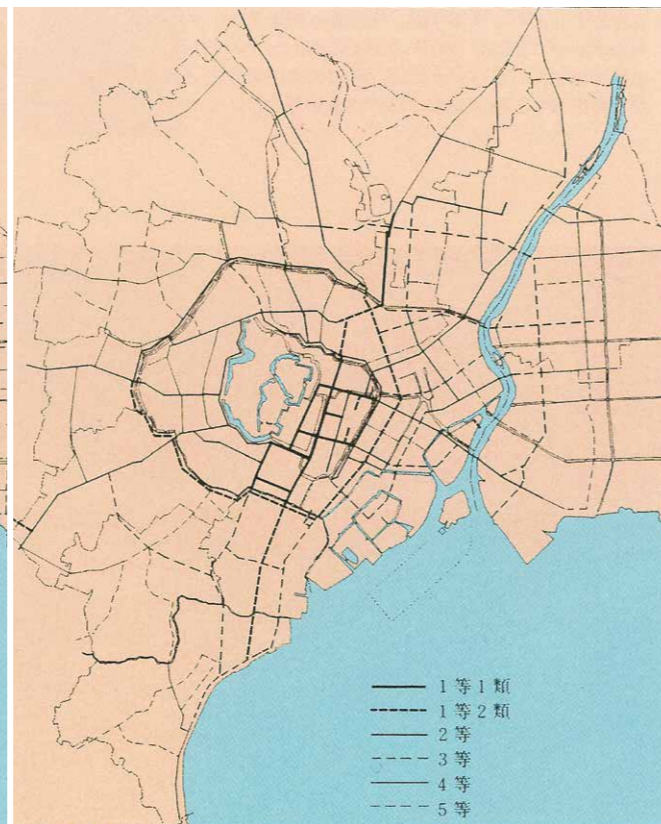
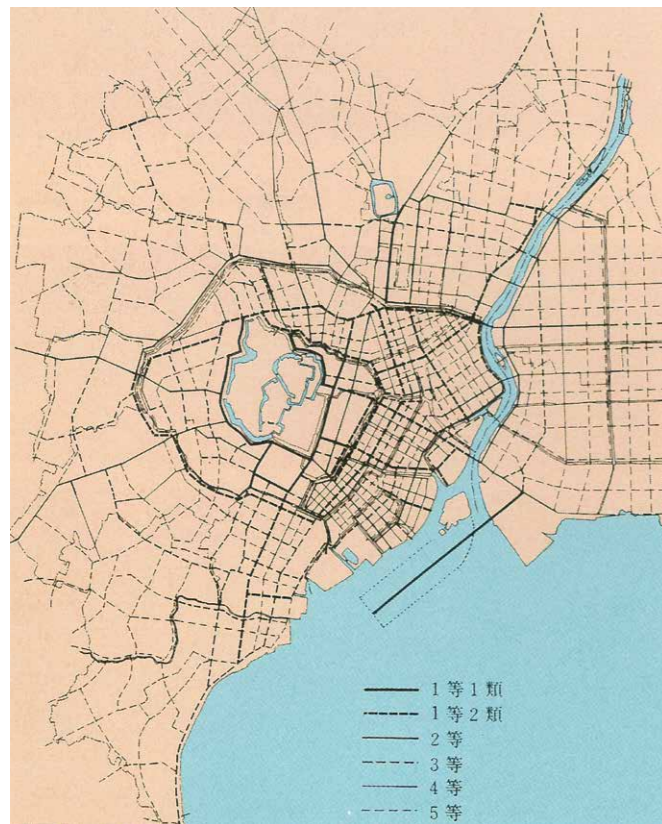


# 06 Tokyo City Planning Ordinance

As the times changed from the end of the Edo period to the Meiji era, with Edo transforming into the modern city of Tokyo, it became necessary to overcome many challenges and changes such as the spread of infectious diseases, outbreak of large fires, and the appearance of horse-drawn passenger carriages and horse-drawn trams, and advance measures to secure a sanitary environment, address disaster management, and construct wider roads. Awareness began rising on the importance of a city plan that focuses on the future vision of the city and establishes policy for systematically building up the city, in order to address these issues.

Beginning with the document, *Tokyo chuo shiku kakutei no mondai* (Issue of demarcation of Tokyo's central area), released in 1880 by Governor Michiyuki Matsuda of Tokyo Prefecture, the Tokyo City Planning Ordinance, promulgated in 1888, institutionalized the procedures and finances for systematic

reorganization of the built up part of the city. In 1889, the Tokyo City Plan (old plan) was formulated, and plans comprising roads, rivers, bridges, railways, parks, markets, crematoriums, graveyards, and others were drawn up. The construction of Central Station (Tokyo Station) and the elevated railway between Ueno and Shimbashi stations was decided at that time. However, the plan had to be revised because of the enormous number of projects, and in 1903, the Tokyo City Plan (new plan), which covered projects with high priority, was announced. By 1919, when the City Planning Act was promulgated, water service projects and road construction, which was conducted mainly in line with the construction of street car lines, were almost completed. However, the sewer system was not completed, and plans for construction of a market and harbor were stopped before they were even started.



Tokyo City Plan (old plan)

Tokyo City Plan (new plan)

### The process of change in city planning proposals

The road plan in the old plan was large in scale, involving 316 routes. The road projects made very little progress, and so a new plan that picked up the minimum number of routes was formulated, reducing the number of routes to 86 with a total length of 140 km. Following this, 37 routes were added, making the plan encompass a total of 123 routes with a total length of 170 km, but regardless of this increase, almost all of the roads were completed by 1918.

Source: *Tokyo no toshikeikaku 100 nen* (100 years of Tokyo's city planning). Bureau of City Planning, Tokyo Metropolitan Government.



Future vision of Tokyo drawn up at the time when city planning discussions were advanced

Drawn by Tankei Inoue in 1888, from the collection of Waseda University Library.

Matsuda's "Issue of demarcation of Tokyo's central area" considered the creation of a commercially prosperous central urban district that befits the capital of Japan, while focusing mainly on hygiene and fire prevention. There were five main proposals: 1) plans for location of public buildings, etc., 2) plans for urban infrastructure such as roads, rivers, bridges, gas and water services, 3) fire prevention and housing restrictions, 4) Building wharves by shoreline reclamation, and 5) plans for location of plants, warehouses, markets, etc. It also described a future vision for urban spaces, and presented an image of a city center that gathers large retail stores and is lined with Western-style buildings.



### The broadened Nihombashi Main Street

From "Scenes in the Eastern Capital of Japan" from the collection of the National Diet Library.

In line with the Tokyo City Plan (new plan), projects were implemented such as opening roads near the Imperial Palace, widening the Nihombashi Main Street, and opening the railway line between Ueno and Shimbashi.



### Nihombashi Bridge rebuilt

From "Scenes in the Eastern Capital of Japan" from the collection of the National Diet Library.

Following the Tokyo City Plan (new plan), Nihombashi bridge was reconstructed and in 1911, it was transformed from a wooden structure to a stone arch bridge.