

History of City Planning in Sendai

1600	Date Masamune changes the kanji characters for Sendai (from “千代” to “仙台”) and starts residing at his castle	1968	Kuzuoka Crematorium is decided Matsumori Waste Incineration Plant is decided
1871	Sendai Han becomes Sendai Prefecture	1969	Basic Plan for the Sendai City Comprehensive Plan is formulated The Sendai City Comprehensive Plan is determined
1887	Tohoku Main Line opens between Ueno and Shiogama via Sendai	1970	The Sendai and Shiogama City Planning Port District is decided The Sen-En (Sendai-Shiogama) Extensive City Planning Area is decided
1889	Sendai is established as a city		Area classifications are determined The Sendai City Basic Vision is determined
1894	Sendai Electric Light Co. is founded; electric lights come to Sendai		Basic Vision for the Sendai City Comprehensive Plan is established City planning parking lots (Futsukamachi, City Hall) are decided Sendai Oroshisho Park is completed
1899	Sewerage construction begins in Sendai	1971	Sendai Central Wholesale Market is determined The Pollution Prevention Ordinance is adopted
1900	Phone lines arrive to Sendai		The Sendai slaughterhouse is decided
1907	Tohoku Imperial University is established Sendai's road and park development plans are officially announced	1972	Sendai Central Wholesale Market is determined The Sendai City Development Guidance Guideline is adopted
1912	First phase of sewerage construction is completed	1973	The City of Trees Environment Creation Ordinance is adopted Natural environment preservation districts are specified
1923	Municipal waterworks begins operation		The Sendai City Special Use District Construction Ordinance is adopted
1925	City planning area is specified (approximately 52.88 km ² , spreading across Sendai City, Miyagi County Haranomachi Town, Shichigo Village Oaza Minamikoizumi/Kabanomachi, and Natori County Nagamachi)		Land use zones are specified (8 land use zones, to comply with revisions to the City Planning Law and the Building Standard Law)
1926	Sendai City tramway begins operation		Tohoku Expressway opens between Shiroishi and Sendai-Minami I.C.
1927	City planning roads are specified		Meat Marketplace is decided
1928	Sendai Broadcasting Station is established	1974	The Ordinance to Protect the Hirose-gawa River's Clean Waters is adopted The Sendai City Disaster Hazard District Ordinance is adopted
1929	Land use zones are specified (residential, commercial, industrial, and non-specified zones)	1975	City planning sewerage system is decided (Abukuma River downstream sewerage system) Tohoku Expressway opens between two sections: Iwatsuki and Sendai I.C., and Sendai-Minami and Izumi I.C.
1934	Scenic areas are specified	1976	Sendai City tramway ceases all operations Izumi Interchange on the Tohoku Expressway opens
1936	The city planning area is expanded (Miyagi County Iwakiri Village)	1977	The Postwar Reconstruction Land Readjustment Project is completed Urbanization promotion areas and urbanization control areas are modified
1937	JNR Senzan Line opens fully between Sendai and Yamagata	1978	Miyagi-oki Earthquake (Magnitude 7.4) occurs; registers 5 on the Japan Meteorological Agency seismic intensity scale
1941	The Haranomachi Industrial Land Readjustment Project is decided	1979	The Disaster prevention city declaration is adopted
1945	Bombing of Sendai; central Sendai burns down	1980	The Izumi-chuo Land Readjustment Project is decided City planning gymnasiums (Sendai City gymnasium and Sendai City Workers Gymnasium) are determined
1946	The Post-war Land Readjustment Project is decided	1981	Urban Rapid Transit system is determined (Subway Namboku Line) Sendai Nambu Road (between Nagamachi and Yamada) begins operations
1948	Quasi-fire protection zones are specified		Sendai War Reconstruction Memorial Hall opens
1950	Miyagi Baseball Stadium opens	1982	Tohoku Shinkansen begins operations (between Omiya and Morioka)
1953	Fireproof construction belts are specified	1983	Sendai Nishi Road begins interim operations (two lanes, between Hirose-dori Avenue and Sendai-Miyagi I.C.)
1955	Land use zones are modified (four zones in total: residential, commercial, quasi-industrial and industrial)	1984	Urbanization promotion areas and urbanization control areas are modified The Urban Rapid Transit system is modified (Senseki Line)
1957	Sendai Airport opens		
1958	City planning sewerage system (Sendai City Public Sewerage) is determined Zelkova trees are planted along Jozenji-dori Avenue		
1961	War reconstruction projects are completed		
1962	Land use zones are modified The City of Health Declaration is adopted		
1964	Designated as a new industrial city (Sendai Port district) The Haranomachi Tobu District Land Readjustment Project is decided Minami Gamo Sewerage Treatment Plant is completed		
1965	Yagiyama Zoo opens New City Hall building opens		
1966	Sendai's City Planning Area is modified Land use zones are modified Vacancy areas are determined The Ryutsu Center District land readjustment project is decided Specified residential land development restriction districts Sendai Bypass begins operations Imaizumi Waste Incineration Plant is decided		

	multiple overpass/underground project)		Entire Sendai Tobu Road and Sendai Nambu Road opens
	Sendai City gymnasium opens	2002	Sendai Eki Nishi/Ichibancho District is specified as an urban regeneration emergency development district
1985	The Sendai Eki Higashi Daini Land Readjustment Project is decided	2004	Urbanization promotion areas and urbanization control areas are modified
	The City is designated as a model region in the "Model Cities for Future Communication" Teletopia Project		Sendai Nagamachi East District is specified as an urban regeneration emergency development district. (Removal of area designation in 2017)
	Tohoku Shinkansen extends to Ueno Station	2005	Urban Rapid Transit system is modified (Subway Tozai Line)
	The Izumi-chuo District Plan is decided (area is still part of Izumi City)	2007	Sendai Airport Transit Begins Operation
1986	Basic Vision for the Sendai City Comprehensive Plan 2000 is established	2008	Sendai Eki Hokubu Nakakecho Passage Opens
	The Sendai International Port Development Plan is decided		"Districts with Restrictions on Large Scale Leisure Facilities" (Special Use Districts) were specified.
1987	Namboku Subway Line begins operations (between Yaotome and Tomizawa)	2009	The Sendai City's "City of Trees" Landscape Plan was formulated.
	Miyagi Town is incorporated into Sendai City	2010	Sendai City Rapid Transit Belt Line Network was completed.
	Basic Plan for the Sendai City Comprehensive Plan 2000 is formulated		Urbanization promotion areas and urbanization control areas are modified
1988	Izumi City and Akiu Town are incorporated into Sendai City	2011	Formulation of plans for a new main road based on the revised city plans for the road network
1989	Sendai becomes a designated city		The Great East Japan Earthquake (magnitude 9.0; seismic intensity scale of 6 upper in Sendai City)
	Green Fair Sendai is held in the city		Formulation of the Comprehensive Plan 2020 Formulation of the Sendai City Earthquake Disaster Reconstruction Plan
	Sendai is designated as an intelligent city	2012	Established Policy of Sendai City Planning (Sendai City Planning Master Plan)
1990	The Sendai Port Hinterland Land Readjustment Project is decided		Designation of Northern Gamo area as an urban disaster recovery promotion area
1991	Tohoku Shinkansen extends to Tokyo Station	2013	Approval of the Urban land readjustment project for Northern Gamo area
	Urbanization promotion areas and urbanization control areas are modified	2015	Regional Program for the Sendai City Master Plan for City Planning formulated
1992	Namboku Subway Line extends to Izumi-Chuo Station		Operation of the Tozai Subway Line started (between Yagiyama Zoological Park and Arai)
1993	The Tomizawa Station Area Land Readjustment Project is decided	2016	Widening work of the Sendai Station East-West Free Passage completed
1994	Ayashi Bypass begins interim operations	2017	The system for easing restrictions on the floor-area ratio is created to improve accommodation.
	Sendai Tobu Road (between Sendai Higashi and Sendai Airport) begins operations	2018	Changes based on the revised city plans for the road network
	Sendai Nambu Road (between Nagamachi and Sendai-Wakabayashi JCT) begins operations	2019	The entire elevated road of the Eastern Reconstruction Road Project is opened.
1995	The Sendai Nagamachi Sub-center Land Readjustment Project is decided		Sendai City Center Redevelopment Project was started
	City of Trees Landscape Ordinance is established	2020	Sendai City Center District is designated as a Special Urban Renaissance Urgent Development Area
1996	New land use zones are specified (12 land use zones, to comply with revisions to the City Planning Law and the Building Standard Law)		Expansion of urban regeneration urgent development districts
	Basic Environment Ordinance is established	2021	Formulation of the Comprehensive Plan
	People-friendly Community Development Ordinance established		Established Policy of Sendai City Planning (Sendai City Planning Master Plan)
1997	Urbanization promotion areas and urbanization control areas are modified	2022	Sendai City Planning Master Plan, Regional Concept is formulated
	Sendai Stadium opens		Plan for Promoting Community Development along Subway Lines is formulated
	Sendai City Basic Vision "21st Century City, Sendai" is established	2023	Sendai City Location Optimization Plan is formulated
1998	Construction of AER is completed		National Urban Greenery Fair is held in Sendai
	Sendai City Basic Plan "Sendai 21 Plan" is formulated		
1999	Established Policy of Sendai City Planning (Sendai City Planning Master Plan)		
	Sendai's population reaches one million		
	East-West underground passage at Sendai Station opens		
2000	New underground portion of JR Senseki Line opens; Aoba-dori Station opens		
2001	Sendai Tobu Road begins operation (between Sendai-Higashi I.C. and Sendai-kou Kita I.C.)		

City Plan Data

(As of December 31, 2023)

Land Use

Areas	Area
○City Planning Area	44,296ha
○Urbanization Promotion Area	18,080ha
○Urbanization Control Area	26,216ha
(Zones and Districts)	
○Land Use Zones	
Category I Low-rise Exclusive Residential Zone	5,458ha
Category II Low-rise Exclusive Residential Zone	5.9ha
Category I Mid-to-High-rise Exclusive Residential Zone	734ha
Category II Mid-to-High-rise Exclusive Residential Zone	1,572ha
Category I Residential Zone	2,956ha
Category II Residential Zone	2,509ha
Quasi-Residential Zone	64ha
Neighborhood Commercial Zone	981ha
Commercial Zone	937ha
Quasi-Industrial Zone	1,098ha
Industrial Zone	459ha
Exclusive Industrial Zone	1,305ha
○Special Use Districts	
Culture and Education District	397ha
Category I Special Business District	83ha
Category II Special Business District	180ha
Category III Special Business District	131ha
Category IV Special Business District	65ha
Category V Special Business District	42ha
Category VI Special Business District	32ha
Category VII Special Business District	15ha
Special Industrial District	660ha
Special Business District	147ha
Large Scale Leisure Facilities District	898ha
○Fire Protection and Quasi-Fire Protection Zones	
Fire Protection Zone	257ha
Quasi-Fire Protection Zone	3,888ha
○Height Control Districts	
Category I Height Control District	5,463ha
Category II Height Control District	2,306ha
Category III Height Control District	5,529ha
Category IV Height Control District	2,070ha
Minimum Height Control District	21ha
○Parking Provision Districts	
Parking Provision District	330ha
○Port District	
Port District	559ha
○Special Greenery Preservation Districts	
Banzan Special Greenery Preservation District	81ha
Masue Special Greenery Preservation District	3.3ha
Tsubamezawa 3-chome Special Greenery Preservation District	0.9ha
Goroku Special Greenery Preservation District	1.2ha
Higashihara Special Greenery Preservation District	1.9ha
Yagiya Yayoicho Special Greenery Preservation District	0.7ha
Aramaki Nitayachi Special Greenery Preservation District	4.5ha
Nakayama 2-chome Special Greenery Preservation District	0.3ha
○Intensive Use Districts	
Sendai Eki Higashi Daiichi District	0.4ha
Chuo 1-chome Daiichi District	1.5ha
Sendai Eki Higashi Daiichi Nigo District	1.2ha
Ichibancho 4-chome Daiichi District	1.6ha
Sendai Eki Hokubu Daiichi Minami District	1.7ha
Kakyojin 1-chome District	1.4ha
Nagamachi 3-chome District	0.2ha
Kawaramachi 1-chome Nishi District	0.5ha
Kakyojin 1-chome Daini District	0.8ha
Kokubuncho 3-chome Daiichi District	0.4ha
Kita-Sendai Eki Daiichi District	3.4ha
Nagamachi Eki Daiichi District	1.2ha
Honcho 2-chome Niban District	0.2ha
Izumi-chuo District	5.3ha
Chuo 1-chome Daini District	0.6ha
Ichibancho 2-chome Yonban District	0.3ha
○Aesthetic Districts	
Jozenji-dori Avenue Aesthetic District	13.4ha
Miyagino-dori Avenue Aesthetic District	27.9ha
Aoba-dori Avenue Aesthetic District	33.3ha
○Scenic Districts	
Dainenji Scenic District	67.2ha
Yagiya Scenic District	93.9ha
Mt. Atago Scenic District	8.6ha
Otamaya Scenic District	10.6ha
Osaki Hachiman Scenic District	6ha
Kitayama Scenic District	13.3ha
Dainohara Scenic District	3.2ha
Anyoji Scenic District	68.1ha
○Greenery Preservation Special Districts	
Ichibancho 3-chome Minami District	0.6ha
Chuo 1-chome Hirose-dori District	0.5ha
Chuo 4-chome Higashi Nibancho-dori District	0.5ha
Ichibancho 3-chome Nanaban District	1.8ha
○Urban Disaster Recovery Promotion Areas	
Northern Gamo District	99.3ha

Urban Facilities, etc.

○Roads		
Category	Number of Roads	Length
Highway	3	23.00km
Trunk Road	143	401.99km
District Road	1	0.32km
Special Road	9	5.09km
Station Plazas with Roads	23 plazas	1,29,000m ²
○Other Transportation Facilities		
Type	Number of Roads/Facilities	Length/Area
Urban Rapid Transit	4	41.45km
Parking Lot (Car)	1	8,500m ²
Parking Lot (Bicycle)	5	7,170m ²
○Parks		
Category	Number	Area (ha)
Urban Area Parks	328	94.25ha
Neighborhood Parks	52	99.4ha
District Parks	8	59.4ha
General Parks	5	110.1ha
Sports Parks	1	32.9ha
Special Parks	15	282.86ha
Regional Parks	1	552.1ha
Greenery Areas	29	385.71ha
Cemeteries	3	370.6ha
○Sewerage		
Type		Area (ha)
Public Sewerage	Waste Water	14,180ha
	Rainwater	10,798ha
River System Related Public Sewerage	Waste Water	4,552ha
	Rainwater	4,352ha
○Other Daily Life Facilities		
Type	Number	Area (ha)
Motor Vehicle Terminals	1	5.9ha
Waste Incineration Plants	3	31.12ha
Markets	2*	26.09ha
Slaughterhouses	1*	5.49ha
Crematoriums	1	4.29ha
Education and Culture Facilities	2	3.2ha
Plazas	1	1.5ha
<small>The Sendai Meat Market and the Sendai Slaughterhouse were established on the same premises under the city plan (approximately 5.5 ha in total).</small>		
○District Plans		
Type	Districts	Area (ha)
District Plan	117	3,064.6ha
Redevelopment Promotion Districts	3	14.2ha
Development and Improvement Promotion Area	1	4.0ha
○Urban Redevelopment Projects		
District Name	Approximate Area (ha)	
Sendai Eki Higashi Daiichi	0.4ha	
Sendai Eki Higashi Daiichi Nigo	0.5ha	
Chuo 1-chome Daiichi	0.5ha	
Ichibancho 4-chome Daiichi	0.9ha	
Kita-Sendai Eki Daiichi	3.4ha	
Nagamachi Ekimae Daiichi	1.2ha	
Nagamachi 3-chome	0.2ha	
Kawaramachi 1-chome Nishi	0.5ha	
Sendai Eki Hokubu Daiichi Minami	1.7ha	
Kakyojin 1-chome Daiichi	0.9ha	
Kakyojin 1-chome Daini	0.8ha	
Kakyojin 1-chome Daisan	0.3ha	
Kokubuncho 3-chome Daiichi	0.4ha	
Honcho 2-chome Niban	0.2ha	
Chuo 1-chome Daini	0.6ha	
Ichibancho 2-chome Yonban District	0.3ha	
Ichibancho 3-chome Nanaban District	1.8ha	
○Publicly Developed Land Readjustment Projects (Public and Government Organizations)		
District Name	Approximate Area (ha)	
Haranomachi Industrial City Construction	119.8ha	
Postwar Reconstruction (Government)	291.1ha	
Shinterakoji	60.4ha	
Haranomachi East Industrial	352.5ha	
Distribution Center	145.6ha	
Sendai Eki Higashi Daiichi	55.8ha	
Haranomachi Tobu Daisan	298.6ha	
Izumi-chuo	104.8ha	
Sendai Eki Higashi Daini	45.3ha	
Arai	149.9ha	
Sendai Port Hinterland	258.5ha	
Tomizawa Station Area	48.3ha	
Asuto Nagamachi (Public Development Corporation)	82ha	
Northern Gamo	99.3ha	