

# 01 Establishment of the City Planning System

When the City Planning Act and Urban Building Act were promulgated in 1919, built-up areas continued to expand due to the advancement of urbanization brought on by modernization. Against the background of such circumstances, the City Planning System, which provided a framework for planning and measures to regulate land use, among other things, was established as a means to develop and guide urban infrastructure, including roads, and land use to desirable standards. Although development of the built-up areas of Tokyo, which was originally built as a

castle town, progressed through city planning projects, development could not keep pace with the advancement of modern industry and transportation, resulting in the creation of obstacles to urban activities in a variety of areas. Additionally, as the population of the 82 towns and villages around the City of Tokyo rapidly increased, it was impossible to meet the demands of the time using existing systems. The introduction of the City Planning Act and Urban Building Act ushered in modern city planning administration in Japan.



**Tokyo City Planning Map (1921)**  
From the collection of the Edo-Tokyo Museum.  
The map, drafted by the Tokyo District Board of City Planning after the City Planning Act went into effect, shows road development plans. New plans for roads not stipulated in Tokyo city planning have been added on to the original map.



**Population changes in the "new city area" (Towns and villages surrounding the City of Tokyo)**  
Between 1900 and 1920  
Around the time the City Planning Act went into effect, the population of the 82 towns and villages surrounding the old city area of Tokyo reached three times that of twenty years prior. (The old city and new city areas combined equate to the current special ward area.)  
Prepared from *Miru, Yomu, Aruku Tokyo no Rekishi 3* (See, read, walk through Tokyo's history, Vol. 3) by Susumu Ike, et al., Yoshikawa Kobunkan.

	Land use restriction	Building coverage ratio	Absolute building height	Height restriction in relation to road
Residential zone	Construction of the following is prohibited: ● Factories (with 15 or more people, uses 2 horsepower (*1) or more, uses a boiler) ● Garages (for 5 or more vehicles) ● Theaters, movie theaters, etc. ● Adult entertainment establishments, etc. (brothels, etc.) ● Commercial warehouses ● Crematoriums, slaughterhouses, and waste incinerators	No more than six-tenths(*2)	No more than 65 shaku (*3)	H < A×1.25 H < W×1.25+25shaku
Commercial zone	Construction of the following is prohibited: ● Factories (with 50 or more people, uses 10 horsepower or more) ● Crematoriums, slaughterhouses, and waste incinerators	No more than eight-tenths		H < A×1.5 H < W×1.5+25shaku
Industrial zone	● No use restrictions (Stipulates the type of buildings that can only be built in industrial zones(*4))	No more than seven-tenths	No more than 100 shaku	H: Building height A: Distance from a portion of the building to the building line on the opposing side of the road W: Width of the road the building faces on to
Mostly unrestricted use area	● No restrictions (excludes factories, warehouses, and other buildings which are large in size, potentially harmful with respect to sanitation, or used for dangerous purposes)	No more than seven-tenths		

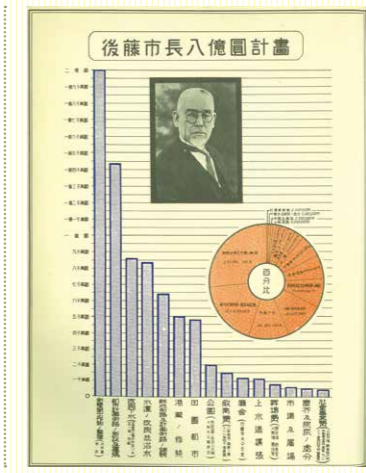
**Zoning system at the time of the Urban Building Act was put into effect (1919)**  
(\*1) 1 horsepower = 750W (Rate at which work is carried out over a certain amount of time and power performance)  
(\*2) Also applies to residential structures built outside of residential zones  
(\*3) 1 shaku = Approx. 303.03mm  
(\*4) Special industrial zones can be designated within industrial zones.  
Prepared from *Nihon kindai toshikeikaku no 100 nen* (100 years of modern urban planning in Japan) by Yorifusa Ishida, Jichitaikenkyusha.



**Introduction of a zoning system: Tokyo City Planning Zoning Map**  
First designated in 1925.  
Through the City Planning Act, a system was established to limit private rights in areas where urban facilities (roads, plazas, rivers, ports, parks, etc.) are designated as city planning projects. A zoning system for residential, commercial, and industrial use zones (districts where the type of building which can be built, its use, and other matters are prescribed) was also introduced. Following the Great Kanto Earthquake, land use zones were designated based on changes in Tokyo's built-up areas.  
Prepared from *Tokyo no toshizukuri tsushi dai 1 kan* (An overview of the history of Tokyo's urban development Vol.1). Tokyo Urban Planning and Development Corporation.

## The Tokyo City Government Outline

- Born in 1857, Shinpei Goto held such positions as Minister of Home Affairs and President of the South Manchuria Railways Company. Goto, who also played a major role in the establishment of the City Planning Act, announced the Tokyo City Government Outline in 1921 when serving as Tokyo's mayor. The plan to completely transform Tokyo was to cost 800 million yen, at a time when Japan's national budget was 1.5 billion yen.
- The Tokyo City Government Outline was a detailed plan that carefully addressed a range of matters related to human life in the city, including roads, waste management, social welfare facilities, education, waterworks and sewerage, housing, electricity and gas, ports, rivers, parks, markets, and public halls.
- Since the costs were enormous, the plan was later ridiculed as being "too big and unattainable." However, this plan became the model for the reconstruction plan following the Great Kanto Earthquake.



**Tokyo City Government Outline: The 800 million yen plan (by project).**  
From *Teito fukko jigyo taikan* (Reconstruction of the Imperial Capital) 1930, from the collection of the Municipal Reference Library, the Tokyo Institute for Municipal Research.