

Implementation of Town Development Based on Talk between Council of Reconstruction & Town Development and City Administration

<p>Region</p>	<p>Higashimatsushima City, Miyagi Prefecture</p>	<p>Important Aspects to Realize “Better Reconstruction”</p>	<p>Process of Consensus Building among Residents</p>
<p>Overview of Efforts</p>	<ul style="list-style-type: none"> Higashimatsushima City of Miyagi Prefecture, with a population of about 43,000 (before the earthquake), was severely damaged from the Great East Japan Earthquake. About 97% of the total households was damaged mainly due to the tsunami. In particular, concerning seven seriously damaged districts, such as Nobiru District, relocation to hilly areas and surrounding areas of existing urban areas is planned, while ensuring the security of inland area with the use of disaster prevention green spaces and high embankment. In addition, considering the requests of local communities, it was decided to collectively relocate the residential areas to upland, and reassign the disaster damaged entire area south of Touna Canal as a non-residential area to be used for the location of industries, parks and green spaces, etc. 		
<p>Points of Efforts</p>	<p>1. Major Review of Land Use</p> <ul style="list-style-type: none"> By combining the land readjustment project and the project promoting collective relocation as disaster management, the collective relocation to the hilly area north of the disaster affected area was implemented, and the railroad station of JR Senseki Line was moved to near the upland residential area. Since the area south of Touna Canal is difficult to avoid human casualties caused by a great tsunami, the collective relocation to outside of the area was implemented. The land use of the area is limited to industrial purposes. Consolidation and development of evacuation routes to facilitate a smooth evacuation, along development of emergency evacuation facility. In the area north of Touna Canal, many residents requested to relocate their housing and indicated willingness to collectively resettle. By fully considering the voices of the residents, the collective relocation to a relevant area was implemented while paying attention to ensure the safety and sustain the community. 	<p>Major Events</p> <ul style="list-style-type: none"> June 2011 “Basic Policy for Reconstruction of Higashimatsushima” developed. Dec. 2011 “Development Plan of Higashimatsushima” developed. May 2012 The city plan decided. Nov. 2012 Construction started. May 2013 Relocation of JR Senseki Line approved. (Work started in April.) Dec. 2013 Change on Land Readjustment Project for Reconstruction of Disaster-Stricken Town Areas decided. June 2014 Land development for JR Senseki Line completed. May 2015 Change on Land Readjustment Project for Reconstruction of Disaster-Stricken Town Areas decided. May 2015 Public use of Connecting Road (partially) between Nobiru & Touna Stations started. May 2015 Fully recovered Senseki Line & Senseki-Tohoku Line started operation. 	
<p>2. Promotion of Reconstruction centered around Town Development Council</p> <ul style="list-style-type: none"> Initially, reconstruction and town development, including the collective relocation and housing, were promoted in a resident-oriented manner where the “Council of Nobiru Town Development” established in 2009 played a leading role. Then, the “Council of Nobiru District Reconstruction” was organized and divided into 5 subcommittees where discussion were held with the participation of people willing to relocate from other districts and the Nobiru residents not relocating, etc. In Fiscal Year 2014 when the relocation plan was materialized, the “Council of Nobiru District Reconstruction” was reorganized into the “Council of Nobiru North Hill Reconstruction”. District planning, such as specific resettlement sites, is discussed. In coordination of collective relocation and disaster public housing, opinions were exchanged between the local community organizations and the city administration. Discussions started from the system development stage. Opinions of many residents were reflected in the type of residence possible to realize within the budget limit. With these efforts, the occupancy rate of the disaster public housing has become 98%. 	<p style="text-align: center;">Source: Higashimatsushima City, “Higashimatsushima City Reconstruction Plan”</p>		

Status of Site for Population Resettlement in Nobiru District

Figure: Residential area viewed from Nobiru Station (under construction)



Move the residential area existed on the south side of the canal to the hilly area on the north side, and relocate the railway lines to the area, as well.



Figure: Land use at site of population resettlement

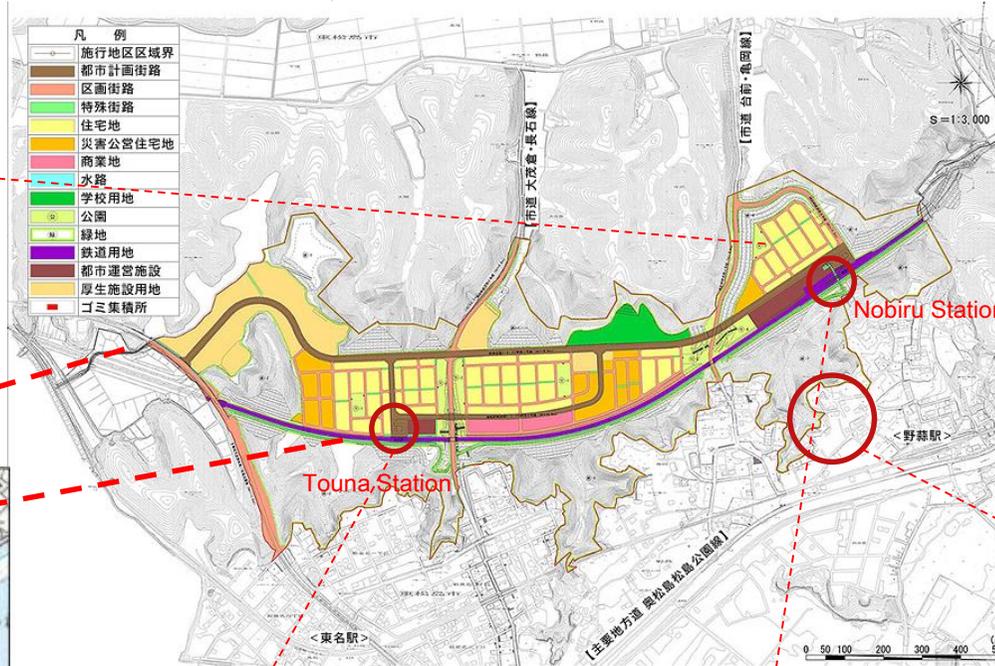


Figure: View toward former Nobiru Station, seen from new Nobiru Station



Figure: Touna Station after relocation



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