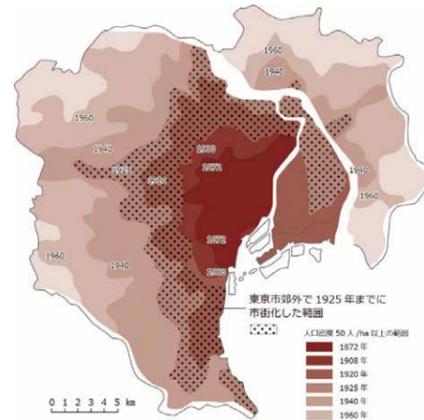


04 Development of private railways and the Tokyo suburbs

From the Taisho era to the beginning of the Showa era, the private sector advanced development of Tokyo's suburbs to accommodate a growing population, as well as the migration of people from central Tokyo following the Great Kanto Earthquake. Many railway companies actively developed residential areas along their lines, including development of the Senzoku area in 1922 and Denenchofu area in 1923 by the Den-en Toshi Co., and the Tokiwadai area by Tobu Railway Co., Ltd. Some of the residential areas developed at the time are well known as upscale residential areas even today.

With completion of the Ueno-Tokyo section in 1925, operations began on the entire loop of the Yamanote Line. As a result of Tokyo's suburbs at the time becoming increasingly residential, Shinjuku, Ikebukuro, Shibuya, and other stations on the Yamanote Line developed into terminals with connections to private railways. And, the private railway lines developed into key lines within Tokyo's transportation network.



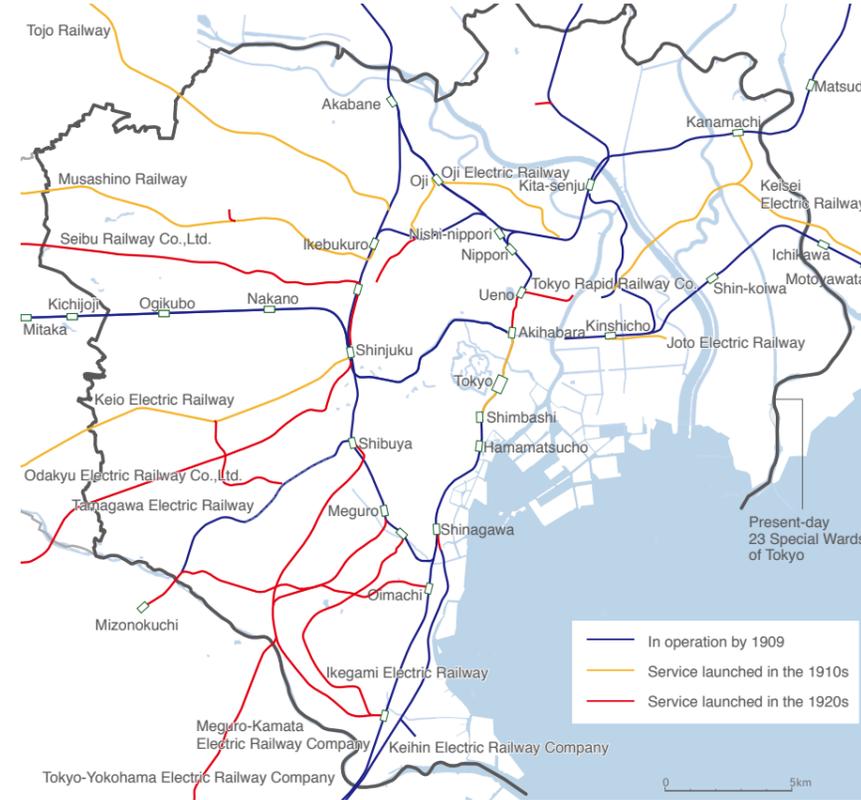
Population density map (Areas with a population density of 50 people per hectare or more)
Densely populated areas gradually spread. In particular, following the Great Kanto Earthquake, relocation of people who had lived in the city center up to that time increased, further advancing the expansion of urban areas.
Prepared from *Nihon kindai toshikeikaku no 100 nen* (100 years of modern urban planning in Japan) by Yorifusa Ishida, Jichitaikenkyusha.



Before and after development of the Denenchofu area
Incorporating European urban design concepts of the time, Denenchofu features tree-lined streets, which extend out radially from the station at the center. Integrated development with that of the railway also made Denenchofu a residential area that offers easy access to central Tokyo.
The living environment in Denenchofu has been preserved by the area residents themselves, managing their district independently through methods such as neighborhood associations.
This type of residential area development had a great impact on neighboring areas to become a model for development of Tokyo's suburbs.
(Left: 1917-1924)
(Right: 1927-1934)
Source: *Konjaku Map on the Web*, chronological topographic maps website



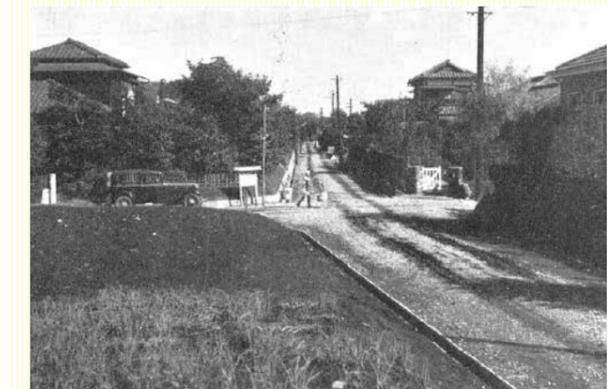
View of Denenchofu
The "garden city" concept was proposed by British urban planner Sir Ebenezer Howard in 1898 as a form of a green, compact city that coexists with nature and is self-sufficient, providing housing and employment to residents within a close radius. The concept greatly affected the development of residential areas worldwide, including Denenchofu.
Source: Tokyu Corporation.



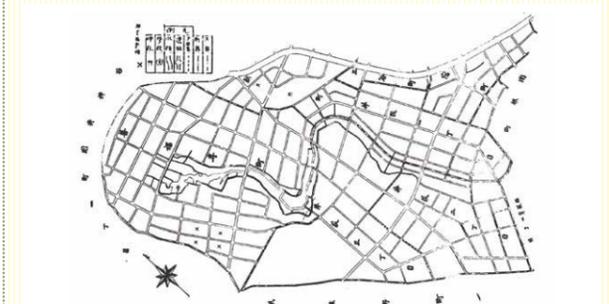
Railway companies extend lines into the suburbs (Map of the railway network in the late 1920s)
The Den-en Toshi Co., established in 1918, undertook development of many residential areas, including Senzoku and Denenchofu. The Meguro-Kamata Electric Railway Company and Tokyo-Yokohama Electric Railway Company developed areas such as Meguro, Ebara, Magome, and Tamagawa. The Odakyu Electric Railway Co., Ltd. developed areas including Yoyohata, Setagaya, and Matsuzawa. And, the Seibu Railway Co., Ltd. developed areas such as Ochiai, Nogata, and Iogi.
*The shoreline in the map is as of 1951 following World War II.
Prepared from *Tokyo-to Kotsukyoku 60 nen shi* (60-year history of the Bureau of Transportation, Tokyo Metropolitan Government), Bureau of Transportation, Tokyo Metropolitan Government, and *Tokyo-ko no hensen* (Changes in Tokyo Port), Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.

Land readjustment by land owners

With regard to development of residential areas in the suburbs, land readjustment was mainly carried out by land owners, developing nearly a quarter of the land in the ward area. The achievements of the Iogi Land Readjustment Association (Iogi Town) and Association for the Readjustment of All Arable Land in Tamagawa (Tamagawa Village), which received approval in 1925, are well known. Both large-scale residential land development projects, which encompassed the entire town and village respectively, were precious early examples of quality residential land development.



Iogi-machi
View of Iogi-machi, where the Iogi land readjustment project was undertaken.
Source: *Tokyo toshikeikaku gaiyo* (Overview of Tokyo city planning). City of Tokyo, 1937.



Phase Three of the Iogi Land Readjustment Association Project (1927-1933)
The Iogi Land Readjustment Association, headed by the town's mayor Hidegoro Uchida, carried out Tokyo's largest prewar land readjustment project between 1925 and 1935. The project was carried out over an 888 hectare stretch of land including the Zempukuji, Igusa, and Nishiogi districts of Suginami-ku.
Source: Yorifusa Ishida. *Nihon kindai toshikeikaku no 100 nen* (100 years of modern urban planning in Japan), Jichitaikenkyusha. Above map: 1:25,000 scale of, Tanashi. Below map: *Iogi tochikukakuseiri kumiai shi* (Publication of the Iogi Land Readjustment Association).