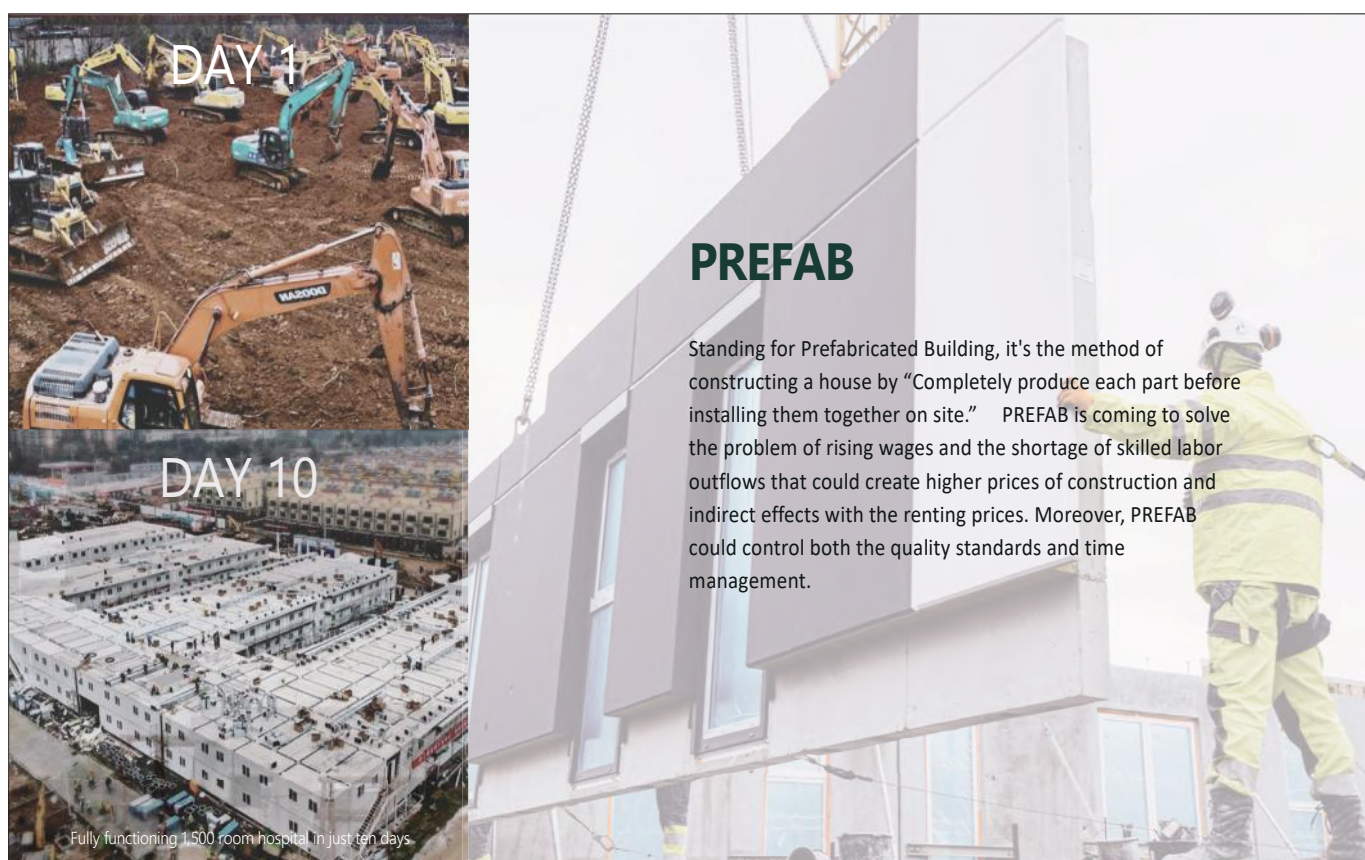
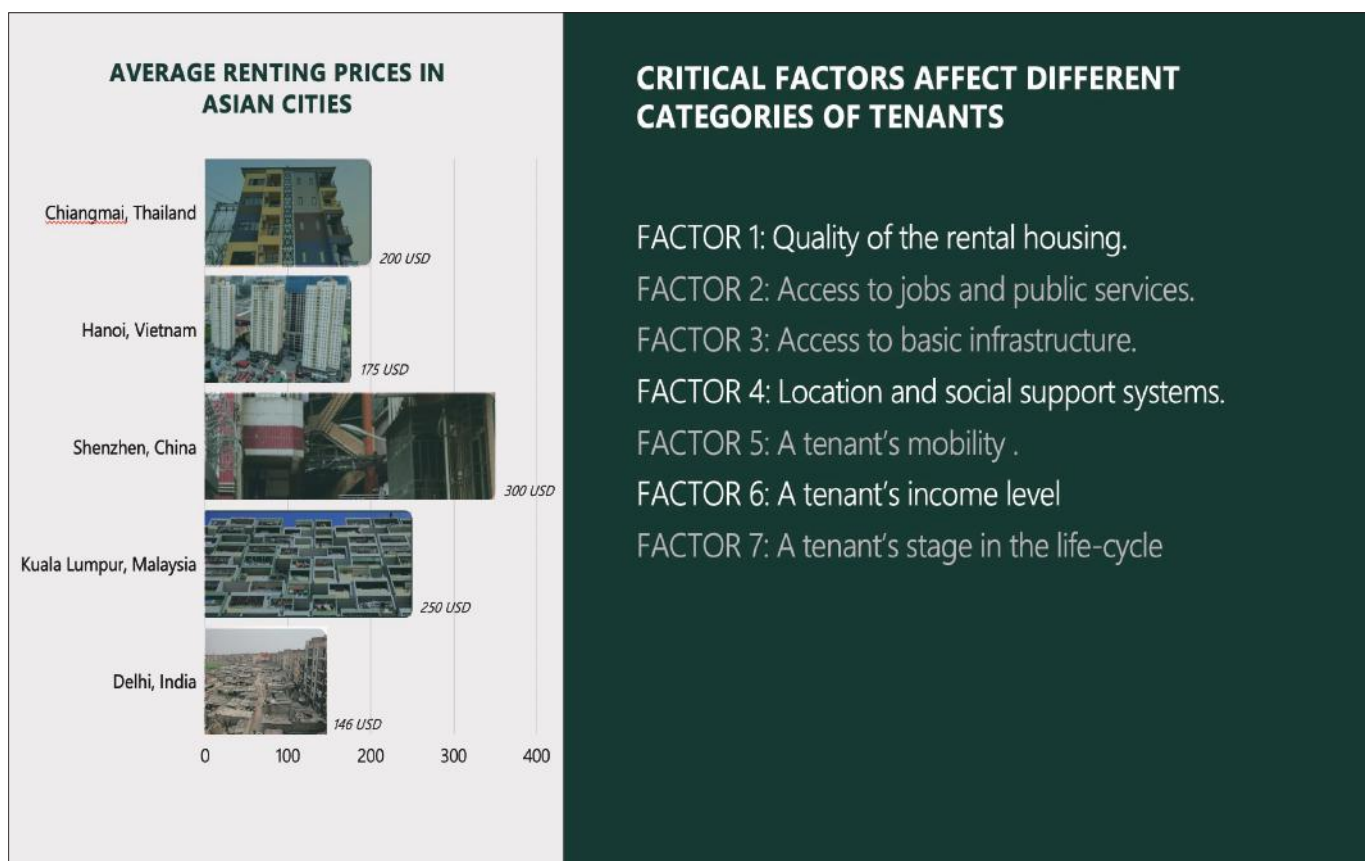
Team	Student	University
Team A	Monphat Boonyarit "Max"	TU
	Suranta Muli Sitepu	UNHAS
	Akram Ramadhan	UNHAS
	Tamae Sunano	YCU
	Max Miura	YCU
	Takehisa Masui	YCU
Team B	Tishawree Gerdpratoom "Tisha"	TU
	Zin Wint New "Zin"	TU
	Dwi Rezki Fauziah	UNHAS
	Ilham Fathul Kiram	UNHAS
	Ouka Nakagawa	YCU
	Yurie Nakajima	YCU



Innovation in Public and Affordable Housing

Team A





Types of PREFAB



Prefabricated wall (Precast)

It's casting a reinforced concrete to install as a wall piece by piece, then using this wall as "Loaded bearing wall" instead of the column and Beam



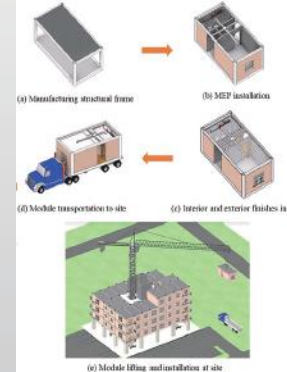
Balloon Frame

The use of structural steel or hardwood as a rigid frame and then attach the siding or fiber cement board into both sides to hiding a construction.



Framing Walls

It's similar with the previous one, Detaching of structural steel or hardwood to create the truss structure and then insert fiber cement sheets on both sides to hide the truss.



Modular

It's a construction that separate into several "module" units, which can be built and decorated 100% completely, and then install later at the site.

PROS AND CONS



- Suit for affordable and public housing
- Maintain the cost of construction.
 - Easier on quality control.
 - Faster construction times.
- Variety of design for different segments of housing.
 - Environmentally friendly.
- More energy-efficient (e.g. air sealing, insulation, construction)
 - Suitable for emergencies.



- Open space and Gathering space concerned.
- It's rigid design and inflexible for renovation.
 - Costly of repair.
- Depending on the policy that support the PREFAB industries.
- Could create unemployment.

Policy of The New Urban Agenda highlights...

- The need for innovation in urban economic development by building resource-efficient infrastructure
- The connection between sustainability & technology



Technology use for sustainable development?

- Use smart technologies and data analytics to develop an ecosystem of applications and services.
- We move forward, continue to develop technologies and urban solutions to overcome different challenges.

Smart HDB Town Framework(Singapore)

Liveable Efficient Sustainable Safe Inclusive Empowering Resilient



"useful to residents"





Central
Provident
Fund Board

WHAT IS CPF?

Social Security/Social Insurance System which works as savings that:

provides
3 Basic Needs



Retirement



Healthcare



Housing

supported by
3 Parties



Government



Employee



Employer

HOW DOES THE CPF SYSTEM WORK?



Ordinary Account

For housing needs

Medisave Account

For hospitalization expenses

Special Account

For old age (retirement)

CPF FOR PUBLIC HOUSING



20% Salary



17% Salary



- Housing expenses
- Down payment
- Monthly loan installments

Public Housing in Singapore

- Singapore has one of the highest homeownerships in the world and the highest in Asia.
- Over 80% of all Singaporeans live in public housing estates, of which over 90% own these homes.
- All estates are planned by the government under the Housing Development Board (HDB).



**HOUSING &
DEVELOPMENT
BOARD**

Country	Last	Previous	Reference	Unit
Singapore	90.4	91	Dec/19	%
Israel	66.5	66.5	Dec/18	%
Japan	61.2	61.7	Dec/18	%
South Korea	58	57.7	Dec/19	%
Hong Kong	49.8	49.2	Dec/19	%

Public Housing Policies

- In 1964, the Home Ownership Scheme was introduced to help citizens to buy instead of renting their flats.
- Citizens would purchase a 99-year lease on the property.
- The government is still the actual owner meaning that while residents can buy, sell and inherit property, the price is controlled



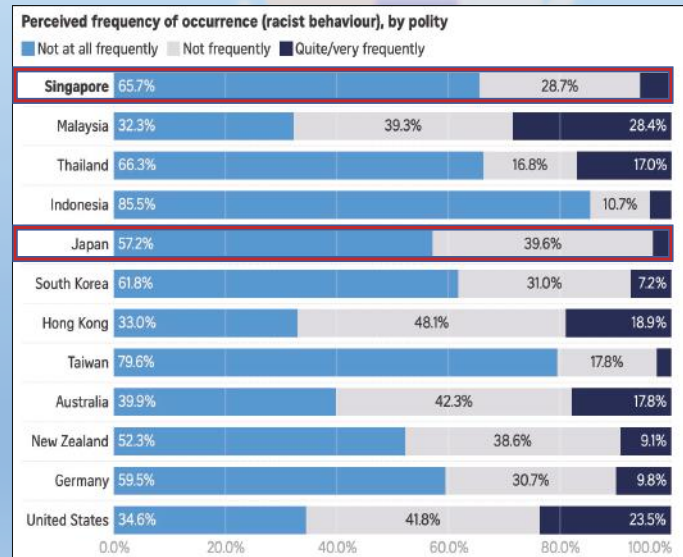
**HOUSING &
DEVELOPMENT
BOARD**



Public Housing's Effect on Society

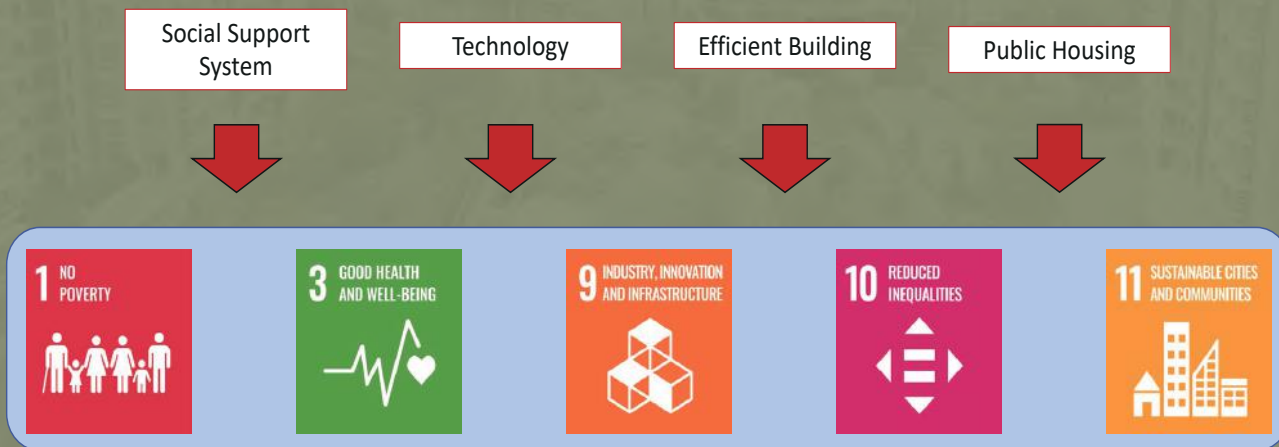
- Public housing is effective towards eliminating **racial bias**.
- No single estate becomes an isolated enclave for a certain group.

Ethnicity (Singapore)	Percentage	Ethnicity (Japan)	Percentage
Chinese	76.2%	Japanese	98.1%
Malays	15.0%	Chinese	0.5%
Indians	7.4%	Korean	0.4%



Conclusion

Public Housing can be proved to be effective in solving problems in Urban areas



References

Slide 2-5

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Slide 6-7

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Slide 8-9

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(Booklet) Singapores Voluntary National Review Report

Slide 10-12

<https://www.billionbricks.org/blog/2017/5/19/singaporepublichousing>
[https://lkyssp.nus.edu.sg/docs/default-source/gia-documents/public-housing-policy-in-singapore_with-graphics\(1\).pdf?sfvrsn=7c4b6c0a_2](https://lkyssp.nus.edu.sg/docs/default-source/gia-documents/public-housing-policy-in-singapore_with-graphics(1).pdf?sfvrsn=7c4b6c0a_2)
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IACSC : TEAM A

Thank you

TU Monphat Boonyarit "Max" UNHAS Suranta Muli
Sitepu
YCU Takehisa Masui UNHAS Akram
Ramadhan
YCU Max Miura

Walkable City

Team B



IASCS: Walkable city

Walkable city

WALKABLE CITY, PEDESTRIAN FRIENDLY CITY, LOW-CARBON CITY, SUSTAINABLE SIGHTSEEING UNDER TRAVEL RESTRICTION





IASCS: Walkable city

Team member

- Dwi Rezki Fauziah UNHAS
- Ilham Fathul Kiram UNHAS
- Ouka Nakagawa YCU
- Tamae Sunano YCU
- Yurie Nakashima YCU
- Tishawree Gerdpratoom TU
- Zin Wint Nwe TU



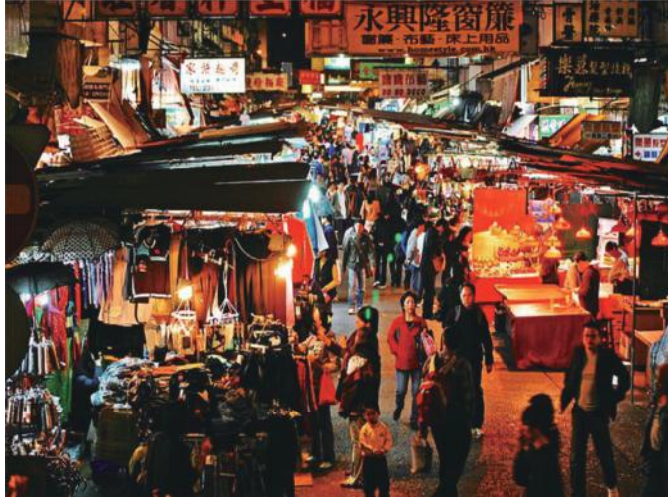
Introduction



Walkable city

It's a key to successful city, People have evolved over millions of years to be walking creatures our bodies and our sense...A walkable city is the city that can be able to walk to get around and interact with the city its related to happiness, quality of life and it also create sustainable community.

Issues Related to Walkability in Asian Cities



- Substitution of walking mode with private vehicles and public transportation
- Unsatisfactory facilities and quality of roads
- Less connectivity between neighborhoods and significant nodes
- Only commercial areas having higher walkability

Results: Higher rate of accidents and pedestrians having the highest exposure to air pollutants in car-dominant, and less walkable cities

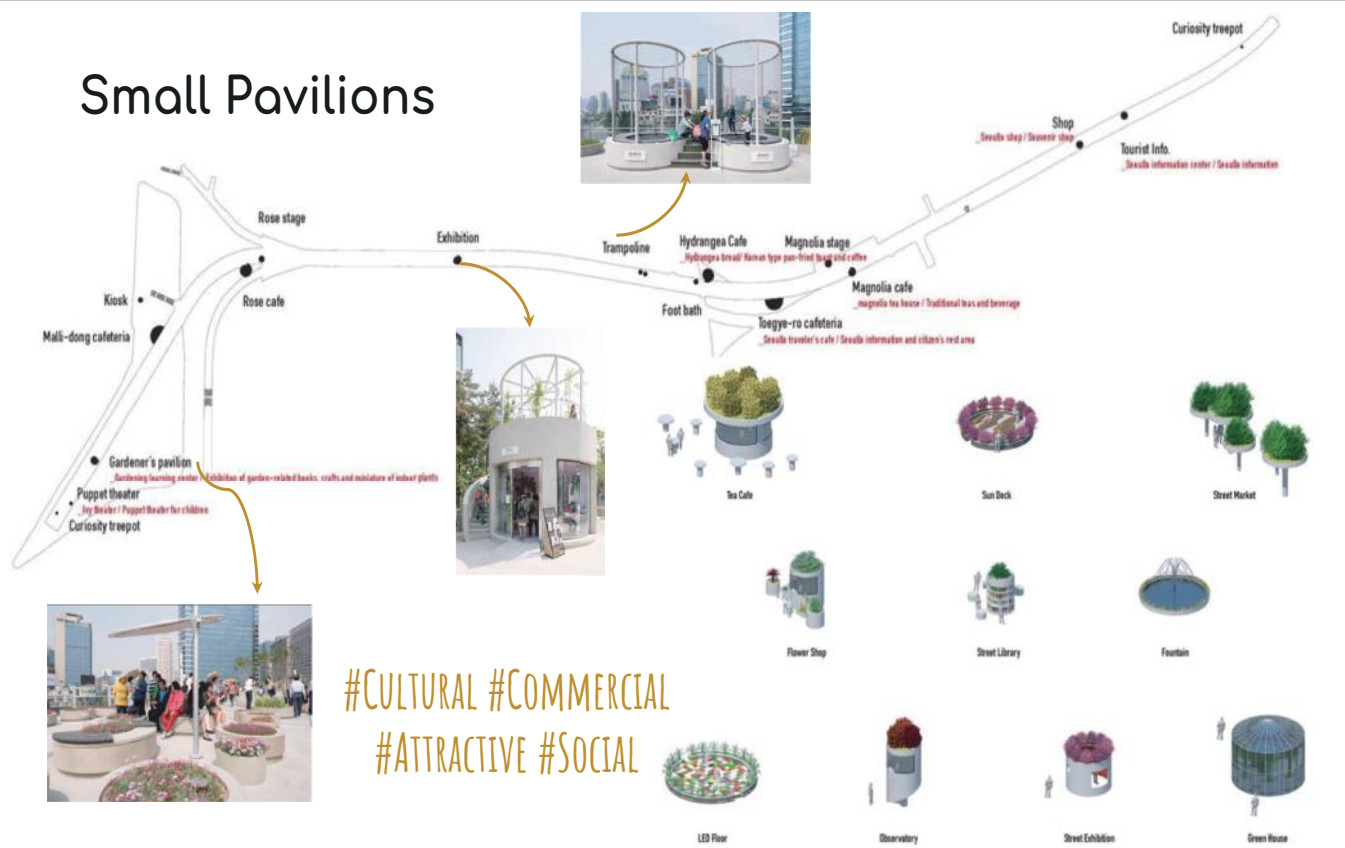
Seoullo 7017 Skygarden, Seoul, South Korea



#safe #comfortable #interesting #accessible

- A forgotten 1970's highway was turned into a skygarden with ever-changing landscape in 2017.
- Minimizing vehicle access and promoting walkability
- 17 walkways connecting different places in the city
- Over 50 families of plants, shrubs and flowers are grown in 645 tree pots on the 983-metre long pedestrianized bridge. A huge diversity of trees reduces carbon emissions.
- Provides sustainable sightseeing under travel restrictions: the garden itself and views to the historical Seoul Station and Namdaemun Gate.

Small Pavilions



Kashiwa-no-ha smart city, Chiba, Japan



- One of the cities in Japan
- Public-private-academy partnerships

Three themes

- Symbiosis with the environment
- Health and longevity
- New industry creation

Kashiwa-no-ha walkable design guidelines and concrete efforts



- Adjust the scale properly
- Create direction and urge a huge variety of activities
- Improvement of migration and selectiveness
- Ensure safety and security
- Maintenance and management of walking spaces and development of community awareness
- Realization of Modal Mix
- Contact points with nature and culture
- Information collection and feedback

C: Improvement migration and selectiveness



E: Maintenance and management of walking spaces and development of community awareness



G: Contact points with nature and culture

Map of Kashiwa-no-ha



Which SDGs is related to your issue ?



Example against the issue

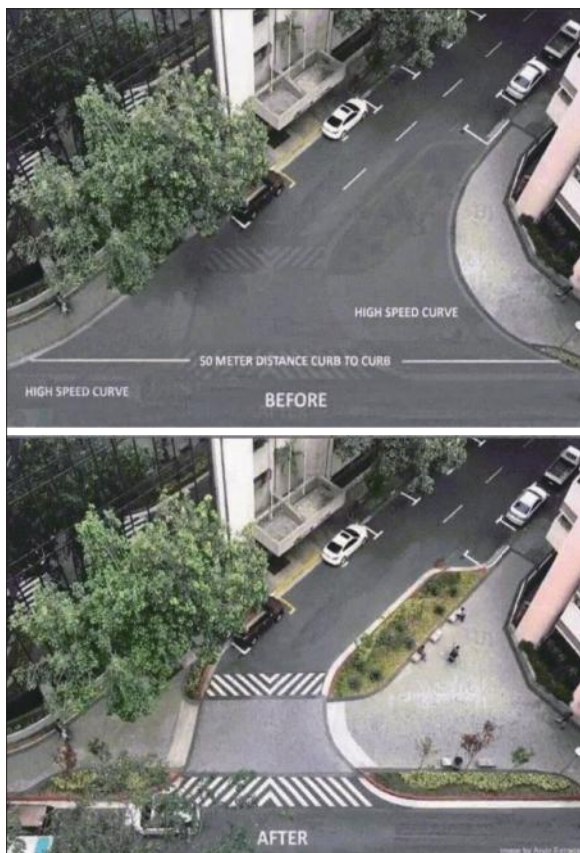


Bangkok, Thailand

- Car dominant city
- Unwell design footpath
- Many obstacles on the footpath
- Not support disable people
- Lack of Vitality
- Unclear zoning
- Not functioning with the public transportation

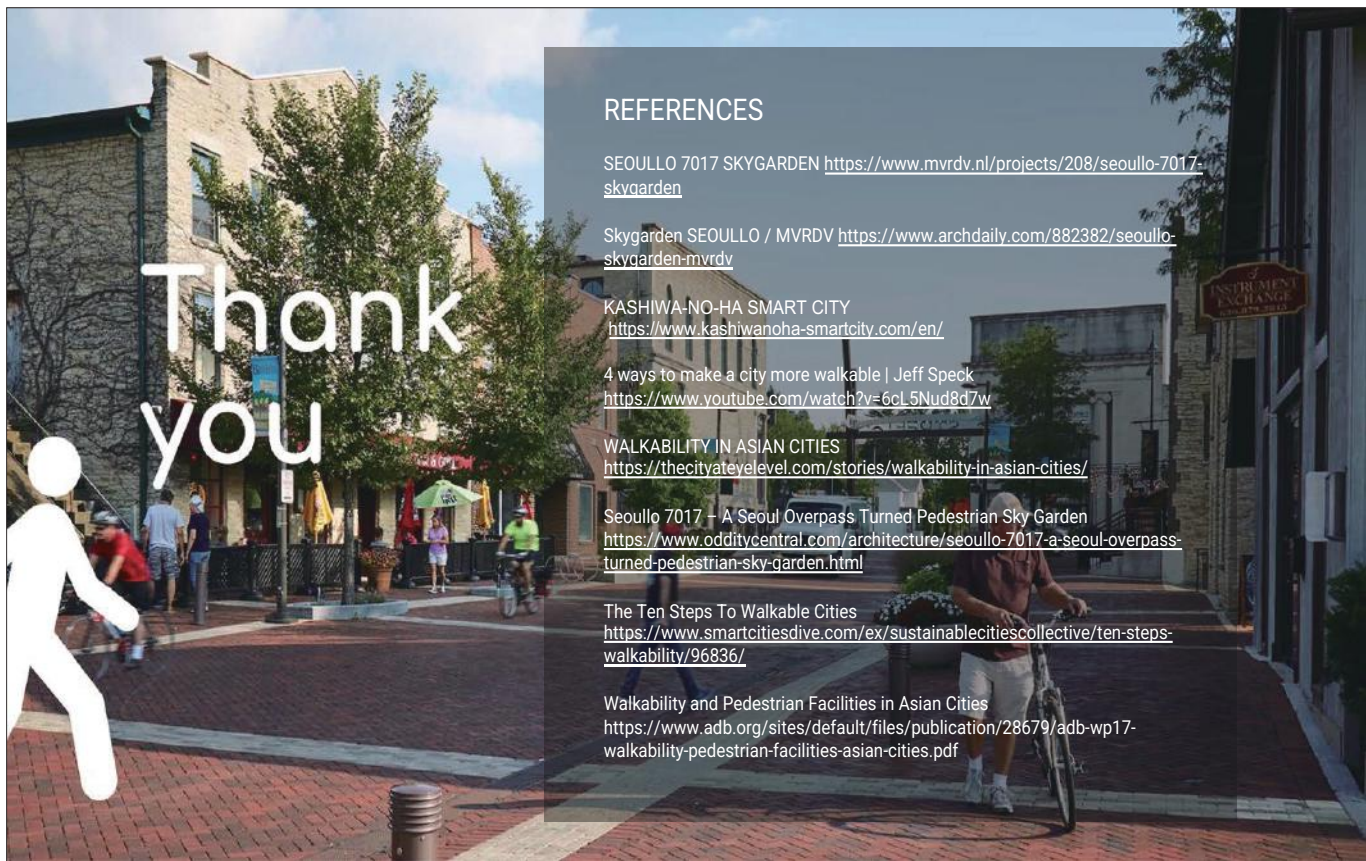
To realize the SDGs or NUA, how Asian cities should be changed?

- 1 Promote walkability through collaboration between stakeholders
- 2 Mixed-Used Planning
- 3 Get the parking right
- 4 Limit the private motor vehicle-ownership



- 5 Gradually change the car-oriented road to human-oriented road
- 6 Promote public transit and bike
- 7 Create comfortable and interesting places with greenery
- 8 Maintain cultural icon of the city

Pict by: PGAA Creative Design, Paulo Alcazaren



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10th Asia Smart City Conference

第 10 回 アジアスマートシティ会議



The Asia Smart City Conference (ASCC) is an international conference that brings together representatives from Asian cities, national governments, international organizations, academic institutions, and private companies, aiming at establishing a knowledge hub for Smart Cities. At this conference, representatives from cities will share their vision for growth as well as their current challenges and needs; private companies and academic institutions will propose innovative solutions; international organizations will offer programs to support efforts by cities and private companies; and various best practices from around the world will be shared.

This year's theme is "Building smart cities aiming for carbon neutrality through inter-city collaboration under the pandemic of COVID-19."

アジア・スマートシティ会議は、横浜市の主導で2012年に開始された、アジア諸都市、政府機関、国際機関、学術機関及び民間企業等の代表者が一堂に集まり、経済成長と良好な都市環境が両立する持続可能な都市づくりの実現に向けた議論を行う国際会議です。この会議では、各都市の代表者から提示される都市課題や成長へのビジョン、民間企業や学術機関による革新的ソリューションの提案、及び公民連携を資金面で支援する国際機関の施策など、世界の様々な知見（ベストプラクティス）が共有され、参加者が新しいビジネスチャンスを発見できる場も提供しています。

第10回目の開催となる2021年は、10月26日（火）から28日（木）に「カーボンニュートラルの実現に向けた都市間連携によるスマートシティ〜コロナ時代の展望〜」をテーマに掲げ、オンラインで実施されました。



Team	Student	University
Team C	Pimonkhae Phetsamsri “Mind”	TU
	Pham Minh Tam	VNU
	Hamzah	UNHAS
	Umar	UNHAS
	Erika Ando	YCU
	Ayane Suzuki	YCU
Team D	Krittanat Tuesaksri “Nine”	TU
	Huynh Gia Lam	VNU
	Van Cong Tien Quoc	VNU
	Audi Rifyal Akbar	UNHAS
	Reyhan Regisha	UNHAS
	Nao Inoue	YCU
	Shun Nishino	YCU
Team E	Karin Kalinta “Karin”	TU
	Ho Thanh Dat	VNU
	Vo Minh Thang	VNU
	Walti Ayu Oktafia	UNHAS
	Claudia Regina	UNHAS
	Nanaka Kojima	YCU
	Ousuke Naganawa	YCU

Nature Conservation and Biodiversity in a City

Team C

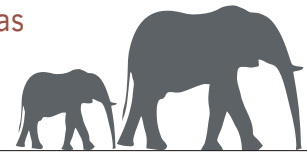




Conservation in the city

The moral philosophy and conservation movement focused on protecting species from extinction, maintaining, and restoring habitats, enhancing ecosystem services, and protecting biological diversity.

A growing population are placing higher demands on the natural systems in and around urban areas which effect to biodiversity.



The Issues

As humans continue to consume natural resources, many organisms are headed for extinction.

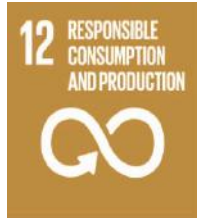


- 1 Population density
- 2 Human Activities
- 3 Environmental Damage
- 4 Poor waste management
- 5 Nature Reserve problem
- 6 Air Pollution and water pollution
- 7 Climate change

- Need to find ways to maintain human well-being through sustainable land use, efficient resource use and the protection of biodiversity.



SDGs related to our issues



Goal 11 - Make cities and human settlements inclusive, safe, resilient, and sustainable.

Goal 12 - Achieve the sustainable management and efficient use of natural resources.

Goal 13 - Strengthening resilience and adaptive capacity to climate-related hazards and natural disasters.

Goal 14 - Managing and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans.

Goal 15 - Managing forests sustainably, restoring degraded lands and reducing degraded natural habitats, and ending biodiversity loss.

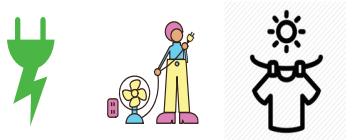
Example against the issues

Zero waste/green lifestyle

Using public transport & green vehicles



Saving resources and using green energy



Using reuseable containers, bags, bottles...

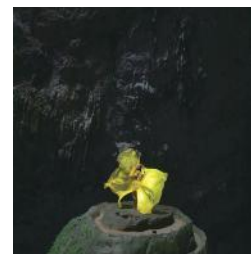


Developing *Ecotourism* with:

Educate and encourage local people to take part in tourism management at every level



Ecotourism combined with the development of local communication systems is very popular in the Cua Long River Delta, Vietnam.



nature tourism - a type of tourism whose main motive is to observe and appreciate nature.

Raise awareness of both residents and tourists about the conservation of natural and cultural assets.

Case Study

Umphang District, Tak, Thailand

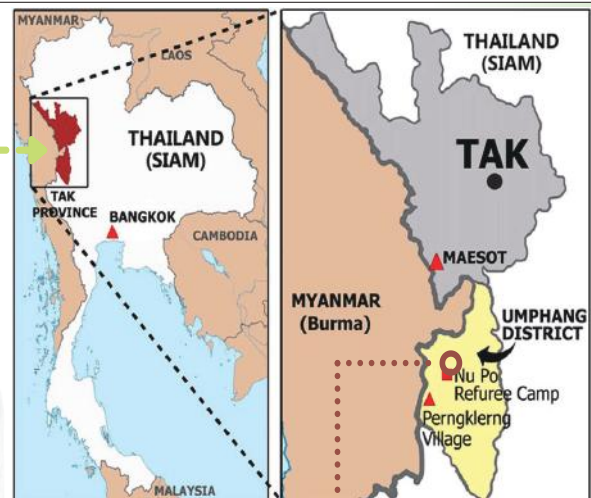
The tourism industry in Thailand is the country's second largest revenue earner, second only to computers and computer components.

To achieve sustainable tourism, local communities are the most important group to be educated and encouraged to take part in tourism management at every level, province, district and sub-district.

The Tourism Authority of Thailand (TAT), has then made ecotourism guidelines at points 1, 3 and 4 which are more directed at nature protection and community development.

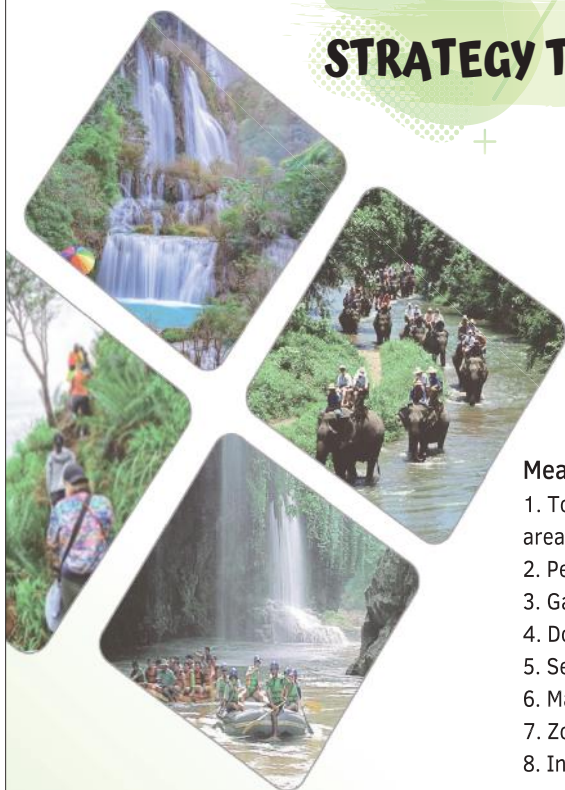


- Population Density
- Garbage accumulation and littering
- Environmental deterioration
- Destruction of bamboo for making rafts
- The abandonment of used bamboo rafts



- Umphang is located among rugged mountains and dense jungles on the Myanmar border, with no roads to provide access. Umphang is as one of the country's major sources of water.
- There are overtourism during the high season. The limited accommodation and restaurants could not cope with the high demand by tourists, leading to many problems in the preserve.

STRATEGY TO SOLVE THE PROBLEM



Tourism Authority of Thailand (TAT)

Developing Ecotourism:

1. Public Campaign Plan
2. Human Resources Development
3. Promotion of Handcrafts
4. Preservation of the Cultural Environment
5. Upgrading the Standards of Economy Accommodation
6. Marketing Promotion Plan
7. Public Relations

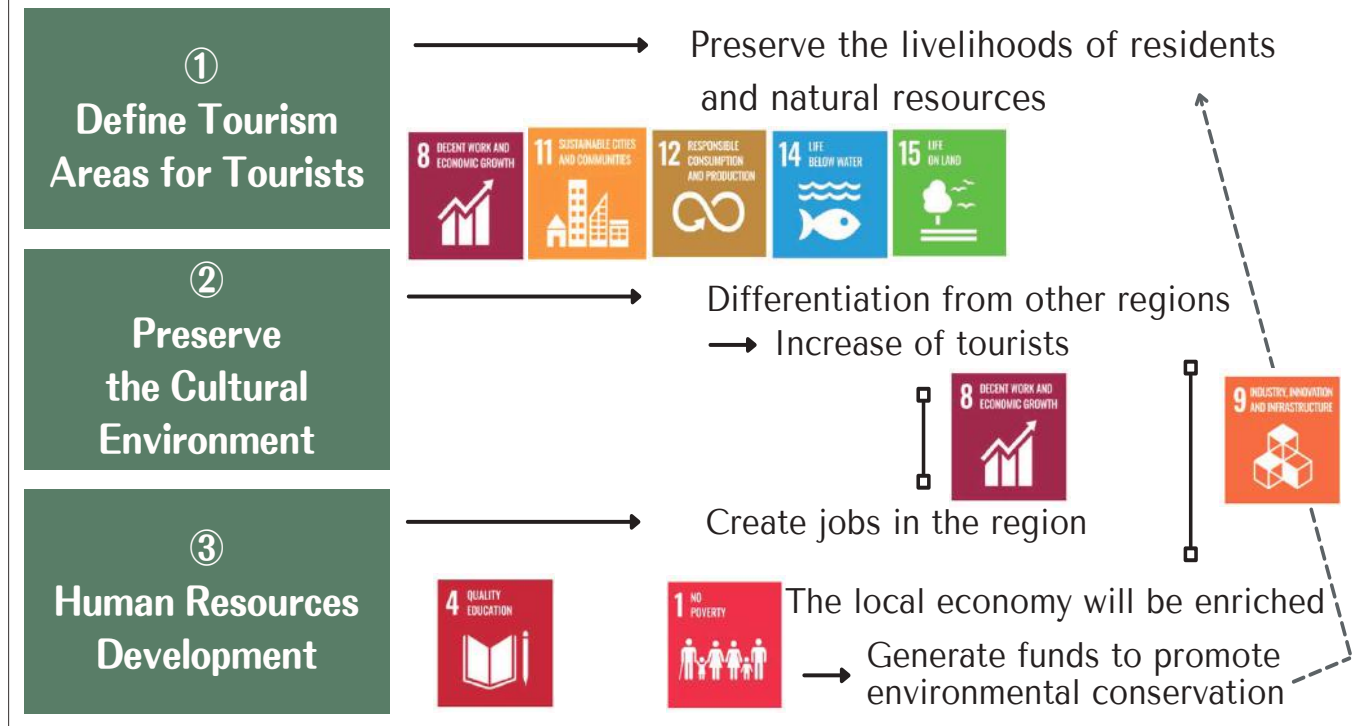
Measures to Meet Ecotourism Principles:

1. To limit tourist numbers in accordance with the area's carrying capacity
2. Permission to enter into the preserve
3. Garbage reduction and cleanliness enhancement
4. Donation
5. Set up a coordination centre
6. Manage quality services
7. Zoning
8. Information signs

Umphang project won the *Pacific Asia Travel Association (PATA) Gold Award in the Ecotourism Travel-related Projects category* and the *ASEAN Tourism Association (ASEANTA) Award* in the category of the Best Asean Conservation Effort category.



The Ideas against the issues



Direction and Planning

ECOTOURISM AND SMART VILLAGE



Smart Village Dimension

Smart Village Dimension	Smart City Dimension Variables	Indicator
Smart Environment	Energy Efficiency	- Natural conditions - Pollution control
	Monitoring network and environment	- Environmental protection - Resource management sustainable
Smart Tourism	Facilities and attractions tour	- Atraksi - Interaksi wisata - Ekonomi smart tourism

source: book of smart village : policy transformation and village development in response to the industrial revolution era 4.0

Develop a reservation system

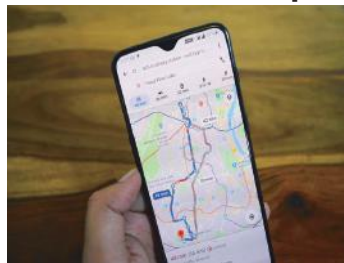
We propose that reservation sites around the world, countries, and governments work together to manage all restaurants and hotels and other reservations in a single reservation system.

What do we do with this system?

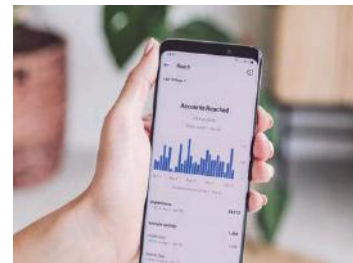
The congestion management



Eco Tourism Map



Visualization of reduced CO2

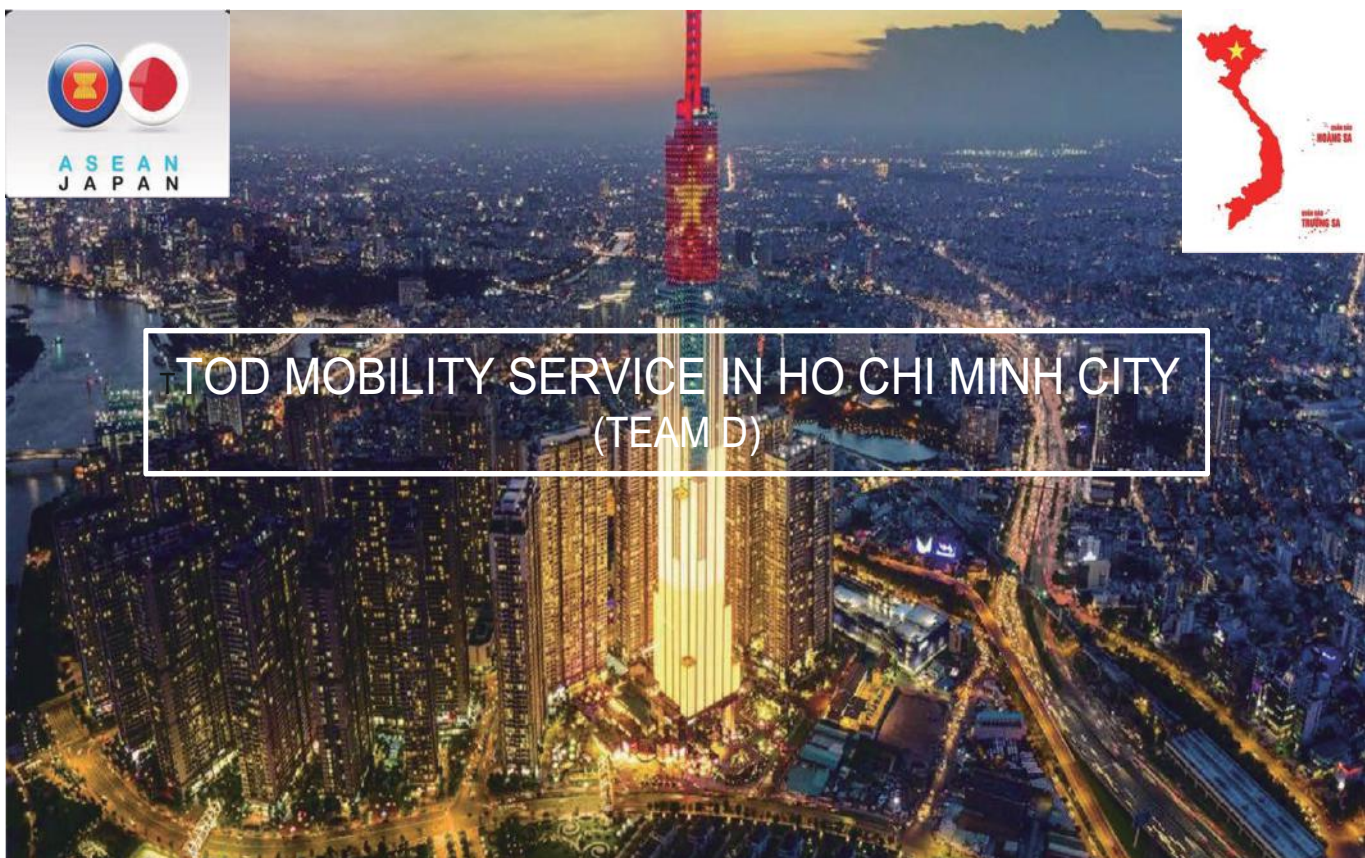


THANK YOU!



TOD Mobility Service In Ho Chi Minh City

Team D



Content

- | | |
|---|---|
| 1. Overall view of transportation obstacles in Vietnam | 6. TOD as a Solution |
| 1. Social Behaviour about Motorbikes | 7. What's TOD |
| 1. Problems | 8. Advantage and disadvantage of TOD in HCMC |
| 1. Solution to these problem | 9. Study Case: Suoi Tien |
| 1. Shift Paradigm in Mobility | 10. TOD in the future |
| | 11. TOD & SDGs |

Overall view of transportation obstacles in Vietnam

Population density in the inner city is very high,
Up to over 10 thousand people/km² (Nguyen, 2019)



Private Vehicle

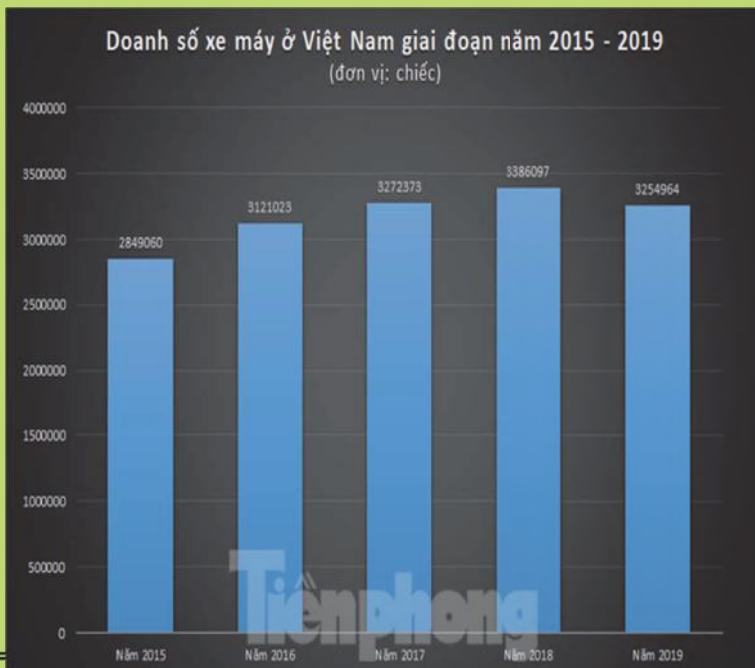
9 Million private vehicle

Which has more than 825.000 cars
And 8.12 million motorbikes

Driving a motorbike is a habit that is
very hard to break

<https://pdfs.semanticscholar.org/c86e/eea4277a5cad1d2cde7a15e346c9565f843.pdf>
<http://vba.com.vn/>

Social Behaviour about Motorbikes



Motorcycle sales in Vietnam in the period 2015 - 2019

Source: <https://whatcar.vn/tin-tuc/thi-truong-xe-may-nam-2020-canh-tranh-quyet-liet/>

The Motorbike is **first** most use personal transportation in Viet Nam:

- Suitable for the income of Vietnamese people.
- The price for the Motorbike and Maintenance is cheaper than car.
- Tax on motorbikes is cheaper than cars
- Motorcycles are the fastest and most convenient means of transportation.
- Motorcycles were introduced to Vietnam earlier and have been used for a long time.

=> Seen as a traffic culture.

Problems



- The division of traffic and lanes is not effective
- Traffic infrastructure is still weak, planning is not synchronized
- The awareness of participating in traffic is not good
- Encroaching on the roadside for business
- The number of traffic participants is increasing



1. Environmental pollution
2. Number of people dead
3. Traffic jams at peak hour

<https://tuoitre.vn/6-van-nan-ton-tai-khien-giao-thong-tphcm-tac-nghen-2019052408052936.htm>

Solution to these problem



Increase use of public transport



Increase traffic awareness.

Road transport infrastructure



<https://vnexpress.net/thu-truong-bo-giao-thong-ha-tang-tp-hcm-kem-xa-ha-noi-3603684.html>

Shift Paradigm in Mobility

Table 1 Changing Transport Planning Paradigm (Litman 2013)

	Old Paradigm	New Paradigm
Definition of Transportation	Mobility (physical travel), mainly automobile travel.	Accessibility (people's overall ability to reach services and activities).
Modes considered	Mainly automobile	Multi-modal: Walking, cycling, public transport, automobile, telework and delivery services.
Objectives	Congestion reduction; roadway cost savings; vehicle cost savings; and reduced crash and emission rates per vehicle-kilometer.	Congestion reduction; road and parking savings; consumer savings and affordability; accessibility for non-drivers; safety and security; energy conservation and emission reductions; public fitness and health; efficient land use (reduced sprawl).
Impacts considered	Travel speeds and delay, vehicle operating costs and fares, crash and emission rates.	Various economic, social and environmental impacts, including indirect impacts.
Favored transport improvement options	Roadway capacity expansion.	Improve transport options (walking, cycling, public transit, etc.). Transportation demand management. More accessible land development.
Performance indicators	Vehicle traffic speeds, roadway Level-of-Service (LOS), distance-based crash and emission rates.	Quality of accessibility for various groups. Multi-modal LOS. Various economic, social and environmental impacts.

Recently, Todd Litman described the shift paradigm in mobility,

Based on this table, the old paradigm is really focusing on automobile oriented transportation improvements. And the new planning paradigm expands the range of objectives, impacts, and options considered

Source: Victoria Transport Policy Institute, Litman 2021

TOD as a Solution



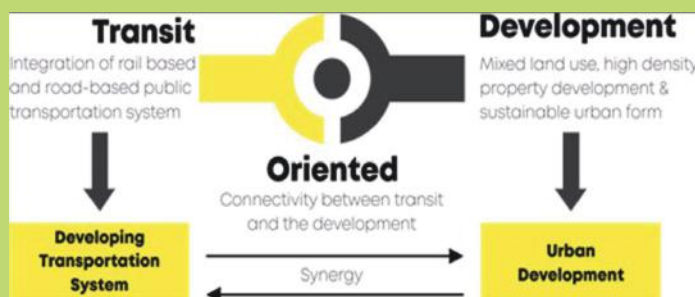
- Traffic development orientation as a basis for urban development and planning
- Take the traffic hub as a population gathering point from which to further form a distributed transport system



Solve problems related to traffic congestion and protect the environment.

<https://moc.gov.vn/vn/tin-tuc/1145/50825/tod--mot-kieu-tu-duy-trong-quy-hoach-xay-dung-do-thi.aspx5>

What's TOD



According to Institute of Transportation and Development Policy, there are 4 principal of TOD:

1. Walk & Cycle
2. Mix & Connect
3. Transit & Shift
4. Densify & Compact



Institute for Transportation and Development Policy

2Types of TOD

There is a various of TOD, that generally has separated based on **the scale, the intensity of transit system services, and also the scale of service development around the TOD area**

Calthrope (1993) has separated types of TOD with 2 types which is:

1. **Urban TOD**, this type have high intensity of land use for offices, business center, high and medium density housing according to the size of employment.

1. **Neighbourhood TOD**, it focus on developing medium density housing, commercial and services, entertainment, and any other recreation, also have the facility to fulfill the needs of residents so that can't reduce the automobile dependency.

As for the physical development strategy of TOD, one of the strategy that suitable to our condition (problems) is **Redevelopable site. The Development that now has been really oriented to automobile dependency could be changed through maximizing transit function, e.g. on a trains mode system.**

<https://www.researchgate.net/publication/337797818>

TOD example: Tama Denen-en-toshi in Japan



Map:Tama Denen-en-toshi from Tokyu corporation

Main features

- Developed by Tokyu corporation (private railway company)
- Den-en-toshi line connected CBD and suburb area.
- Built shopping malls around the stations.



The hub of the commercial and residential area.

Advantage and disadvantage of TOD in HCMC

Advantage

- Ho Chi Minh City also has people interested in, implementing programs, international cooperation Research and development of integrated urban areas according to the TOD model, giving the orientation of developing linkages according to the TOD model into the project plan.
- The urban railway system of Ho Chi Minh City has been basically planned, overall with the orientation of urban spatial planning of the whole city.
- The TOD model, which is supported by experts, is regularly researched and supplemented,... That is an advanced model successfully applied by many countries.

Disadvantage

- The inner city area has no land fund for development and is subject to development inspection regulations such as building density, high floors, population... .
- Many previously built areas have habitats and many public buildings. The company is deteriorating and the city is poor in service.
- Investment costs for public transport under the plan may exceed the city's finances.
- Choosing a TOD site in the inner city is a challenge, especially when it comes to ensuring that TOD development does not cause conflicts or change the local land use structure according to the plan.

<https://ashui.com/mag/chuyenmuc/quy-hoach-do-thi/13043-ung-dung-mo-hinh-tod-trong-phat-trien-do-thi-tai-viet-nam.html>

Study Case: Suoi Tien

Based on JICA final report about preparatory on TOD (2016), Suoi Tien is one of TOD development areas in Ho Chi Minh City

Site Analysis



Potential Area



National University

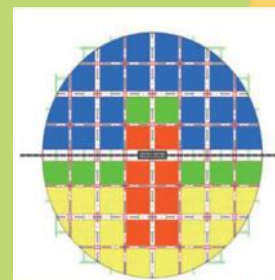


Settlement



Theme Park

Rail-based Development Concept

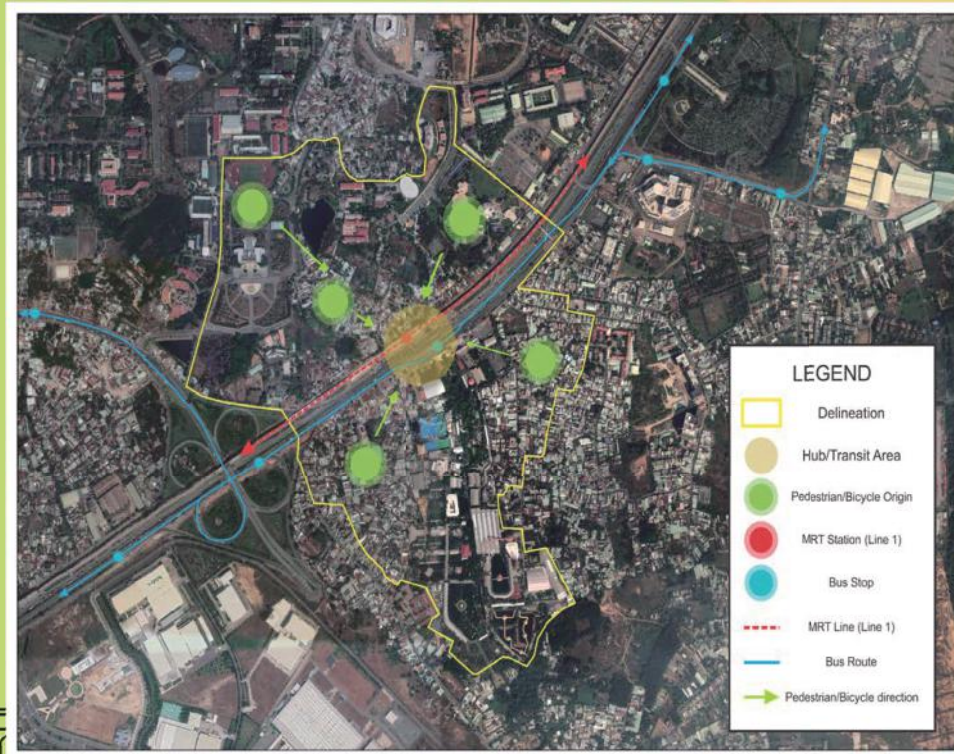


- Work/study area
- Settlements area
- Green Open Spaces
- Entertains area

https://www.academia.edu/download/63492822/Hybrid_of_Place-making_and_TOD_-_a_pattern_for_rail-based_development_in_Ho_Chi_Minh_City20200601-111868-ju5hux.pdf

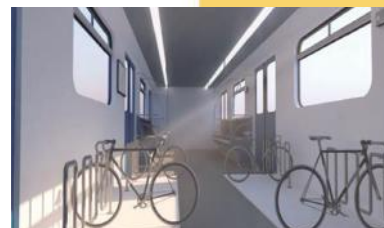
Accessibility

This map is showing the accessibility of people to reach the Hub/Transit Area

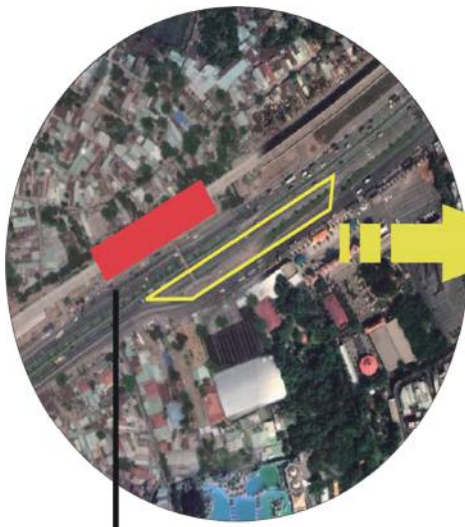


Routes (buvttphcm.com.vn)

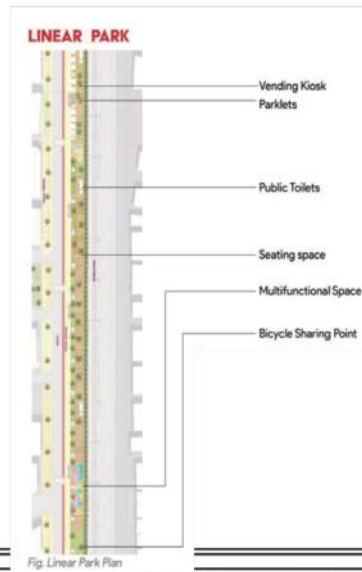
Bike parking & Integration



Green Open Spaces (Linear Park)



MRT Station (Line 1)



Source: Urban Transformation Studio 2021, Cept University

TOD in the future

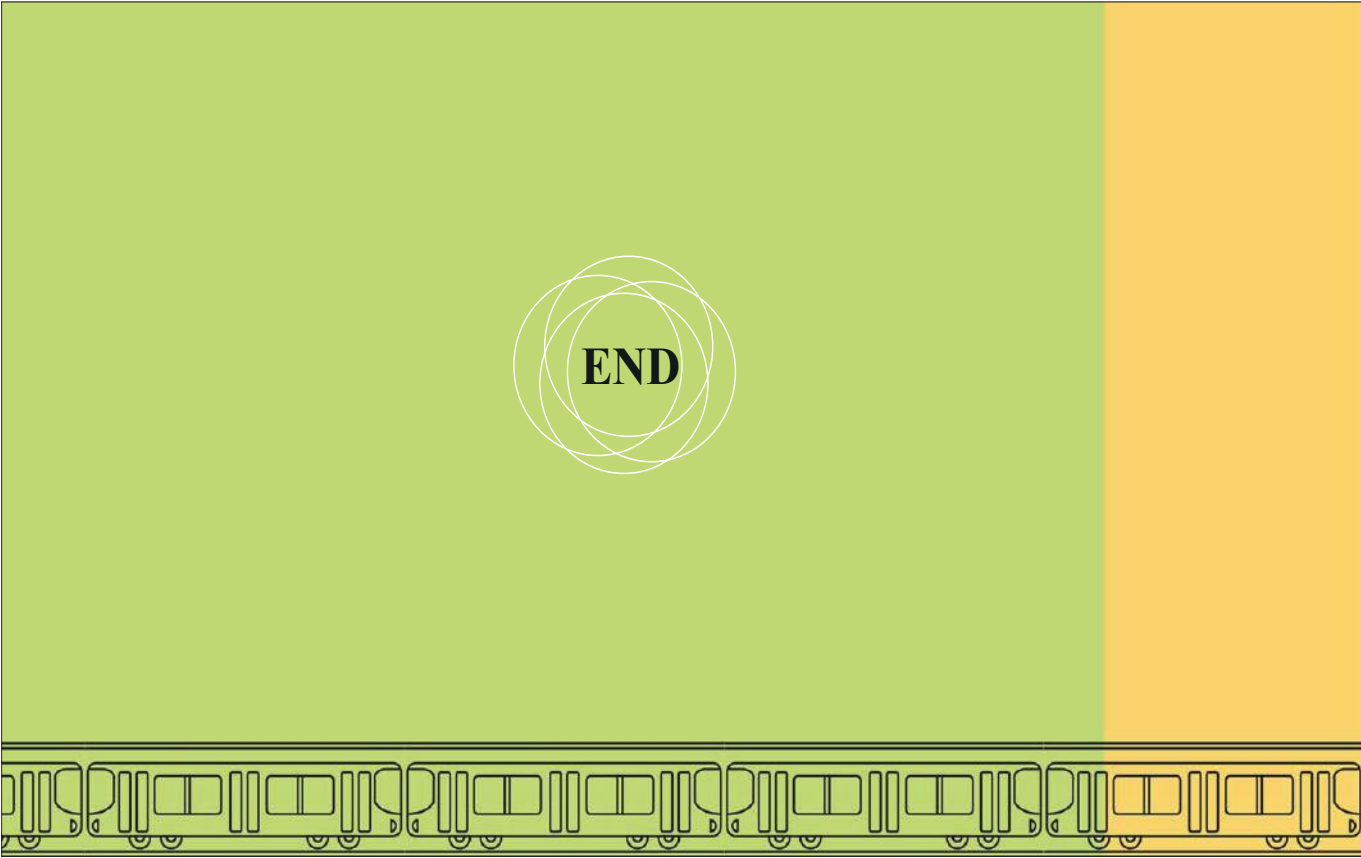
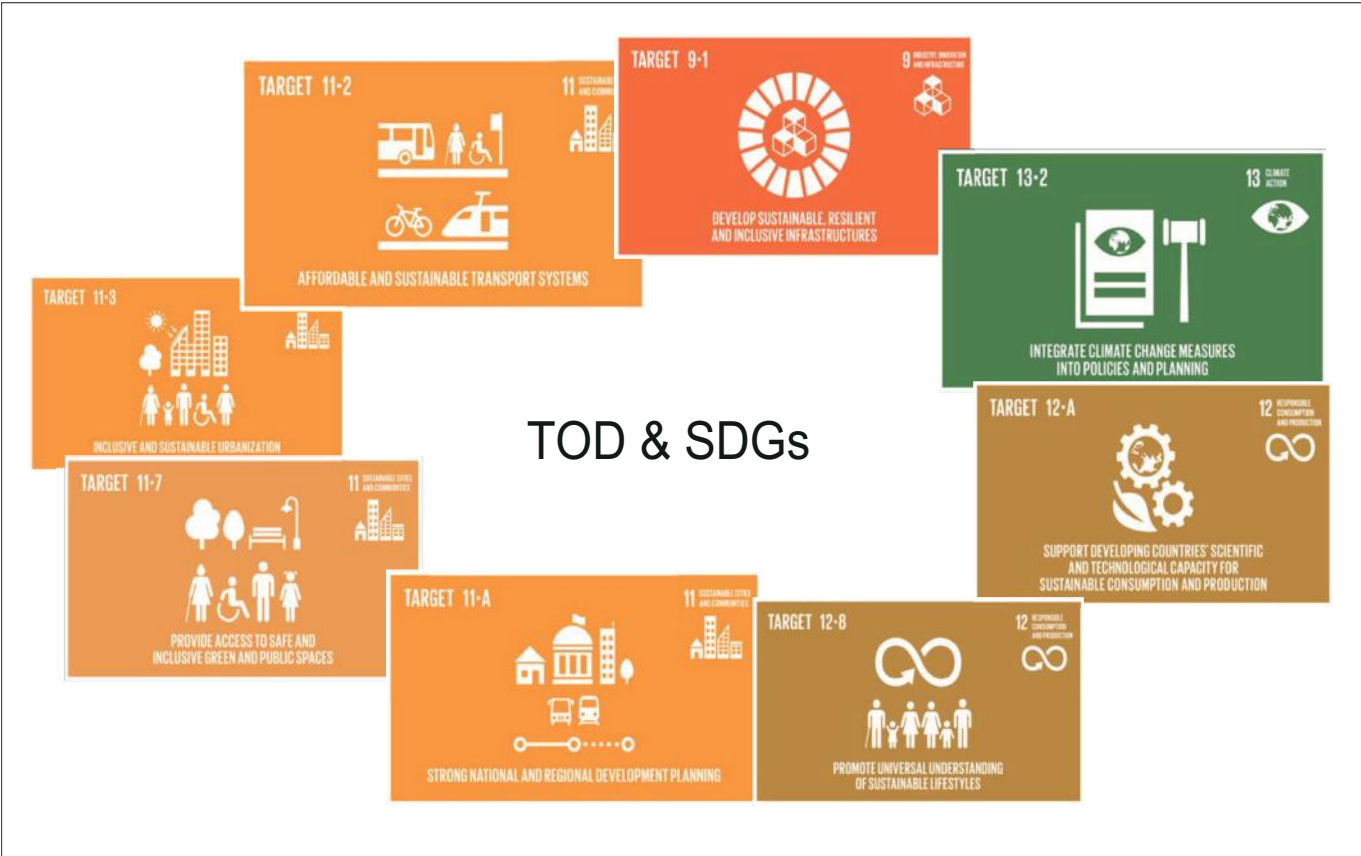


economic growth

comprehensive social planning



environmental sustainability



Chinatown in Big Cities and Experience Preserving Chinese Culture Lessons Apply to the Preservation of Culture for Other Countries

Team E

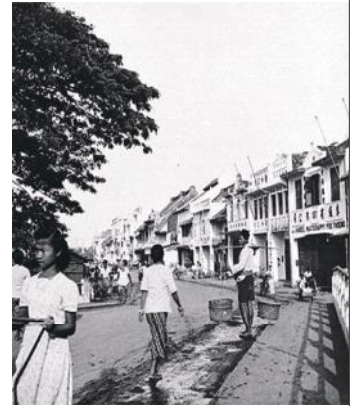


CHINATOWN HISTORY

Oxford Dictionaries defines "Chinatown" as "... a district of any non-Asian town, especially a city or seaport, in which the population is predominantly of Chinese origin".

How they moved?

How they managed to share their cultural heritage?



CHINATOWN In ha noi, vietnam

Since the 17th century, overseas Chinese have been residing in Thang Long. Over time, Hang Buom Street has become one of the busiest overseas Chinese cities in Hanoi.



Hang Buom Street in 1959



Hang Buom Street nowadays



Bach Ma Temple



Tuoi Tho Kindergarten



Chinatown In Ha Noi Location

CHINATOWN IN Jakarta, indonesia



Pecinan Glodok Map and location



Dharma Jaya Toesabio Temple



Dharma Sakti Temple



Santa de Fatimah Cathedral



Dharma Bhakti Temple

Dharma Bhakti Temple or *Kim Tek Le Temple* (This Vihara known as oldest Vihara in Jakarta, with approximately 350 y/o since it's established in 1650),

CHINATOWN IN Yokohama, japan



Goodwill Gate



Walking area in Yokohama's Chinatown



Overhead view of Chinatown in Yokohama

When Yokohama opened its port in 1859, a foreign settlement was established near the harbor (this area is still called "Kannai", meaning "in the settlement"). Many facilities for the Chinese were built in the settlement, and this is the original form of Chinatown.



Guan Di Temple

CHINATOWN IN Bangkok, Thailand



Through persistence and merit alone, the Thai-Chinese community was able to thrive within Thailand through adaptation of their culture to fit the locals while still maintaining their integrity of their culture.



COMPARISON



Chinatown In Jakarta



Chinatown In Ho Chi Minh



Chinatown In Yokohama

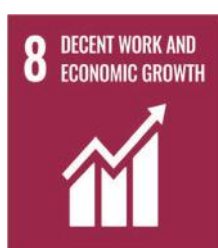


Chinatown In Bangkok

Similarity

Differences?

FINAL CONCLUSION



=



5

参加学生アンケート Program Questionnaire

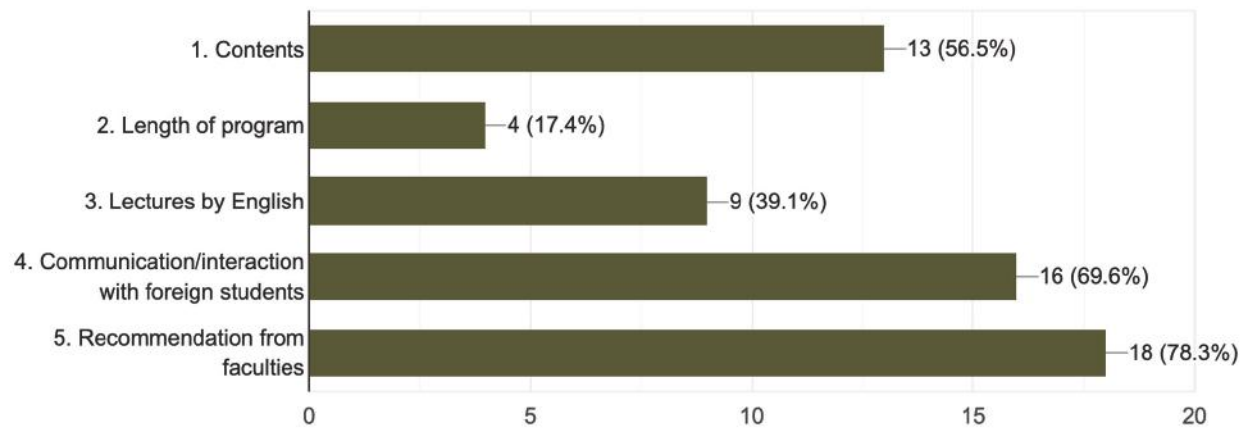


Questionnaire Result

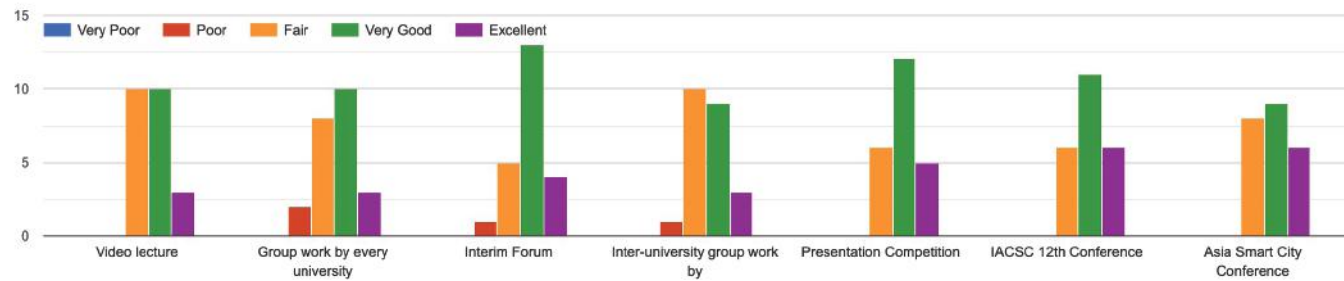
アンケート結果

What was the main reason for choosing our program? (Check all that apply)

23 件の回答

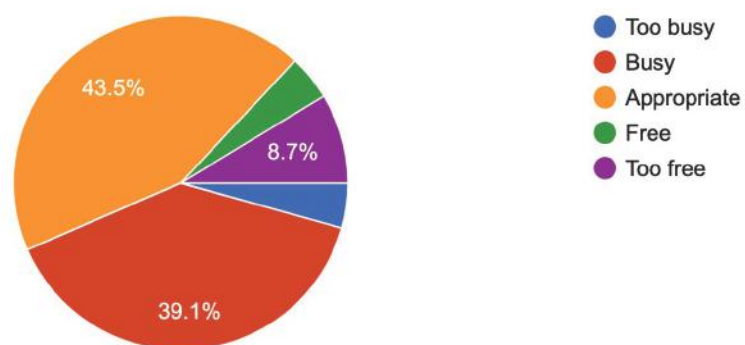


Program Evaluation---Please rate the program on the following items:



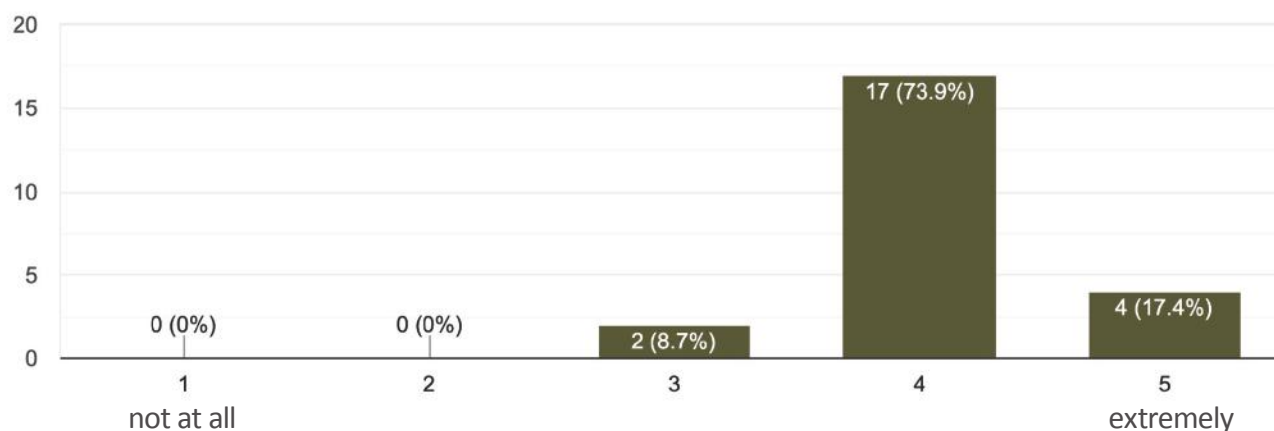
How do you feel about the time schedule of the program?

23 件の回答



Overall, to what extent was attending this program worth your time?

23 件の回答



Participants comments 参加者コメント

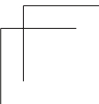
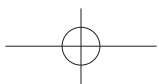
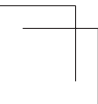
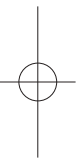
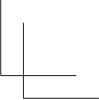
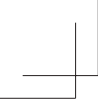
This program was extremely good. The Program can gain our insight and relation with foreign students in other university.
I have no idea, I think the program was done very well.
Hope this program can be held again and also I hope, i can go to Japan in Yokohama.
It has been an incredible experience for me to learn a lot from this consortium, thank you very much for all of the efforts from the initiators of IACSC this year.
Thank you very much for having us in this program.
It's a new experience and It's good to work with actual foreigners.
It was a meaningful program in the point that I had some chances to interact with studets from other Asian countries, which gives me a diverse range of insights. If I look back at the group activity with foreign students, we had some difficulties having a conversation because of lack of my English, lack of the active participation from all students. After the group activity ended, I came to realize how tough it is to talk with someone online, especially using English.
This program was a very good experience for me. I learned a lot of things from the lectures that I didn't know before. I learned a lot of things that I didn't know before from the lectures, not only about my own topic, but also from the presentations of other groups. I also felt again that my English skills are very poor, so I would like to put more effort into studying English. It was the first time for me to do group work and presentations with students from overseas, so I was often at a loss. I also felt the difference in culture and way of thinking, so overall I think it was a really good experience. Thank you very much.
I am very grateful for the opportunity to join this program. I got experience to interact with foreign students and professors which is very challenging. Thank you, YCU.
I would like to thank all the facility members that participated in and made this program possible. I was interested in participating in the program ever since I was in my freshman year, however in reality it would have been very difficult for me to participate if we were to go abroad, so the outcome caused by Covid was a blessing in disguise as I could participate in the program without worrying about the expenditure.
This program is great! Thank you for these amazing oppotunities.
The experience of this program was magnificent as a opportunity to take lectures about urban design and sustainable development given in English by other foreign University's teachers. Even though it was a little difficult to understand and learn from that lecture because the lecture video's sound and image quality was not very good sometimes, the content of the lectures are very good and it made me realize that we can actually learn and discuss together through using online tools such as google document(for sharing), Power Point(or Google slide), and zoom. So overall I'm very happy with the contents of this program, I'm looking forward to move forward with the methods and lessons that I've learned from this program.
Thank you very much for giving students like us this opportunity in this difficult time.
Thank you for this practice class. There were a lot of difficult things but I don't regret I chose this class from two other kinds of practice. It's because I learned many things in discussion with foreign students, and the experience is precious especially in the pandemic. I believe what I experienced is useful for my future.

It is rare to have an opportunity to communicate with university students overseas, so it was great to have such an opportunity. There were times when I felt that communication was not going well, but it was a good experience all the same. Talking about urban development issues with students from overseas and learning about various case studies by listening to the presentations of other groups gave me an opportunity to think about future urban development.

It was my first time to interact with foreign students so I was very nervous to join this program. It was so difficult for me to understand all things they said and I think I have to study English not only to read but also discuss in English. I learned by foreign students how to discuss and make presentation effectively. Even we didn't have a lot of time to talk, we exchange information in zoom and made slides of Power Point as own homework. I'll continue studying urban development and environmental issues, I'll never forget it is very important to how to explain what I learn.

It was difficult for us to coordinate our own schedules and carry out the discussions. I took the lead of the group and facilitated the work. The most difficult part was adjusting the schedule. I contacted the members of the group and adjusted the meeting schedule to keep up with the progress. As a result, we were able to hold meetings on a regular basis, and it was good that we were able to discuss things at length. However, even with a coordinated schedule, we were often unable to get together on time, and members sometimes entered and left ZOOM by mistake. We had to talk about the same things over and over again, or we misunderstood some points, which led to inefficient discussions. That made us realize the difficulty of conducting the work well.

through this program, I realized that each Japan and other countries of the way to make walkable cities, also a lot of invention performed along the time. Communicated in the group, other members especially Thailand and Singapore students' making powerpoint and presentation skills, English skills were so well. I wanted to emulate them.



**IACSC 2021 Urban Planning Unit
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Edited & Designed by Fumihiko Omori
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