

## Resources

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The History of Tokyo's Development (timeline)

References

year	Tokyo Urban Development	Social Development
1590		Tokugawa Ieyasu enters Edo
1603	First construction of Nihombashi Bridge	Tokugawa Ieyasu becomes a shogun and establishes the Edo shogunate government
1604		Edo Castle repairs begin
1635		Establishment of the <i>sankin kotai</i> system
1657		Great Fire of Meireki breaks out
1853		Commodore Perry's fleet of black ships arrives in Uraga
1854		Signing of the Convention of Kanagawa (opening of Shimoda and Hakodate ports)
1858		Signing of Treaty of Amity and Commerce between Japan and the United States
1867		Restoration of Imperial rule
		Establishment of the Meiji government
1868	Name of Edo changed to Tokyo and Tokyo Prefecture ( <i>fu</i> ) established	Bloodless surrender of Edo Castle through negotiations between Saigo Takamori and Katsu Kaishu
	Opening of Tokyo Prefectural Government Office	Start of the Meiji Era
1869	Tokyo consolidates the 50 towns and villages within what was considered the urban area of Edo and renames 712 towns	Transfer of the Dajokan (Grand Council of State) to Tokyo during the Emperor's residence in Tokyo (de facto transfer of the capital)
1870		Telegraph service between Tokyo and Yokohama starts
1871	Tokyo submits to the national government a "Letter of Inquiry Regarding the Obligation of Road Repair in Tokyo" (separation of roads for vehicles and pedestrians at 7 major routes including Shimbashi and Ginza)	Abolition of feudal domains and establishment of prefectures
		Establishment of the new Tokyo Prefecture ( <i>fu</i> ) upon reorganization of prefectures
1872	A huge fire breaks out in Ginza: Tokyo plans and implements works to widen and improve roads, and to make buildings fire-resilient (brick buildings) in the areas of Ginza, Kojikicho, and Tsukiji that were destroyed by fire. (Ginza-dori Avenue completed in 1877)	
	Railway between Shimbashi and Yokohama opens (Japan's first railway)	
1873	Complying with Dajokan (Grand Council of State) Administrative Order No. 16, five parks, Sensoji, Kaneiji, Zojoji, Tomioka-Hachiman-sha and Asukayama, are chosen and reported to the Meiji Government	
1878		Jurisdiction of the Izu Islands transferred from Shizuoka Prefecture to Tokyo Prefecture
		With the establishment of the County, Ward, Town, Village ( <i>gun-ku-cho-son</i> ) Act, the large/small ward system is abolished (reorganized to 15 wards and 6 counties)
1880		The Ogasawara Islands become a part of Tokyo Prefecture
1882	Ueno Zoo opens	Cholera epidemic
	Tokyo Basha Tetsudo railway (horse-drawn tram) opens between Shimbashi and Nihombashi	
1884	Kanda Sewer first phase construction starts (length 2.8km): The beginning of a modern sewer system in Tokyo (the project is later discontinued due to financial difficulties)	
1885	Japan Railway opens between Akabane and Shinagawa, connecting the Tohoku and Tokaido areas	
1886	Böckmann formulates the "government office centralization plan"	
1888	Promulgation of the Tokyo City Planning Ordinance (first city planning legislation) (enforced in January 1889)	
1889	Announcement of the "Tokyo City Plan (old plan)"	Promulgation of the Constitution of the Empire of Japan (enforced 1890)
	Kobu Railway opens between Shinjuku and Hachioji	Tokyo municipal system goes into effect
1893		Jurisdiction of the Tama Area (West, South, and North Tama counties) transferred from Kanagawa Prefecture to Tokyo Prefecture (establishing the general area of Tokyo today)
1894	Completion of Mitsubishi Ichigokan, Japan's first office building	
	New government office building for Tokyo Prefecture completed (on the site of the current Tokyo International Forum in Marunouchi)	The Sino-Japanese War breaks out (-1895)
1898		"Tokyo becomes a general city with the abolishment of special provision for three cities. The Tokyo City Office is opened within the Prefectural Government building."
	Yodobashi Purification Plant completed based on the Tokyo City Plan, and water supply in the Kanda and Nihombashi direction starts for the birth of Tokyo's modern water supply system	

year	Tokyo Urban Development	Social Development
1903	Hibiya Park opens (Japan's first Western style park)	
1903	Tokyo Densha Tetsudo begins service between Shinagawa and Shimbashi for the start of Tokyo's first streetcar operation	
1904		The Russo-Japanese War breaks out (-1905)
1911	Tokyo Densha Tetsudo, Tokyo Shigai Tetsudo and Tokyo Denki Tetsudo merge, to be later purchased by the Tokyo City Government to form Tokyo Shiden (Electricity Bureau of Tokyo City)	
	Arakawa Floodway construction begins (completed in 1930)	
1914	Tokyo Station opens for service	World War I breaks out (-1918)
1919	"Promulgation of : City Planning Act (enforced January 1920) Urban Building Act (enforced December 1920) Road Act (enforced April 1920)"	
	Tokyo Shigai Jidosha (Blue Bus) begins operations (Shimbashi - Ueno)	
1923	Plan for Reconstruction of the Imperial Capital finalized	The Great Kanto Earthquake strikes (approximately 397,000 houses damaged and around 100,000 people dead or missing)
1924	Plan for Reconstruction of the Imperial Capital projects begin for improvement of rivers and canals	
	Municipal bus operations start (2 routes: Sugamo - Tokyo Station and Naka-Shibuya - Tokyo Station)	
1925	Operations on elevated train tracks between Kanda and Ueno start, and Yamanote loop line starts operations	
1926	Dojunkai's Nakanogo apartment building in Mukojima completed (first public apartment made of steel-reinforced concrete)	
	Meiji Shrine is designated as a scenic zone (Japan's first scenic zone)	
1927	Odawara Express Railway opens (Shinjuku - Odawara)	Showa Financial Crisis of 1927
	Tokyo's city planned roads are announced (designation of three major ring roads, Nos. 6, 7, and 8)	
	Tokyo Underground Railway between Ueno and Asakusa opens (Japan's first subway line)	
1929		The Great Depression (- 1933)
1931	Sumida Park opens (Japan's first riverside park)	
	Tokyo Aerodrome (Haneda Aerodrome) construction completed	
1932	Completion of improvement works at Ueno Station to integrate the station and the station square	Tokyo City merges with the 82 towns and villages of 5 surrounding counties (Ebara, Toyotama, Kita-Toshima, Minami-Adachi and Minami-Katsushika) to form 35 wards (becomes the second largest city in the world with population of 4.97 million)
1935	Designation of land use zones throughout Tokyo's city planning area	
	Central wholesale market opens in Tsukiji	
	City planning decision for station square and affiliated street plans at the 3 stations of Shibuya, Ikebukuro and Otsuka	
1937	Promulgation of the Air Defense Law (enforced in October of the same year)	The second Sino-Japanese War breaks out (-1945)
	Designation of Shinjuku as Tokyo's first high-rise building district with buildings over 17m in height	
1938		Cancellation of the Tokyo Olympic Games and World Exposition
1939	Tokyo Rapid Railway opens service between Shimbashi and Shibuya	World War II breaks out (-1945)
	Formulation of the "Tokyo Green Space Plan" (establishment of a 1 to 2km wide circular green belt)	
	Plans for streets around 7 stations, Komagome, Sugamo, Mejiro, Meguro, Gotanda, Oimachi and Kamata, added to city plans	
1940	Amendment of the City Planning Act (addition of air defense as an objective)	
1941	The Port of Tokyo opens as an international trade port (named Keihin Port)	War breaks out between Japan and the U.S. (-1945)
1943	Designation of air defense open lots and belts by the Ministry of Home Affairs	Tokyo Metropolis formed with the abolition of Tokyo Prefecture and City, through implementation of the Tokyo Metropolitan system.
1945	The metropolitan works for ash and dust treatment start for war damage reconstruction	The Great Tokyo Air Raids (approx. 259,000 houses totally destroyed by fire, 76,000 deaths. Tokyo Metropolitan Government building destroyed by fire)
	War Damage Reconstruction Board established as an organization directly under the prime minister	World War II ends. Occupation forces begin requisitioning Tokyo's major port and harbor facilities, parks, etc.
1946	Determination of Tokyo Metropolitan City Plan for Postwar Reconstruction, and promulgation and enforcement of the Special City Planning Act	
1947		The Constitution of Japan and the Local Autonomy Act go into effect

year	Tokyo Urban Development	Social Development
1947		Implementation of the 22-ward system (35 wards → 22 wards). Becomes 23 wards in August with Nerima's independence from Itabashi Ward
1949	GHQ orders the Tokyo government to remove street stalls (led to the formation of today's underground shopping streets)	
1950	With revision of the war damage reconstruction plan, the area subject to land readjustment is reduced from 20,000ha to under 5,000ha, the width of the main roads reduced, and green belts along the main streets and railways completely abolished.	The Korean War breaks out (-1953)
	Promulgation of the Building Standards Act (enforced in November of the same year) (Includes limiting building heights to 20m in residential areas and 31m in other areas)	
	Promulgation and enforcement of the Capital Construction Act	
1954	First post-war subway operations start (Marunouchi Line, Ikebukuro-Ochanomizu)	
	Promulgation of Land Readjustment Act (enforced in April 1955)	
1956	Promulgation of National Capital Region Development Act (Capital Construction Act rescinded)	Japan joins the United Nations
1957	Completion of Tokyo Metropolitan Government office (in Marunouchi)	
1958	Decision on the First Basic Plan for the National Capital Region establishes the positioning of the Metropolitan Expressway Construction Plan and the locations of suburban area (greenbelts)	
	Construction of Tokyo Tower completed	
1959	Start of partial operations of Japan's first expressway (Tokyo Expressway) between Ginza and Shimbashi	Tokyo is chosen to host the Games of the XVIII Olympiad (at the 55th IOC General Assembly)
1960	Japan's first underground parking space opens at the Marunouchi side of the Tokyo Station	National government announces the "Income Doubling Plan"
	City planning decision for the Shinjuku sub-center development plan	
	Finalization of Olympic related roads (22 routes, 54.6km) (National Capital Region Redevelopment Commission)	
1961	Amendment to the Building Standards Act (establishment of specified block system (the first building designated was Mitsui Kasumigaseki Building in August 1964), introduction of the floor-area ratio system). Enactment of the Act on Renewal of Built-Up Areas Associated with Development of Public Facilities (Urban Renewal Act) and the Act on Construction of Building Blocks for Disaster Prevention	
1962	Formulation of the Tokyo Metropolitan Sewer System Plan (targeting 100% diffusion within the ward area by FY1973)	Tokyo's population surpasses 10 million
1963	Formulation of the first "Tokyo Metropolitan Government Long-Term Plan" (1961-1970)	
1964	Enforcement of the floor-area ratio system based on Building Standards Act	Tokyo hosts the Games of the XVIII Olympiad
	Tokyo Monorail and Tokaido Shinkansen bullet train begin operations	Tokyo Desert (Tokyo's lack of water)
1965	Start of urban renewal in front of Shimbashi station based on the Urban Renewal Act	
1968	Completion of Mitsui Kasumigaseki Building constructed under the specified block system (Japan's first skyscraper)	Japan ranks second in the world in GNP
	Promulgation of the New City Planning Act (enforced June 1969)	
	The first Tokyo Megalopolis Human Flow Survey conducted	
	The Second Basic Plan for the National Capital Region formulated	
1969	Basic Concepts for Koto Area Redevelopment formulated. Tokyo Station Yaesu Underground Shopping Arcade opens (approx. 75,000 sq.m including parking lot, the largest in Asia at the time)	
	Promulgation of the Tokyo Metropolitan Pollution Prevention Ordinance (enforced in April 1970)	
	Creation of urban redevelopment projects through establishment of the Urban Renewal Act (consolidation of the previous Urban Renewal Act and the Act on Construction of Building Blocks for Disaster Prevention)	
1970	Creation of the Comprehensive Design System based on the Building Standards Act	
1970	Start of "Pedestrian Paradise"	Japan World Exposition held
		First photochemical smog warning issued (Suginami-ku)
1971	Formation of the Tokyo Vision for Public Squares and Blue Skies (tentative)	
1973		First Oil Crisis
1975	Release of "Land of Tokyo 1974," the first white paper on land	New ward system starts with the amendment of the Local Autonomy Act

year	Tokyo Urban Development	Social Development
1975	First designation of "productive green districts" to preserve premium agricultural land within built-up areas	
1976	The Third Basic Plan for the National Capital Region decided, newly taking up the subject of the Metropolitan Inter-City Expressway	
1977		Full return of Tachikawa base from U.S. forces
1978	Promulgation and enforcement of the Tokyo Metropolitan Ordinance on Mid- to High-Rise Building Height Restrictions Due to Shadows (Shadow Regulations Ordinance) and Ordinance on Prevention and Settlement of Disputes on Construction of Mid- to High-Rise Buildings (Dispute Prevention and Settlement Ordinance)	Restoration of the long-cancelled Sumida River fireworks display and Waseda-Keio regatta from significant improvement of the river's water quality
1980	Partial amendment of the City Planning Act and the Building Standards Act and creation of the District Planning System	
1982	Formulation of the Tokyo Metropolitan Government Long-Term Plan for My Town Tokyo: A Vision for the 21st Century	
1985	The Tohoku Shinkansen and Joetsu Shinkansen bullet trains start services to Ueno Station	
	Completion of Ring Road No.7	
	Decision to relocate the Tokyo Metropolitan Government office to Nishi-Shinjuku	
	Formulation of the Tokyo Teleport Vision	
	Construction starts on the super levee at the Shinkawa-Hakozaki area of Sumida River (completed in 1995)	
1986	Tokyo Tama Intercity Monorail Co., Ltd. established as a public-private corporation to construct the Tama Intercity Monorail	
	The Fourth Basic Plan for the National Capital Region decided	
	Formulation of the Second Tokyo Metropolitan Government Long-Term Plan for My Town Tokyo: New Developments for the 21st Century	
1987		Privatization of Japan National Railways, start of JR (Japan Railways)
1988	Promulgation and enforcement of the Multi-Polar Patterns National Land Formation Promotion Act	
	Formulation of the Basic Plan for Development of Tokyo Waterfront City and Basic Policy for Development of Toyosu and Harumi	
	Tokyo Waterfront New Transit Co., Ltd. established as a public-private railway for construction and operation of a new transit system linking Tokyo Waterfront City and Shimbashi	
	The Tokyo Metropolitan Subway Construction Co., Ltd. established as a public-private company to construct the circular segment of Metropolitan Subway No. 12 Line (Oedo Line)	
1989	Announcement made on the city planning decision for the Type 1 Urban Redevelopment Project at the district related to the former site of Tachikawa Air Base	
	Creation of a system for the development of space above and below roads	
1990	Formulation of Guidelines for Tokyo Waterfront City Development	
	Formulation of Third Tokyo Metropolitan Government Long-Term Plan for My Town Tokyo: Opening the 21st Century	
	Opening of Tokyo Budokan and Tokyo Metropolitan Theatre	
1991	Tokyo Waterfront Area Rapid Transit, Inc. established as a public-private company for construction and operation of Rinkai Line	Opening of the new Tokyo Metropolitan Government building
	Revision of Tokyo Metropolitan Comprehensive Design Permit Guidelines following the establishment of the district planning system for intensive use of residential land	Hamura Town becomes Tokyo's 27th city (23 wards, 27 cities, 6 towns, and 8 villages comprise Tokyo)
	The Tohoku Shinkansen and Joetsu Shinkansen bullet trains start services to Tokyo Station	
	Formulation of the Tokyo Metropolitan Government Master Plan for Housing	
1992	City planning decision made on the Shiodome land readjustment project	Collapse of the bubble economy
1993	City planning decisions made on land readjustment projects in Toyosu, Ariake-Kita, and Harumi 4 and 5-chome areas	Decision on the "World City Expo Implementation Plan"
	Rainbow Bridge and Chuo-Ohashi Bridge open	
	Opening of the Edo-Tokyo Museum	
1994	Declaration of sewerage systems serving nearly 100% of the Tokyo ward area	Establishment of the Tokyo Metropolitan Basic Ordinance on the Environment
	Formulation of the Tokyo Metropolitan Urban Landscape Master Plan	
	Partial amendment of Urban Green Space Conservation Act and creation of the Basic Planning System for Greenery	

year	Tokyo Urban Development	Social Development
1995	Formulation of Guidelines for Growth and Development of Central Areas of Tama (Basic Guidelines for Development of a Multi-center City)	Great Hanshin-Awaji Earthquake strikes
	Announcement of city planning decision made on the land readjustment project in the district related to the former site of Tachikawa Air Base	Tokyo subway sarin gas attacks
	Basic Concept for Hachioji and Tachikawa Business Hub approved by the Minister of Construction	Cancellation of the World City Expo
	Rinkai New Transit System "Yurikamome" starts operation	Akigawa City and Itsukaichi Town merge to form Akiruno City (23 wards, 27 cities, 5 towns, 8 villages comprise Tokyo)
1996	Tokyo Waterfront Area Rapid Transit "Rinkai Line" starts operation	Tokyo distributes a request to all National Diet members regarding the issue of relocating capital functions from Tokyo
1997	Formulation of Urban Development Plan for Disaster Resistance (Development Plan)	Opening of Tokyo International Forum
	Formulation of Tokyo Metropolitan Environmental Master Plan	Waterfront Sub-center is nicknamed "Rainbow Town"
	Formulation of Tokyo Waterfront City Urban Development Promotion Plan (Comprehensive revision of the Basic Plan for Development of Tokyo Waterfront City (1988) and Plan for Implementing Development of Tokyo Waterfront City (1989))	Hokuriku Shinkansen bullet train opens for service between Tokyo and Nagano
	Revision of the Tokyo Metropolitan Specified Block System Operation Standards to promote residence in the city center	
	Promulgation and enforcement of the Tokyo Landscape Ordinance	
1998	Formulation of Plan for Growth and Development of Central Areas of Tama	
	City planning decision made on Circular Route 2 Shimbashi-Toranomon district (Urban redevelopment and road project applying the system for allowing development of space above and below roads)	
1999	Decision on the Fifth Basic Plan for the National Capital Region	
2000	Tama Intercity Monorail fully opens	
	Toei Oedo Line fully opens	
	Toei Mita Line fully opens and starts mutual direct operations with Tokyu Meguro Line	
	Namboku Line fully opens and starts mutual direct operations with Toei Mita Line and Tokyu Meguro Line	
	Formulation of Tokyo Vision 2000 (proposal for a circular megalopolis structure)	
2001	Formulation of New city planning vision for Tokyo	Tanashi City and Hoya City merge to become Nishitokyo City (23 wards, 26 cities, 5 towns, 8 villages comprise Tokyo)
2002	Formulation of the Tokyo Metropolitan Environmental Master Plan	Promulgation of the Act on Special Measures concerning Urban Reconstruction (enforced in June)
	Formulation of the Basic Concept for Hachioji, Tachikawa, and Tama Business Hub	Collection of accommodation tax starts
	Tokyo Waterfront Area Rapid Transit "Rinkai Line" fully opens	
2003	Promulgation of the Ordinance to Promote Elegant Neighborhoods in Tokyo (enforced in October)	Edo 400-year celebration program launched
	Formulation of Policy for Utilization of Various Urban Development Systems for New Urban Development	
	Hanzomon Line starts mutual direct operations with Tobu Isesaki Line	
	Tokaido Shinkansen Shinagawa Station opens	
2004	Safe and Tasty Water Project starts	
2005	The Comprehensive National Land Development Act revised to become the National Spatial Planning Act	
	City planning decision made on the Otemachi land readjustment project	
	The Metropolitan Intercity Railway (Tsukuba Express) starts operations	
2006	Yurikamome Line starts operations	Tokyo 2016 Olympic Games Bid Promotion Office established
	Ring Road No.8 fully opens	
	Promulgation of the Tokyo Metropolitan Landscape Ordinance (enforced in April 2007)	
2007	Formulation of the Tokyo Metropolitan Landscape Plan	Inaugural Tokyo Marathon held with about 30,000 people running through the city center
	Formulation of the basic policy for the 10-Year Project for Green Tokyo	
2008	Nippori-Toneri Liner fully opens	Global financial crisis
	Tokyo Metro Fukutoshin Line starts operations	

year	Tokyo Urban Development	Social Development
2009	Formulation of Ome Business Hub Concept	
	Tokyo Outer Ring Road project started	
	Revision of the City planning vision for Tokyo	
2010	Internationalization of Haneda Airport (completion of new runway and new international area )	
2011	Formulation of the long-term vision, Tokyo Vision 2020	Great East Japan Earthquake strikes
	Designation of "disaster response routes" to serve as major arteries in the event of an earthquake	Tokyo's population surpasses 13 million (2010 census)
2012	Formulation of the implementation policy for the 10-year Project to Advance Fire Resistance in Close-set Wooden Housing Areas	Release of damage estimates in Tokyo in the event of a major earthquake directly striking the capital
	Tokyo Waterfront Road Phase 2 Section (Tokyo Gate Bridge) opens	
	Tokyo Skytree starts operations	
	Preservation and restoration works of Tokyo Station Marunouchi building completed	
2013	Tokyo Metro Fukutoshin Line starts mutual direct operations with Tokyu Toyoko Line and Yokohama High Speed Rail Minatomirai Line	Tokyo selected to host the Olympic and Paralympic Games in 2020
	City planning decision establishes a special urban renewal area around Shibuya Station	
	Tokyo's first outdoor café on a riverside operated by a private business opens in Sumida Park (followed in March 2014 by the opening of Tokyo's first riverside terrace, "Kawaterasu," on Nihombashi River)	
2014	Ring Road 2 (section between Shimbashi and Toranomon) opens, and Block III of the Shimbashi/Toranomon district, Toranomon Hills, is completed	Establishment of the Bureau of Olympic and Paralympic Games Tokyo 2020 Preparation and the Organising Committee of the Tokyo Olympic and Paralympic Games
	Shinagawa Station is decided to be the Tokyo terminal for the Linear Chuo Shinkansen	
	Free Wi-Fi service for foreign visitors to Japan starts at 143 subway stations in Tokyo	
	Formulation of The Long Term Vision for Tokyo	
2015	Metropolitan Expressway Central Loop Line opens	Tokyo selected to host Rugby World Cup 2019
	Section between Tokyo and Kanazawa on the Hokuriku Shinkansen bullet train opens	
	Tohoku Jukan Line extends to Tokyo station (Ueno-Tokyo Line)	
2016	Busta Shinjuku bus terminal opens	Kumamoto Earthquake strikes
	Provision of free Wi-Fi service begins at metropolitan facilities	
	Formulation of New Tokyo. New Tomorrow. The Action Plan for 2020	
2017	Tokyo Metropolitan Government and the Ministry of Land, Infrastructure, Transport and Tourism announce that the Metropolitan Expressway around Nihombashi will be moved underground	
	Amendment of the Urban Green Space Conservation Act, positioning maintenance and conservation of green and open spaces utilizing the vitality of the private sector	
	Decision on the basic policy for relocation to Toyosu Market	
	Formulation of the Grand Design for Urban Development	
	Musashino Forest Sports Plaza starts operation as the first new sports facility for the Tokyo Olympic and Paralympic Games	
	Construction of the Tokyo Marunouchi Station Plaza completed	

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