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a knowledge centre
and laboratory for
urban design in today's
European cities, where
participants take
advantage of real time
postgraduate and
PhD programs



Stadslab European Urban Design Laboratory is the postgraduate program of Fontys Academy of Architecture and Urbanism, Tilburg, Netherlands



Placemaking

Stadslab

Master Class Fukuoka 2012



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Foreword

Taichi Goto, AICP, Director General, Fukuoka Directive Council

Fukuoka needs international input – to reposition our city as “a business hub in Asia”

Fukuoka Directive Council (FDC), host of the Master Class Fukuoka, was founded on April 13, 2011 as a public-private partnership to enhance the international competitiveness of the Fukuoka metropolitan region. On April 25, 2012—immediately after the Master Class Fukuoka, FDC held a general assembly that unanimously adopted a regional strategy for sustainable growth through 2020. In that strategy, urban development is identified as a key to enhancing international competitiveness and realizing FDC’s vision – “Fukuoka, a business hub in Asia.” On May 28, 2012 FDC established the Urban Development Working Group (UDWG) to further develop a strategy for regeneration of the city center. The outcomes of the Master Class and the Expert Meeting that preceded it in July 2011 are now essential reference points for the UDWG.

Our journey with Stadslab started with Marc Glaudemans’ first visit to Fukuoka in April 2009 as a member of an international panel assembled by INTA (International Urban Development Association). He returned to our city the following year to present an exciting idea – to organize a Master Class in Fukuoka. This would be the first Master Class Stadslab has ever organized outside Europe. I very much appreciated his proposal and made a counter-proposal: This should not be a one-off event. Too many international workshops are held for educational purposes only and have little or no impact on actual real-world urban planning problems. I wanted the Fukuoka Master Class to have an impact. We reached agreement our collaboration would extend over two years and include more than one Master Class to properly address the urban issues Fukuoka faces in the years to come. Moreover, we agreed this format would also enhance Stadslab’s excellence in post-graduate education. As a happy coincidence, we reached this agreement the night

Marc’s country, the Netherlands, took second place in the 2010 FIFA World Cup final.

It took another year for the foundations to be laid in Fukuoka for starting the two-year program. Fukuoka’s business, political and academic leaders joined together and founded FDC. Part and parcel of FDC’s approach was the decision to borrow international expertise to help develop a regional strategy. The first event of the two-year program was the July 2011 Expert Meeting. Working together, FDC staff and four experts assembled by Stadslab identified key issues relating to Fukuoka’s urban development as well as specific districts for further study. For the Master Classes, a total of three of which were proposed, placemaking was identified as the overarching theme and specific studies of the city center, the waterfront, and urban mobility were proposed. From October 29 to November 6, 2011, eight members of FDC participated in a Study Trip to Europe. The purpose of the Study Trip was to build common understanding of cutting-edge urban planning practices by looking at examples in Amsterdam, Hamburg and Lyon. All of these cities are comparable to Fukuoka in terms of scale, and all contain projects that can serve as references for waterfront development and city center revitalization. The Expert Meeting and the Study Trip taken together laid the groundwork for the Master Classes to follow.

Stadslab came to Fukuoka at the right moment. Overall, during the past 20 years Japan has been struggling with the social and economic transformations required to ensure its future. FDC is the first and most innovative initiative on the level of a city-region in Japan to propose concrete solutions for sustainable growth in a globalized economy. Thanks to a unique combination that brings together leaders of local businesses, political leaders and global talent in the secretariat, FDC has been successful in mobilizing local practitioners – they are now

more open to new ideas and creative (often more challenging) solutions. In other words, more people in Fukuoka now believe the city can transform itself from the provincial capital of the Kyushu region in western Japan to “a business hub in Asia.” Without the collaboration between FDC and Stadslab, this would not have happened.

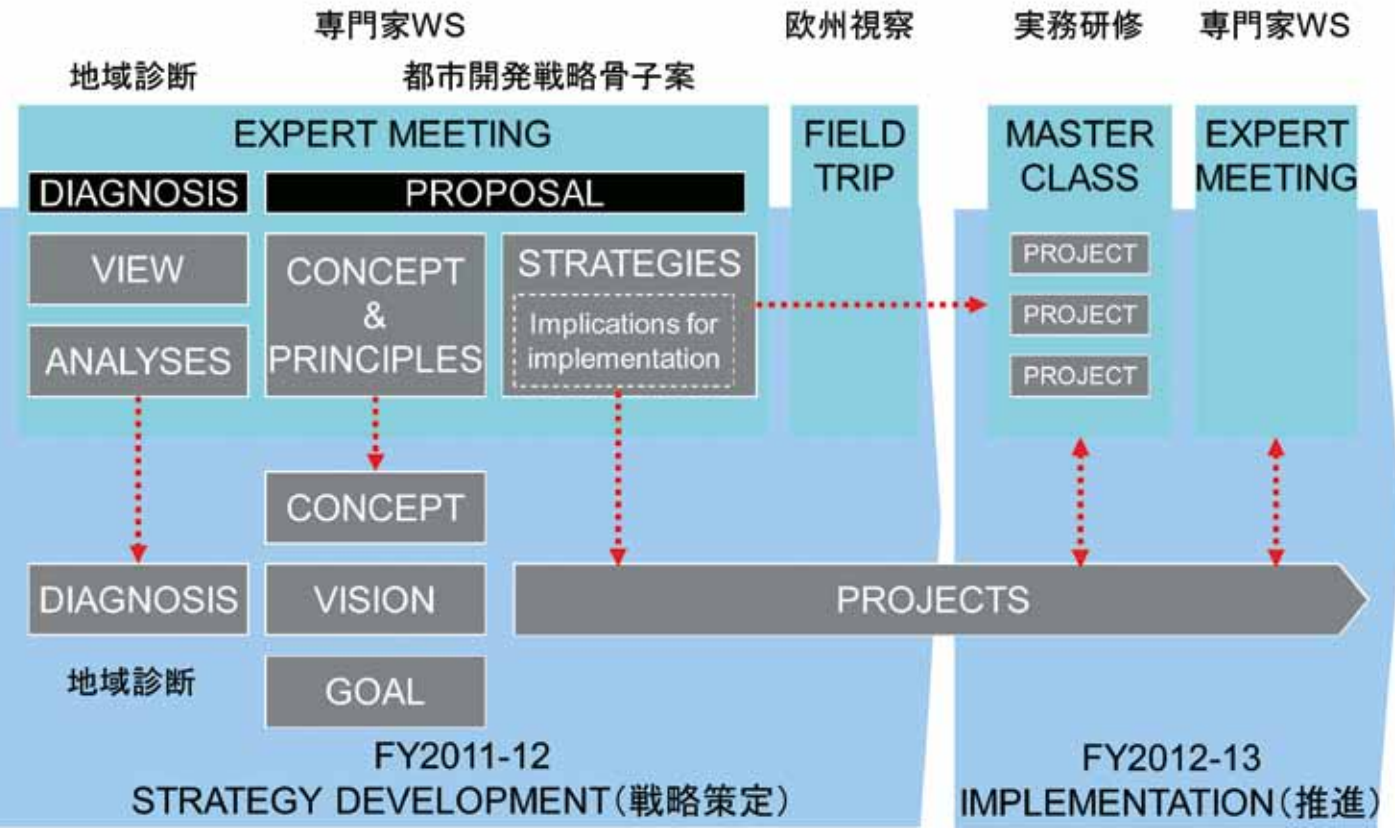
The Master Class produced a result that exceeded expectations. FDC identified three objectives of the two-year program with Stadslab: stimulating out-of-the box thinking and solutions, training local practitioners, and enhancing public relations. First, FDC greatly appreciates the proposals that emerged from the Master Class precisely because they are so fresh. The proposal that the boat race basin be made a focal point of urban redevelopment – a radical departure from previous thinking about how to regenerate the city center – had the power to convince many stakeholders. The new strategy that flows

from this breakthrough is to tie together the three key areas (Tenjin, Hakata, and Hakata/Chuo Piers) by a bold intervention on the waterfront where the river meets the bay. A transit link is also necessary, although not sufficient in and of itself, to justify public and private investment in the area. Details remained to be worked out, of course, but there has been a significant shift in the discourse about urban regeneration. Discussion among local practitioners has changed from “if” to “how” the waterfront should be re-activated. Second, local practitioners who worked with the international participants in the Master Class are now more eager to work with global talent. This is a very positive psychological change, since urban planning practice in Fukuoka had until then been domestically focused, with locals talking to locals only, in part due to the language barrier. FDC’s UDWG may start working with an international consultant, and many working group members are looking forward to the next Master Class in fall 2012.

Third, the Master Class has attracted attention not only from FDC members but also from non-members, including some from outside the Fukuoka region. A group of local professionals commented that the Master Class demonstrates how seriously FDC is about tackling local challenges with a global perspective. The Dutch Embassy in Tokyo and the Architectural Institute of Japan (AIJ) are interested in learning from the successful collaboration between FDC and Stadslab. Meanwhile, FDC’s constituency has been growing.

Prospects are good for the next Master Class Fukuoka, planned for October 2012. The topic will be urban mobility. Rather than focusing narrowly on transportation planning, there will be an emphasis on integrating transportation considerations with placemaking, urban engineering and green planning. Fukuoka should provide a very interesting case study. The city is compact, with a good transit network and cutting-edge high-speed

train terminal. Fukuoka is also unique in having both an airport and a seaport within 15 minutes of the CBD. There remain, nonetheless, a number of “missing links” in the transit network: The airport and seaport need to be upgraded, and bikes and cars could be used in smarter and greener ways. FDC’s UDWG will prepare a draft urban development strategy at the end September, which may suggest specific opportunities and challenges for the Master Class on transportation. We believe the upcoming Master Class will, like those that preceded it, have a real-world impact and raise the level of discourse on urban planning issues one more notch. In closing, allow me to say how very much FDC and other Fukuoka stakeholders look forward to working with Stadslab and the international participants in the fall Master Class.



Introduction

Marc Glaudemans, Director, Stadslab European Urban Design Laboratory
Professor of Urban Strategies, Fontys University of Applied Sciences, Tilburg, Netherlands

Stadslab has been operating as an urban think tank and design laboratory for six years now. The focus during the period 2006-2011 was on cities and regions on Europe's dynamic Eastern edge. Two decades of rollercoaster-style development have been typical there. Double-digit growth kick-started a frenzied transformation of cities in many new and candidate member states of the European Union that had just emerged from 40 years or more of totalitarian rule. This was followed by a steep decline after the Lehman crisis, which caused a freeze in the international financial sector. As of this writing Europe is still paralyzed by a still unresolved credit crunch and banking crisis, the effects of which can be felt everywhere. Both the public sector and the commercial real estate sector have been hit hard. They face a paradigm shift, forced on them by the combined effects of the credit crisis, an ageing society, lagging economic competitiveness, and the need to move to a more sustainable economy. In Europe the urban transformation agenda in recent years has been dominated by the need to redevelop redundant industrial land. This need remains unchanged, but the mode of development is changing. Under the current economic conditions kick-starting urban development has become more difficult. Rather than a top-down approach by government or large private developers, a more open planning process—engaging a wider community of stakeholders, using a less prescriptive approach—has a greater chance of succeeding today. Interestingly, there are many commonalities between the European situation outlined above and the situation in Japan. This is a highly industrialized and developed country, with the world's third largest GDP and the highest "inclusive wealth" indicator in the world.¹ Japan is also debt-laden, rapidly aging, and badly in need of a new strategic agenda for the future of its economy. On top of all this, political gridlock is hindering the necessary transformational steps. Against this background, there is a need for more openness in the process of city planning.

Fukuoka stands out in Japan as a city that is taking these challenges very seriously. The city realizes that it cannot afford to wait and see. Moreover, Fukuoka has not succumbed to the general malaise but is keenly aware of the potential of its location close to Asia—the most economically dynamic region in the world today—to assist in transforming the city and its economy. Stadslab was introduced to Fukuoka by INTA (International Urban Development Association) in 2009. INTA invited me to participate in an international panel to review the strategic plans by the Meiji-Dori Business Council (MDC), a public-private partnership preparing a strategy and specific plan for redevelopment along one of the city center's main thoroughfares. Even though the brief for the INTA panel was limited to recommendations for the Tenjin central business district, the panel's recommendations went further, providing precise and integrated recommendations based on a holistic view of the relationship between the city center and the city as a whole. Ever since, I have been inspired by the qualities of Fukuoka, its geography, its architectural heritage, its cosmopolitan feel, its food and shops, and above all its people—friendly, eager to engage, and ambitious. These qualifications definitely apply to the members and directors of Fukuoka Directive Council, led by Taichi Goto. It was he who invited Stadslab to devise a program that would address key issues underlying a strategic development agenda for the city. Together we set up a program to consist of Expert Meetings, Master Classes and an international Study Trip to Europe. This publication is devoted to the first two of a series of three Master Classes and comes at the halfway point in our collaborative program. The Expert Meeting of July 2011 resulted in the formulation of five principles and three strategies to guide the strategic urban development of an integral metropolitan region: "One Fukuoka." The five principles—connectivity, accessibility, legibility, imageability, walkability—may seem rather generic, but each was linked to a specific issue we found to

be problematic in Fukuoka. The three proposed strategies were derived from the analysis of the city and region and phrased in terms of the following general recommendations:

- 1 Strengthen Connections
- 2 Improve the City Center
- 3 Activate the Waterfront

The purpose of the Study Trip to Amsterdam, Hamburg and Lyon by public and private stakeholder members of FDC was to see the approaches those cities have used and the solutions they have produced in response to the same three challenges. The cities were selected based on both their similarity to Fukuoka in size and the availability of projects that might serve as benchmarks for Fukuoka.

The three Master Classes in Fukuoka that form the main body of the Stadslab-FDC collaborative program are likewise built around these themes. The purpose of the Master Classes is to produce more detailed design recommendations for specific areas and places in the city. The experts who have been invited to participate in the program will all attend the two Expert Meetings. Each expert will also supervise one of the Master Classes, and most took part in the Study Trip as well. The experts invited reflect the variety of disciplines, approaches and experience that we believe is necessary to make the most of this international exchange between Japanese and non-Japanese planning and urban design professionals:

- Andrew David Fassam, Urban Design Director at Singapore's Urban Redevelopment Authority (URA)
- Rob van der Bijl, planner and transportation consultant based in Amsterdam
- Saline Verhoeven, landscape architect at B+B Urbanism and Landscape Architecture in Amsterdam
- John Mader, architect and Senior Project Manager at Lend Lease Japan, based in Tokyo.²

The first of the two Master Classes held concurrently in April 2012 focused on the quality of public spaces in the city center, with a focus on placemaking strategies oriented towards the Naka River, which both connects and separates Hakata and Tenjin. Nearly all the problems identified in the Master Classes related to our five principles of accessibility, connectivity, legibility, imageability, walkability can be found in the city center. Addressing these issues in the city center was accorded the highest priority.

The second Master Class focused on activating the waterfront in order to create a high-quality connection to the water. The number of international ferries and cruise ships that arrive in Fukuoka is large by international standards. Arriving by boat is not, however, an exciting experience at present. The potential of the area where the boats arrive is great, however. The water-

front includes a huge fish market, features many long waterside quays that could be redeveloped, and is in close proximity to the city center with its shops, offices and other amenities. Stadslab's Master Classes typically consist of an intensive 10-day charrette on a specific theme and selected area. Qualifying professionals apply to work with the supervisor and Stadslab staff in groups. Each group is multi-disciplinary and multi-cultural, and the amount of professional experience of the participants is also diverse. Local participants bring the necessary knowledge of local planning regulations, cultural preferences and political sensitivities, while foreign participants bring a fresh perspective and often widely different problem-raising and problem-solving approaches. At the end of each Master Class a stakeholder presentation open to the general public is scheduled. This creates the same kind of pressure there is in professional practice to come up with convincing ideas and plans. Since Stadslab aims to be both a think tank and a design laboratory, the process and dialogue and the design products are both of equal importance. Participants bring their experience and intelligence to bear on the problem, resulting in quality products; at the same time, intensive collaboration and exchange with the supervisor and other participants contribute to the further development of their own professional skills and experience. The report at hand is based on the work that was done in the two April 2012 Master Classes. Two teams were built from the 14 Japanese and international urban planners, architects and landscape architects. The supervisors were Saline Verhoeven and Andrew David Fassam. FDC and Stadslab staff, as well as Kyushu University Professor of Architecture Koichiro Aitani, facilitated. The Master Classes focused on interventions in the city center and waterfront. The results of the Master Classes provided direct usable input for FDC in its effort to formulate and implement development strategies for Fukuoka. During the Master Classes the participants met with Fukuoka Mayor Soichiro Takashima. He provided an additional impetus, urging the teams to come up with far-reaching and ambitious proposals. I am not exaggerating when I say that all participants connected with Fukuoka on a deeper level than just that of professional interest. This city, somehow, has much more to offer than meets the eye. Wishing to further explore this particular genius is merely one of the reasons I am glad that we are "just" halfway through our program, and that at least two more opportunities are scheduled to deepen the connection to Fukuoka and to contribute to a roadmap for the city's future.

¹ 'The real wealth of nations', The Economist, June 30, 2012, p. 75. See also: 'Inclusive Wealth Report', www.iwdp.unu.edu/article/iwr

² During the preparation of the program John Mader was appointed as Urban Development Director for FDC. His formal role in the Stadslab-FDC collaborative program was that of General Advisor.

Master Class program

'Placemaking'

Downtown: Public space design, place-making, connectivity and accessibility.

Waterfronts: Urban transformations, re-programming dockyards and other port areas, creating incubator districts.

Supervisors: Saline Verhoeven, landscape architect at Bureau B+B urbanism and landscape architecture, Amsterdam
Andrew David Fassam, director urban design at URA, Urban Redevelopment Authority, Singapore

Thursday 12 April 2012

19.00 Opening dinner in Tenjin district in Fukuoka.

Friday 13 April 2012

09.00 Opening by Marc Glaudemans (Stadslab and professor Urban Strategies), welcome lecture with a general introduction to Stadslab and the Master Class.
10.30 General introduction of Fukuoka by the City Planning Department.
11.30 Lecture on the results of the expert meeting in 2011 by John Mader, Lend Lease Japan.
12.30 Depart for a tour through the city, we visit several projects which will be introduced, and we end the tour in the city center. Lunch during the tour.
18.00 Open lecture by Saline Verhoeven, landscape architect and board member of Bureau B+B urbanism and landscape architecture, Amsterdam.
20.00 Dinner.

Saturday 14 April 2012

09.00 Lecture by Prof. Aitani about Urban development in Japan.
10.30 Lecture by Taichi Goto on the Fukuoka Directive Council and its mission.
11.30 Design Studio, first impressions.
13.00 We depart for a tour along the Waterfront, we start at the Island city and move to the Seaside Park. Lunch during the trip.
14.30 By boat to the Fukuoka waterfront, we end our tour at the fish market.
19.30 Dinner.

Sunday 15 April 2012

09.00 Design Studio – Downtown and Waterfronts – first analysis.
12.30 Field trip for all subgroups to the Placemaking destinations Downtown & Waterfront. Lunch during the trip.
20.00 Dinner.

Monday 16 April 2012

09.00 Lecture 'Destination Fukuoka' by Nick Szasz owner and founder of Fukuoka Now.
10.45 Design studio, SWOT analysis.
12.30 Simple lunch.
14.00 Design Studio.
18.00 Short presentation of the first impressions.
20.00 Dinner.

Tuesday 17 April 2012

09.00 Design studio: collecting information, concepts and defining strategic agenda for the areas.
12.30 Simple lunch.
13.30 Design studio.
17.00 Open lecture by Andrew David Fassam, director urban design at URA, Urban Redevelopment Authority, Singapore.
19.00 Dinner.

Wednesday 18 April 2012

09.00 Design studio: completing strategic agenda, working on Masterplanning and branding concepts.
12.30 Simple lunch.
13.30 Design studio.
17.00 Presentation: short plenary presentation of today's work, some partners will be present and may react on proposals.
20.00 Dinner.

Thursday 19 April 2012

09.00 Design studio: fine-tuning strategic agenda, completing branding concepts and Masterplanning.
12.30 Simple lunch.
13.30 Design studio.
17.30 Presentation: plenary presentation of today's work.
20.00 Dinner.

Friday 20 April 2012

09.00 Design studio: finalizing results, fine-tuning presentation.
12.30 Simple lunch.
13.30 Design studio.
16.00 Public presentation at the Acros building to partners, stakeholders and others.
18.00 Reception.
20.00 Dinner with closing ceremony.

Saturday 21 April 2012

Free time.
Flight back home.



4

Integrating international urban planning practices into the Japanese context

John Mader, Architect and Urban Designer, Senior Project Manager, Lend Lease Japan, Urban Development Director, FDC (FY2011-12)

Foreign visitors to Japan, particular those from Europe and the United States, often remark on how chaotic if not downright ugly the urban landscape is. It stands in sharp contrast to travel-brochure images of Kyoto temples and wooden shophouse-lined Asakusa back streets. Conversely, Japanese who visit America and Europe are often struck by the difference between the cities back home and those they visit. The Champs Elysees and the grid of Manhattan have no equivalents in Japan.

Such contrasts are nothing new. Travelers between countries over the ages have commented on all aspects of their experience—linguistic, cultural, visual, olfactory. Indeed, the attraction of international travel is often in the difference itself. Things are not the same as at home. The Study Trip to Europe FDC organized for its stakeholders was of course an attempt to learn from what is not the same as at home.

It is only natural that there are differences between the appearance of cities in different countries. Cities are among the most complex of human artifacts. They are shaped by the interaction of legal systems, architectural traditions, and spatial habits, to name but a few factors. Part of the fascination of the difference in the appearance of cities lies in the clues the physical environment provides about other aspects of the differences between countries.

Fukuoka is a very typical big Japanese city. Along the main streets and clustered around transport hubs stand large concrete and steel commercial buildings. Just a block away, on the back streets, old wood-frame houses stand cheek by jowl with drab apartment blocks. Some streets are tree-lined, and there are ample parks; but overall there is no coherent network of connections among the disparate public spaces. Each building is sited on its lot without reference to the neighbors or to the street. Basic concepts of the European urbanistic tradition—a common streetwall shared by all buildings on the street, the street and plaza as spaces as worthy of design as the buildings that line them—are missing in the Japanese context.

Some would infer from this urban environment that individual rights are very strong, or that the government is unable to enforce or impose a common vision. Deeper down, might this relate to a Confucian tradition, or perhaps an attempt to express individuality in the face of a social structure that is otherwise conformist and deferential to authority? My point here is not to provide an explanation or to pass judgment on the merits of either tradition. Rather, it is to point out the difference, and to make this point: The very fact of this difference gives rise to the possibility of a fruitful interchange between architects and urban designers from both traditions. This is the exciting possibility inherent in holding Stadslab's first Master Class outside of Europe.



The development of the waterfront from the past till now



The final maps of the expert meeting in 2011

The Japanese tradition in architecture and urban planning as we now know it is, like so much in modern Japan, the product of the synthesis between native practices and imported European practices that took shape in the late 19th century. Above all else, architecture and urban planning in Japan are to this day seen as engineering problems. The word *kenchiku*, generally translated as architecture, on closer analysis is perhaps better translated as building, the physical product of putting materials together to create a structure intended for human use or habitation. When Western architecture became known in Japan, some of the fundamental concepts underlying it got lost in translation. The forms came across. There are many wonderful examples of Western-style buildings in Japan. But one of the central concerns of European architecture, the interaction between buildings and the public realm—the spaces between the buildings—got lost.

It should come as no surprise, then, that a native tradition intensely focused on the production of the physical artifacts, the buildings themselves, paid little attention to the space between buildings that is an important part of Western architecture and urbanism. This situation continues to the present day. In this context, drawing attention to the space between buildings is perhaps the greatest contribution that could be expected from StadsLab's Master Classes to Fukuoka's attempt to define a new path forward for urban development and regeneration. Rather than focus on the buildings, focus on the spaces between the buildings.

Like any city, Fukuoka is filled with countless buildings of varying levels of quality. Considering its population of 1.5 million people, the city truly stands out in Japan for the large number of excellent buildings it is home to, many designed by the great architects of the past 50 years, including contributions from both Japanese (Kisho Kurokawa, Arata Isozaki) and foreign architects (Aldo Rossi, Rem Koolhaas). What is lacking, nonetheless, is an attractive urban environment between the buildings. Looking at the problem from the point of view of design, what is lacking is the consideration of how buildings can, by their placement, configuration and program, shape the urban environment.

The two Master Classes in April built on this approach, seeing buildings as shapers of public space. One group of participants studied the waterfront area. This study focused not so much on what specific buildings should be built or what program elements should be accommodated but rather on what spaces should be created. Another group studied the space

along the Naka River and its potential to serve as an attractive link from the waterfront area to Tenjin and Hakata. At the end of the Master Classes, there was a formal presentation to Fukuoka stakeholders and citizens.

One of the criticisms voiced at the presentation was that the proposals were not specific as to what goes into the buildings. This is to be expected from developers and investors, of course. But the fact that this criticism emerged from non-professionals at this early conceptual stage is perhaps evidence of a collision between the expectations generated by different architectural traditions. What goes into the buildings was a focus of many in Fukuoka, but from the point of view of the StadsLab Master Class designers the very lack of program was intentional. The designers were aiming to envision the space between buildings, not the buildings themselves.

Returning to the point about learning from what is not the same as at home, Fukuoka faces a number of challenges. City planning regulations remain rooted in a technocratic engineering approach focused on buildings and infrastructure. The view that the design of the public realm deserves equal attention remains elusive. Developers and property owners remain wedded to maximizing the volume of their buildings, minimizing their construction cost and maximizing their rents, unconstrained by a regulatory framework that might enforce greater attention to the contribution their buildings can make to the space around them. These problems are not unique to Japan to be sure. In any city, there is a conflict between the design of the public realm and private and bureaucratic forces.

The proposals that emerged from the Master Class do not, and were not intended to represent definitive solutions. They are, however, powerful examples of how a different approach might revolutionize, or at least be grafted onto, existing architectural and urban planning practices as Fukuoka attempts to reshape its urban environment as part of the city's overall strategy of economic revitalization.





5 Waterfront city

Andrew David Fassam – Reinout Crince

Where a river meets a bay is a natural location for a city to develop. Nonetheless, until recently many cities have neglected their waterfronts, leaving them disconnected from the water that was the source of their development. Fukuoka is no exception. The problems Fukuoka is experiencing are no different from those that other waterfront cities around the world are experiencing. Over time, the city has moved away from the waterfront, and the waterfront has become divorced from the daily life of the city, devoted exclusively to use as a port. Recently, however, many former port facilities have become redundant or have moved out altogether, so that the waterfront has become a neglected zone.

Like other waterfront cities, the focus for Fukuoka should be on transforming the waterfront and reconnecting it back to the city. This should be done not just for economic and business reasons but for the good of the city and its citizens. During the study trip to Europe Fukuoka participants visited two significant waterfronts, Amsterdam in the Netherlands and Hamburg in Germany. In both cities major redevelopment schemes along the waterfront have been implemented successfully. These areas have now become extensions of the city center with new housing and offices as well as cultural and recreational facilities.

We learned there are also many ideas and plans for the waterfront area in Fukuoka. These are good proposals. They include a mix of uses and would establish a new relation with the waterfront. These ideas and plans do not, however, address what we came to feel is the key issue on the Fukuoka waterfront – the Boat Race area.

Boat Race area: hinge and catalyst

The current Boat Race is an inward-looking development. It monopolizes the waterfront and partially blocks the mouth of the river, therefore effectively cutting off the city from the waterfront. The Boat Race does nothing to contribute to the surrounding area. Indeed, if anything it is the key blockage between the city and the waterfront. Looking at this area from the point of view

of the opportunities it would afford, we feel it could become the “hinge” that connects the revitalization of the waterfront to the river and the city center of Fukuoka.

Located at the base of Suzaki Pier, we came to call this hinge Suzaki Harbour. It is the key to transforming the waterfront. Without addressing this area, all the plans for other parts of the waterfront will not realize their full potential. The redevelopment of Suzaki Harbour will act as a catalyst for the redevelopment of other areas along the waterfront as well.

As such, we believe it is critical to relocate the Boat Race and introduce new uses and activities that make this area more accessible for citizens and more integrated with the city center. As part of our plan for the new Suzaki Harbour, we propose to include in the redevelopment of the area a new gateway and transport node, served by both ferries and buses. This will make the area a focal point in Fukuoka, with connections in all directions, as well as a new gateway to the city. The new transport node, when complemented by a mixed-use program, will make the area attractive for new housing, business and cultural facilities. Along with the public space, the area will be a natural extension and addition to the existing city center.

Part of a new network

Development of such a key area on the waterfront will require adjustments to the current road and transportation network. The main east-west connections need to be simplified. The revision will have a great effect on the visibility of the waterfront, especially near the mouth of the river. It will also mitigate the visual and physical barrier presented by the elevated expressway. Besides modifications to the road and highway network, the connection to the city center to the south also needs to be modified. A small amount of additional landfill along the western edge of Suzaki Harbour will allow the existing north-south road, Watanabe-dori Avenue, to be extended, creating a memorable and easy-to-understand connection from Tenjin to the waterfront now and, in



Existing plans for the waterfront area in Fukuoka



Impressions of the Boat Race area



the future, to new developments further out on the pier. This new linkage, direct and walkable, will enable seamless connections from the existing city center to Suzaki Harbour.

The adjustments to the road network argue for collocating a new bus terminal at Suzaki Harbour as well, because the transport node here affords good connections to both Tenjin and the expressway. Pairing the new public transportation hub with the relocation of the ferry terminal will further strengthen this area as a focal point. At the moment the ferry terminal is located at Hakata Pier. The distance from the city center makes it almost impossible to create a direct and walkable link to the city center. The new location at Suzaki Harbour, on the other hand, when combined with a bus terminal, better integrates the ferries into

the overall regional transport system. A further benefit of creating a new transport hub at Suzaki Harbour area will be to reduce the number of buses travelling into the city center. From this new hub, new transport links can be introduced that facilitate transfers for people coming from or going to Tenjin, Hakata, and the airport.

Creating a new Place

The redevelopment of Suzaki Harbour should be focused on creating a place that relates to the water and to the history of the area. In the rest of the world we have seen great examples of new waterfront areas with intensive public use and a mixed program.

Our drawings show some indicative street blocks intended to serve as a framework for redevelopment of the Suzaki Harbour

area. The detailed division of the land into parcels for development will depend on the final program for the area. This program should above all contain a mix of uses, bringing together housing, hotels, offices, retail and cultural facilities. The program will guide the construction of the buildings, but equal attention needs to be paid to the public space between the buildings and along the water's edge in order to create a coherent harbourside neighborhood.

The area around the ferry terminal and bus terminal to the west will be filled with mixed-use buildings. The promenade along the south side of the harbour will be lined with residential buildings and include some mixed-use and hotels, creating a quiet, largely residential precinct. The promenade along the north side will be lined with public buildings because of the proximity to the expressway. These buildings will be extended at the lower levels to connect below the elevated expressway, linking Suzaki Harbour to the adjacent waterfront areas.

The area to the west, towards the Fish Market, can be developed for restaurants, cafes and food-related uses, as part of an overall strategy to stimulate the revitalization of the fishing port. To the east, Chuo Wharf can accommodate a greatly expanded international cruise terminal and convention center. To the north, Suzaki Pier can be redeveloped for residential uses. Exhibition halls can be located on either of the piers.

The building heights in Suzaki Harbour should be varied to create visual focal points. For example, a new high-rise hotel next to the river would be situated on a visual axis that connects the park with the entry point for ferries. The building forms and massing should create a sense of enclosure and orientation,

with low-rise buildings closer to the water's edge and mid-rise buildings along the north-south spine from the city center to the pier. This, combined with a high quality of public space, should create a distinct sense of place for Suzaki Harbour.

Chuo Pier and Hakata Pier

In the vicinity of Chuo Pier, the plan is to remove the Sun Palace building. This will create a visual link from Taihaku-dori Avenue to the waterfront, making it possible to see docking cruise ships from the city.

Relocation of the ferries will allow Hakata Pier to be rejuvenated as an area for families and visitors, with an extended park around the Port Tower that includes new attractions and facilities integrated into a redesigned landscaped park.

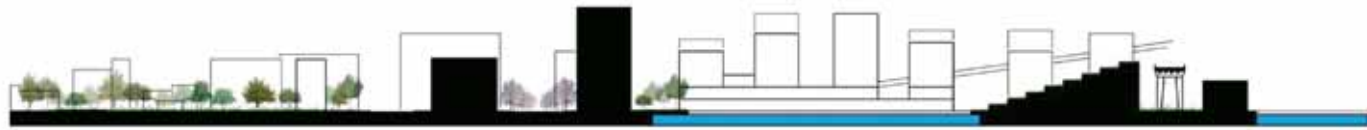
New connections

With the future redevelopment of Suzaki Wharf, the existing lower level bridges on either side of the expressway are planned to be removed. The intent is to open up pedestrian access and visual connections from the river to the waterfront. A new pedestrian bridge is planned along the alignment of the old railway, linking the convention center area to Suzaki Harbour. New canals are also planned to link together the waterfront areas. With the opening up of Suzaki Pier, the waterfront can be connected back to the city along the major roads to Tenjin and Hakata and along the riverfront.

These new connections will make Suzaki Harbour the catalyst for further development of the waterfront and the city center, however it will only succeed after creating a distinct sense of place for Suzaki Harbour itself.



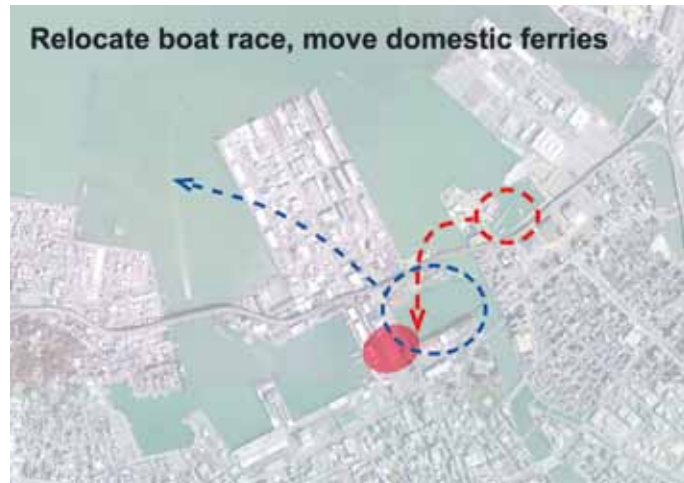
Section AA



Section BB



Section CC



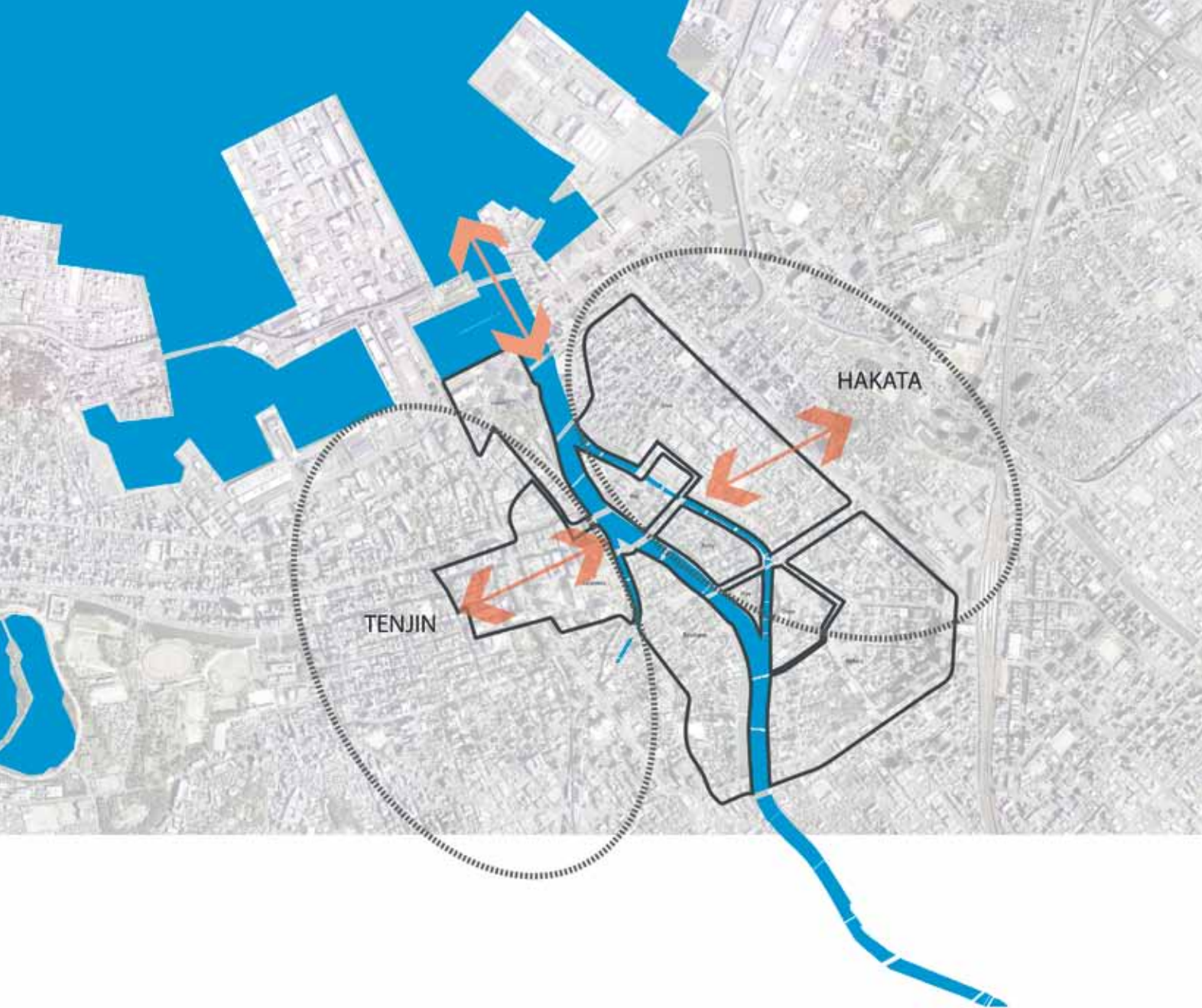


Impressions of the current and new situation at Hakata Pier



Impressions of the existing and new Suzaki Harbour





6

Redevelopment along the riverfront:

placemaking in the city center

Saline Verhoeven

Create a place that relates to the water and the history of the city

As part of a strategy to reconnect Fukuoka to its waterfront by redeveloping Suzaki Harbour, the river plays an important role. Moreover, historically the river has played a significant role in Fukuoka, with the island in the river, now Nakasu, a no man's land between two different cities—Hakata and Fukuoka. Nowadays we still find two distinct areas, Hakata and Tenjin, both of which have turned their backs on the river. It's almost as if the most vibrant activities—the heartbeats of the city—have avoided the river, leaving two inward-focused centers that are poorly connected to each other.

Connect the city to the riverfront

Improving the accessibility of the riverbanks can fill that gap and (re)connect the centers. If you look at the Naka River now, there are a lot of missed opportunities. The river is constrained by straight high walls, and there is no interaction with the adjacent buildings. There are many riverfront cities that can serve as references, both overseas such as San Antonio, Texas (U.S.A.) and Seoul, Korea, as well as closer by in Japan such as Kyoto. In all those references we see how enhancing the interaction between public space, the built environment and the river can successfully revitalize a riverfront.

In the Master Class we exploited the rhythm of the river to organize accessibility and open up adjacent areas to the river. This meant taking advantage of the dynamics of a tidal river, with daily changes between low and high water and seasonal changes due to climate and weather. Something as simple and natural as the difference in the amount of water the river holds changes people's experience as well as the extent of public space that is accessible.

We identified different sections of the river and riverfront. In these sections we proposed different ways of interacting with the river, in order to attract people to the water and to relate the buildings to the river. Among our various proposals are dry riverbeds where pebble stones turn into walkways or parks, and stairs that become seating places where you can play with your feet in the river and restaurants and bars can put up terraces that open up towards the river. Accessibility to the river and riverfront is improved by creating a network of public spaces that relates to the river. A stronger relation between the river and the built environment will be established.

The different characters of our proposed interventions—the different ways in which they connect the adjacent areas to the river—strengthen the distinction between the different neighborhoods. This strategy gives each of the two city centers, Hakata and Tenjin, a face that presents itself towards the river. This strategy also links them, into one.

Fukuoka: food and festivals

Fukuoka has a vibrant festival culture. Festivals can play an important role in programming and activating public spaces. One of the things we learned during the Master Class is that during each part of the year there is something specific the Japanese like to do. In spring there are different festivals around the cherry blossoms. People come out to have a picnic or just to enjoy the sight of the beautiful trees. In summer the people of Fukuoka celebrate the Yamakasa Festival, the beaches are open, and the hydrangeas are in bloom. Autumn brings the Bar Hopping Festival, the Hojaya Festival, and red autumn leaves. During winter Christmas lights go up throughout the city and the Toka Ebisu Festival, dedicated to Ebisu, the god of fishery, is celebrated at the Toka Ebisu Shrine.

We propose to take these activities as a starting point, relate them to the network of public spaces along the river, and design attractive spaces using seasonal planting. Festivals are linked to the river by promoting projects that encourage the use of the public space. These are the key points in our strategy to connect the city center to the riverfront. Activities will form the new heart-beats along the river. All activities will be associated with characteristics of Fukuoka: food, festivals, the history of merchants and samurai, seasonal planting.

Key projects

We identified the following key projects.

Suzaki Park: stage to the river

Demolition of the existing Civic Center makes it possible to open the park towards the river. Where the park meets the river an amphitheater will form an attractive place for people to sit on the riverbank. On the river side the park will feature a new front, a flexible stage that, incidentally, will be allowed to go underwater when the tide is up or the river floods. The redesigned Suzaki Park links the city to the proposed redevelopment around the boat racing basin, Suzaki Harbour. The attractiveness of this park enhances the living environment and serves to stimulate new residential development in the city center.

Hakata Pier: gate to Kyushu

Moving the arrival point of the ferries over to the new Suzaki Harbour makes it possible to introduce new attractions and facilities on Hakata Pier. Attractions such as a skating facility, restaurants, shops, spa and tower will be integrated into the landscape. The new Hakata Pier will form an extended park, attractive for families and visitors. The park will be well connected to the city center, with an emphasis on attractive pedestrian connections. The first impression of overseas visitors arriving in Fukuoka by cruise ship will be the new skyline around Suzaki Harbour, with a beautiful park in front—the gate to Kyushu.

Nakasu Island: postcard of the city

The downstream tip of Nakasu Island is a strategic point in placemaking along the river in the city center. Coming from the waterfront, this spot is the first impression of the city center. For those arriving by ferry, this is the first thing they see. Right now an unadorned sewage pumping station occupies this spot, a missed opportunities at one of the most strategic points in the city. Introducing a viewing deck and integrating it into a park-like landscape will attract people. The tip of Nakasu, an island between the two city center districts of Hakata and Tenjin, has the potential to be the new picture postcard image of the city, promoting Fukuoka as a river city.

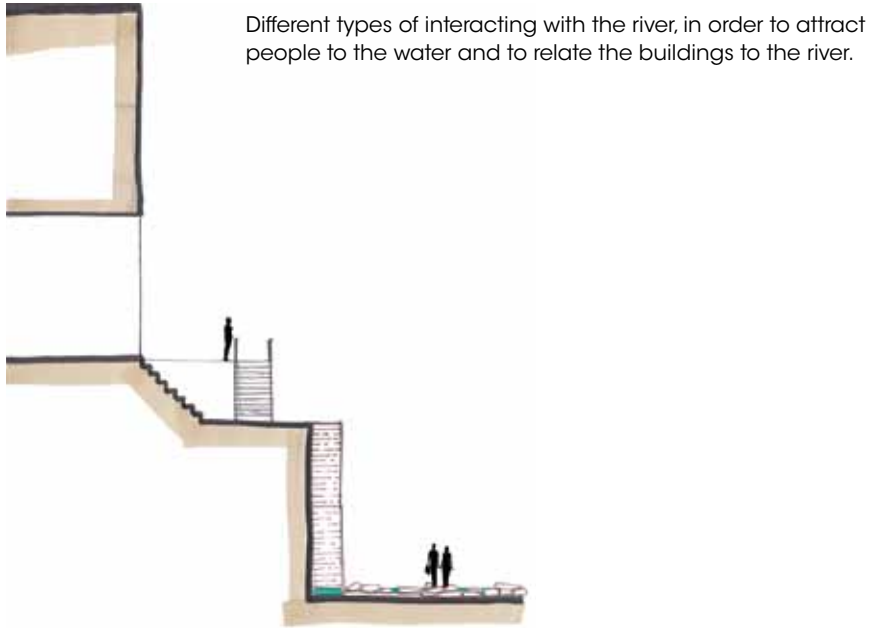
Plaza

Where the Kawabata covered shopping street, Canal City, Haruyoshibashi Bridge and Kokutaidoro Avenue come together, right now there are several bridges, different levels and different connections—a spatially complex and very inward-looking place. The construction of a new metro line and station create an opportunity to redevelop the area and redesign the intersection with new program centered around a new plaza. In our proposal the different levels and bridges are, like origami, folded to form one plaza that is both lower down to the river and connected to the area around the Kushida Shrine and the Mangyo-ji Temple. This plaza forms a link between the river and these historical sites, which are typical of Hakata.

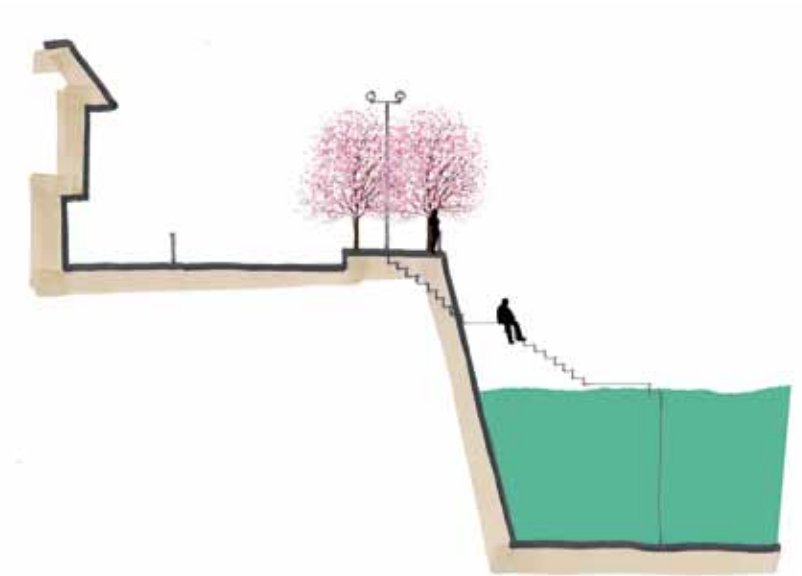
Fukuoka: compact city

The interaction among routes lining the river, bridges across the river, and places along the river creates a resilient and flexible framework of public spaces and infrastructure. The design of this framework structures the areas along the river into an easy-to-understand system of spaces and routes. The significance in the urban fabric of the river, with its distinct qualities on both sides, is strengthened. New routes combine individual projects into a coherent network that encourages people to move about and connect. The revitalization of public space—the essence of placemaking—also gives rise to opportunities for the reuse and transformation of real estate. A coherent network of spaces along the river creates the critical mass needed to begin restructuring of the city center as a whole. Redevelopment of the city center starts with the riverfront. In the first instance this strategy connects places, people and activities. Secondly it encourages (re)development of real estate. The end result is to enhance Fukuoka’s compactness by strengthening the city center and integrating Hakata and Tenjin into one center.

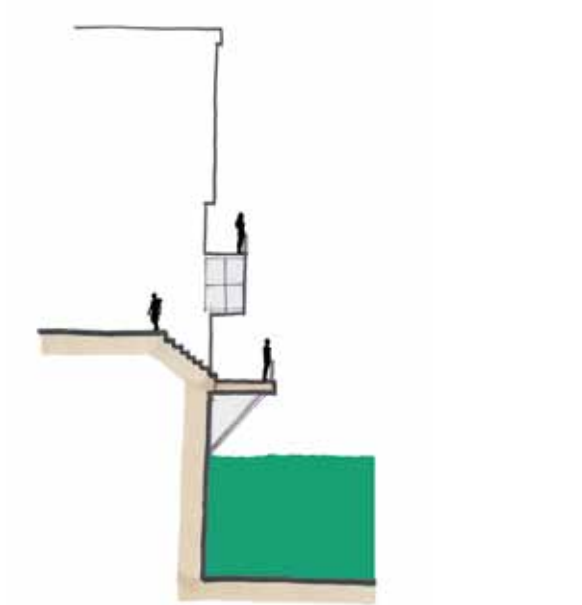




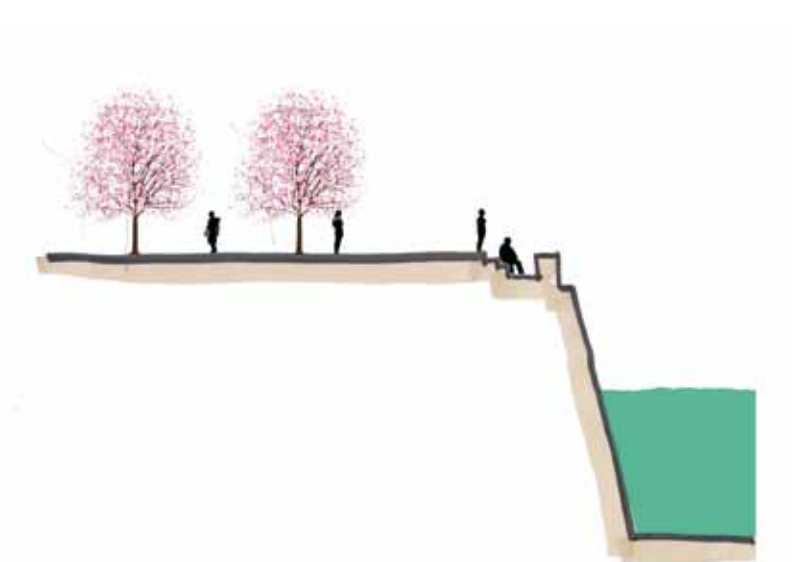
dry riverbeds where pebble stones turn into walkways or parks



stairs that become seating places where you can play with your feet in the river



restaurants and bars can put up terraces that open up towards the river



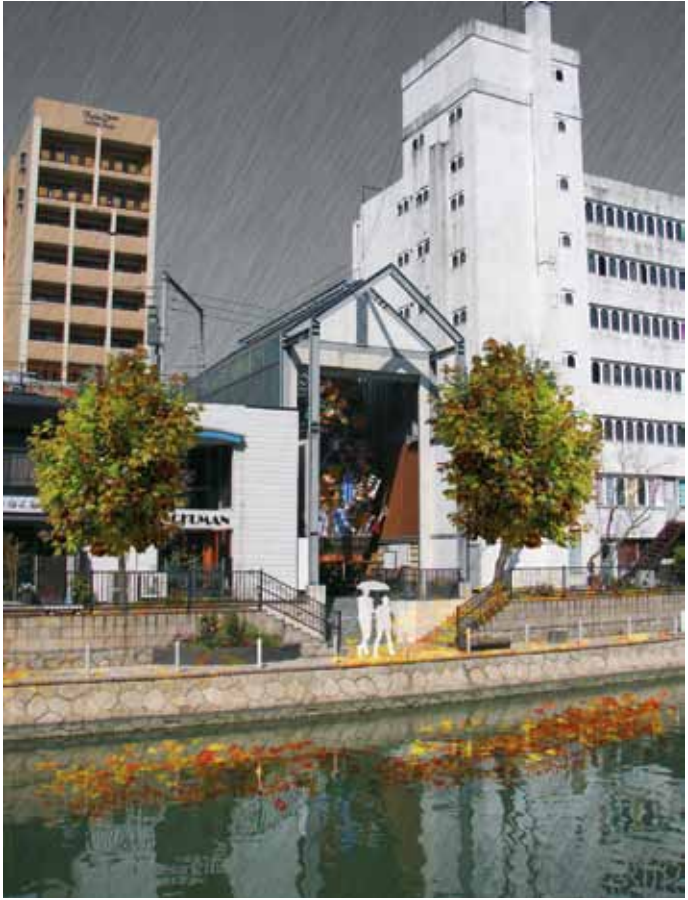
Accessibility to the river and riverfront is improved by creating a network of public spaces that relates to the river.



Spring



Summer



Autumn



Winter



Suzaki Park



Placemaking



30



tip of Nakasu Island



31



Stadslab Master Class Fukuoka 2012



A new subway station will provide the opportunity to transform this site. Public space, accessibility and legibility could be greatly improved by creating a terraced plaza. The site is a study location for the follow-up Master Class.

7 Afterword

Reinout Crince, Marc Glaudemans

Fukuoka has been a splendid host for the (double) Master Class on Placemaking and the 2011 Expert Meeting. Fortunately the partnership between Stadslab and Fukuoka doesn't end here. The next chapter in our collaboration will be to build upon the previously achieved results and to emphasize on several other aspects as well. The next Master Class will focus on Fukuoka as a well-connected and accessible city, owing to a 'compact central city and a revitalized port city'. What are the arguments in support of public or private investment in both real estate and infrastructure? In what way can connectivity and accessibility play a key role in redeveloping the city to become an attractive destination? How can the city be more seamlessly connected to its urban region and its wider (international) hinterland, and how can this city be made accessible at the same time.

Dr. Rob van der Bijl, Director of RVDB/ Lightrail.nl (Amsterdam, Netherlands), will supervise the Master Class on Urban Transportation & Mobility. The Master Class will start by assessing the results and conclusions from the Expert Meeting and the previous Master Class. Hence this Master Class will focus on two key areas that have been identified to be of strategic importance for the further development of the city. Places like Suzaki Harbour and Canal City Plaza need to acquire a distinct sense of place and will have the potential to become new nodes in the transportation system.

While zooming in on these specific areas, we will consider a wider set of themes to include:

Urban Land Use and Transportation: spatial interactions considering the nature, extent, origins and destinations of the urban movements and the set of transport infrastructures and modes that support passengers and freight.

Urban Design and Placemaking: formal and functional land use representations with both the economic and qualitative attributes of space such as form, morphology, pattern, public space and architecture.

Network Planning and Design: transportation infrastructure operates on a long term, though movements of passengers and freight are highly dynamic; optimize the transit city by enhancing the network with facilities for bicycles and pedestrians (the bike city and the walking city).

Environmental impact: sustainable development by coping with the supply of resources (water, energy, etc), the economic efficiency and the consumption of space. Realizing a smaller footprint by mitigation and adaptation of the network.

User requirements: effective traveler information addresses a range of issues to understand user needs to refrain from treating the travelling public as an homogeneous entity.

Technical issues: elaboration of transportation technologies (all relevant modes), including the need for Smart Intelligent Transportation Systems.

The results of the April and October Master Classes will serve as input for the Expert Meeting in 2013, on which occasion a set of recommendations will be formulated for the strategic long-term development agenda of Fukuoka.



8

Participants & Staff

Design team:

Participants:	Urmi Buragohain (Australia) Niels Kranenburg (Netherlands) Neeltje van den Bogaert (Netherlands) Satoshi Shibuya (Japan) Candy Rosmarin (South Africa) Britta Vestergaard (Denmark) Rick de Lange (Netherlands)	
Local partners:	Toyohisa Tanaka (Fukuoka City) Shintaro Nakamura (Fukuoka City) Kuniaki Koizumi (Kyudenko) Keiichiro Takaki (Kyushu Railway Company) Kazuya Oishi (Nishi-Nippon Railroad) Akira Fuchiwaki (Kyushu Railway Company)	
Supervisors:	Andrew David Fassam, URA, Singapore. Saline Verhoeven, BplusB, Amsterdam	
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Niels Kranenburg, since 2009 Niels works as an architect for Inbo. An office which focuses on architecture, engineering and urban strategy, and which is committed to the development of young talented professionals. Triggered and challenged by clients and society Niels aims for maximum result within the daily practice of architectural and urban projects.

Stadslab Fukuoka: Shaping Development
The Master Class of Fukuoka is an example of shaping development. The Master Class shows that by using design one is able to create a strategy and to initiate and stimulate the necessary change. In the case of Fukuoka the problem has become clear and together with (local) experts been translated into an urban strategy for change. Marks have been set and form a new starting point for future development and discussion.

Shaping development is also applicable to the personal aspect. The short time frame in which things take place, sometimes expressed as 'pressure cooker', stimulate personal development. The Master Class enables one to share knowledge with other international professionals and puts people in a position to mirror its own competence. At the same time participants subconsciously work on their own international network. This combination is successful and pleasant at the same time.

Candy Rosmarin graduated in Architecture at the University of Witwatersrand in South Africa. Candy has worked as an Architect for Gapp architects in Joburg South Africa contributing to various projects ranging from small scale residences to large urban design schemes. Projects included office complexes, game farm developments, urban street regeneration, and new town centres. Since coming to Australia Candy has completed a degree in Landscape Architecture at the Queensland University of Technology. She now works for a local council in Australia where she is involved in the delivery and upgrade of all parks within the council as well as being a core member of the team responsible for the integration, activation and restoration of all the waterways of Logan. Candy is also involved with the Queensland University of Technology where she is a tutor in both the landscape architecture and architecture department.

Britta Vestergaard graduated from The School of Architecture in Århus (Denmark), at the department of landscape and garden studies. Britta has worked as a project architect and design manager for several big construction projects – one of them is the new outdoor area at DR (Danish national television). She has a broad experience in sketching, design management, supply, contracting and supervision. Currently she has her own landscape company -arcvision landscape - which specializes in sustainable landscape architecture and movement. In developing sustainable projects she has proved, that working this way makes more sense for both the environment and the economy. The projects also serve as examples of involving, educating and drawing attention to the fact that water is a limited and very important life-giving resource. In the spring of 2012, she participated in the Stadslab Master Class "Placemaking for the 21st. century" in Fukuoka, Japan.

Neeltje van den Bogaert (Netherlands) started to work at a design office in Kerkdriel, in the southern part of the Netherlands, in 2002. She started at this office as a technical and drawing engineer. During the years her activities at the office expanded gradually. Nowadays she is fully responsible for the diverse projects at the office. So her specialties include designing, technical elaboration and building management. Since 2008 she is combining her work in architecture with studying architecture at the Academy of Architecture and Urbanism at Fontys University in Tilburg. She is expected to graduate as an architect in 2013 at the Academy. Her interest goes out to designing new possibilities for existing historical buildings. "Giving a new life to an existing place with old spirits".



Rick de Lange (1985) is a graduating architecture student architect (MArch) at the Academy of Architecture and Urbanism (AAS) Tilburg. He holds a bachelor in architecture and construction engineering. Since 2005 he's been working as a (junior) architect at several national and international renowned architectural and engineering offices such as Meyer & Van Schooten, [Oosterhuis_Lênàrd] ONL and Grontmij BV. Rick has gained severe experience in designing, sketching and engineering for both smaller and larger projects. The Fukuoka Master Class points out his interest in international developments in architecture and urban strategies.

Rick felt Fukuoka as an inspiring city with great potential although the city is struggling with its own identity and its near (and long) future perspectives. This led to great opportunities for the Master Class participants to brainstorm, interfere and discuss with different local and international professionals.

Urmi Buragohain is trained in architecture (Bsc) and urban and regional Planning at Sir J.J. College of Architecture and the Centre for Environmental Planning and Technology University. Afterwards she has gained over 8 years of international work experience in India, Australia and Qatar. Currently she works as a Strategic Planner at the Bayside City Council in Australia. Urmi has a broad experience in all stages of project management from scoping, consultation to delivery of outcomes. She has a strong background in land use planning with particular focus on built environment, heritage and sustainable development. She has an interdisciplinary approach to urban planning and policy development. During the Master Class she used her skills in design for placemaking.

Satoshi Shibuya (1965) holds a degree in Structural Mechanics at the Nagasaki University. Since 1988 he has worked for Sekisui House Co. as a housing Planner and Fukuoka Jisho Co. at the Housing and Development Division. His projects vary and he has worked amongst other on the following projects: Nexus Seaside Momochi, Nexus Kashii Park Avenue, Nexus Momochi Residencial Tower, Nexus Kashii Central Garden, Kashiihama Gardens and Bay Park Towers Fukuoka. His current position is Deputy General Manager of the Development Division.

Stadslab European Urban Design Laboratory
Placemaking. Stadslab Master Class 2012

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