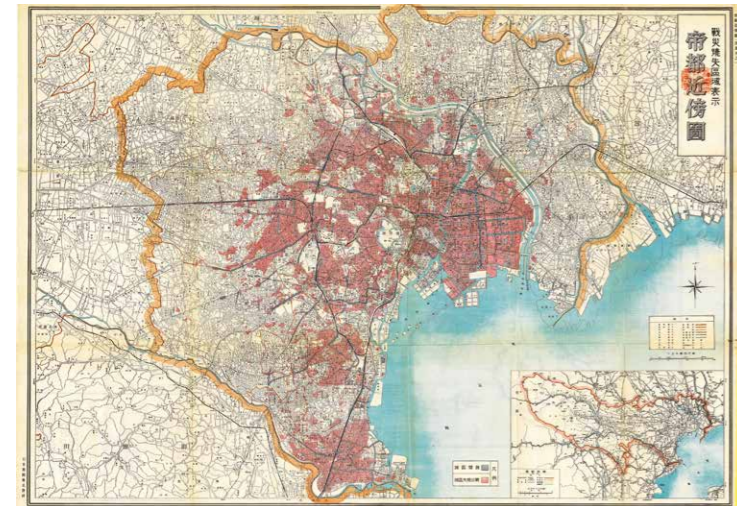


Entering 1945, day after day of air raids burned the city to the ground. And, less than twenty years having passed since recovery from the Great Kanto Earthquake, Tokyo was once again in a state of destruction. In December 1945, a Cabinet decision was made on the Basic Policy for Reconstruction of War-Affected Areas. In response, the Tokyo Metropolitan Government issued the Tokyo Metropolitan City Plan for Postwar Reconstruction in 1946. This plan is similar to the greenbelt concept that began with the prewar Tokyo Green Space Plan.

However, in light of developments such as the 1949 Dodge Line financial and monetary contraction policy, downscaling of

the reconstruction plan was considered. Amid review of postwar reconstruction plans nationwide, in 1950, significant downsizing of the Tokyo Metropolitan City Plan for Postwar Reconstruction was also examined. Infrastructure constructed through the war reconstruction plan of this time forms the foundation for modern Tokyo.

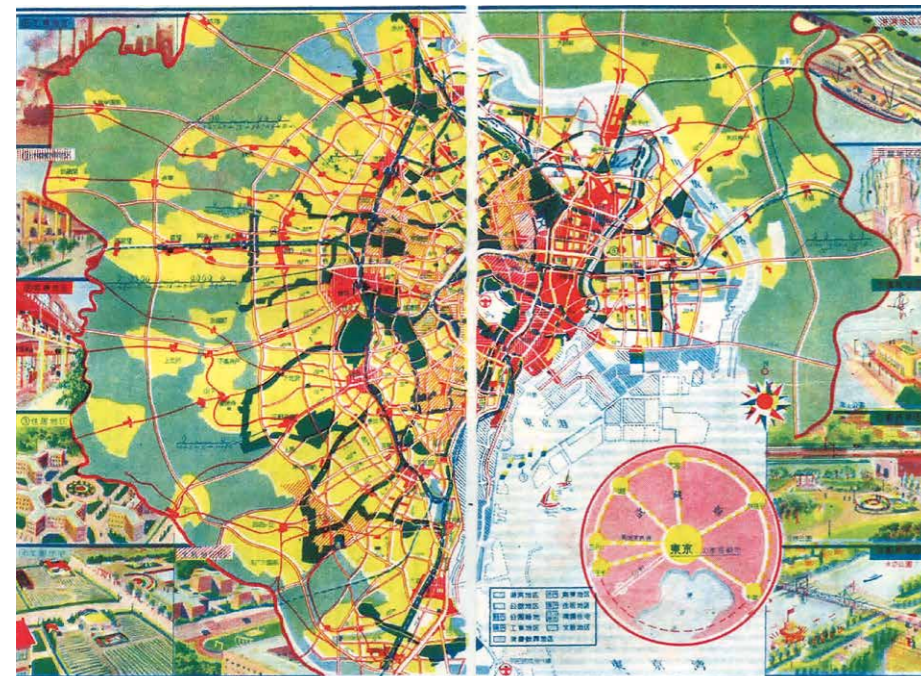
Meanwhile, around five years after the war concluded, the heavy and chemical industries showed remarkable recovery and Tokyo began to steadily regain its vitality. As a result, gravitation of the population and industries toward the city center and expansion of the city advanced.



Map of the area around the Imperial Capital showing areas destroyed by fire in the war (1945)

From the collection of the Tokyo Institute for Municipal Research.

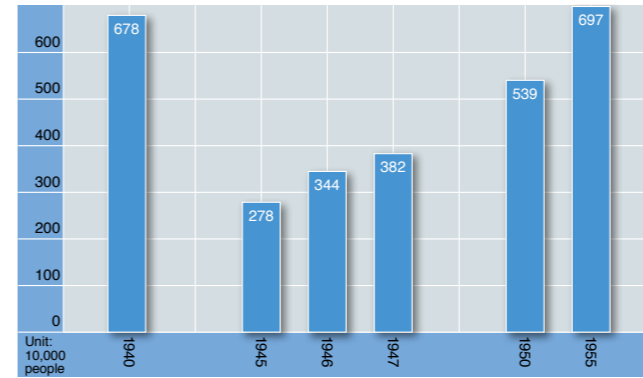
An area of 195km² was devastated, covering 28 percent of Tokyo's ward area. Buildings lost to fire numbered 710,000, half of the buildings in the ward area. Compared to the 1923 Great Kanto Earthquake, the area affected was much larger and over three times more buildings were lost to fire. Most of the reconstruction achieved following the earthquake was also reduced to ashes.



Zoning Map based on the Tokyo City Planning Map (1948)

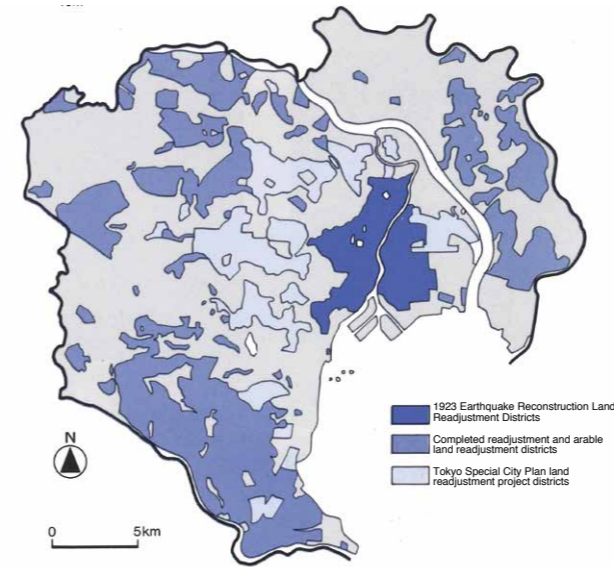
This city planning map based on the postwar reconstruction plan uses different colors to indicate each zone: commercial zones in red; residential zones in yellow; and green spaces in green. With the creation of vast agricultural land in the suburbs, efforts were focused on positioning satellite cities, as well as building wide roads and railways to link those areas to the city center.

Prepared from *Kagaku no tomo* (Friend of science), March 1948 edition, Sankaido.



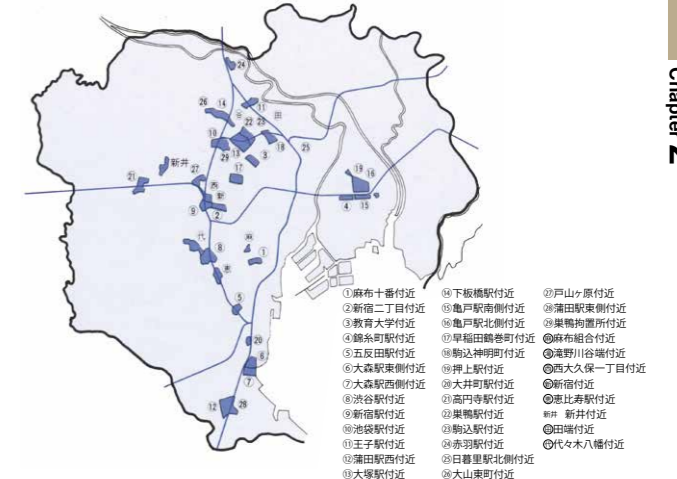
Population of the ward area
The Tokyo Metropolitan City Plan for Postwar Reconstruction assumed satellite cities with populations of around 100,000 people (Machida, Hachioji, Chiba, etc.) and more outlying cities with populations of around 200,000 (Mito, Utsunomiya, Odawara, etc.). The plan attempted to limit the Tokyo ward area population to 3.5 million by having these cities accommodate 4 million people. However, concentration of the population in Tokyo continued to advance, with the population of the ward area reaching 3.44 million in 1946, and growing to 3.82 million the following year, easily negating the core principles of the reconstruction plan.

Prepared from Tokyo Metropolitan Government statistics, *Tokyo no toshi-keikaku 100 nen* (100 years of Tokyo's city planning). Bureau of City Planning, Tokyo Metropolitan Government.



Tokyo Metropolitan City Plan for Postwar Reconstruction Land Readjustment Districts Map (1946)

Land readjustment, which would become central to urban planning, was planned over 20,000 hectares. Due to issues such as funding, however, implementation proceeded at a far slower pace than in other parts of the country. Source: *Toshi keikaku* (City Plan), No. 4.



Results of Tokyo postwar reconstruction land readjustment (1965)

Review of reconstruction plans nationwide in light of implementation of the Dodge Line resulted in reducing the 20,000 hectares of land slated for readjustment under the 1950 project revision to 5,000 hectares. Of this land, readjustment of only 1,440 hectares of land was achieved, limited to areas around stations on the Yamanote, Keihin-Tohoku, and Sobu lines.

Prepared from *Toshi keikaku gaiyo Showa 40 nen* (Urban planning overview 1965), Bureau of Urban Development, Tokyo Metropolitan Government, and *Daitoshi ni okeru sogoteki kankyoseibi no tame no toshisaikaihatsu no hitsuyosei to kanosei ni kansuru chosa hokokusho (shiryo hen)* (Study report on the need for and potential of urban redevelopment for comprehensive development of the environment in large cities) (Reference edition), The Social Development Research Center.



Shibuya Station area following reconstruction (1955-1964)

Reconstruction of the area around Shibuya Station, which was destroyed by fire in the war, advanced at a rapid pace. Facilities that would become future symbols of Shibuya were built such as Tokyu Cultural Hall, which opened in 1956 and included a planetarium.

Source: Tokyu Corporation.



Ikebukuro Station area following reconstruction (1955-1964)

Rising from the ashes, Ikebukuro started anew with department stores built on the east and west sides of the station. This later became the foundation for development into a commercial district represented by its giant department stores.

Photo by Suiyo Sato. From the collection of the Edo-Tokyo Museum.