

いつも心に川がある

# 堀川まちづくりの会

「堀川」×「ひと」×「まち」

第25回

# 堀川 ラウンドテニール



令和7年8月21日(木)  
名古屋能楽堂



# 会議次第



- 1 開会の挨拶
- 2 会員の活動報告と今後の活動予定
- 3 特別発表 名城大学建築学科 学生提案
- 4 堀川魅力アップ部会の活動について
- 5 令和7年度実施事項(予定)について
- 6 事務局報告(堀川Topics)
- 7 閉会の挨拶

# 1 開会の挨拶

堀川まちづくりの会 会長

中部大学

松尾直規 名誉教授



## 2 会員近況・活動報告

『各会員の活動報告と今後の活動予定一覧』をご覧ください。

追加事項、訂正等ありましたら、各会員様よりお願いします。



### 3 特別発表 名城大学建築学科 学生提案

名城大学 理工学部 建築学科 4年生 科目「地域計画」  
都市プランニング演習課題

## 「堀川と景雲橋周辺のリ・デザイン」

水と都市との接点である水域空間のリ・デザインを通じて、  
持続可能で豊かな水都・名古屋を構想

- ① 水まちリビング
- ② 川と庭がつなぐまちと記憶



# 4 堀川魅力アップ部会の活動について

第9回会議

令和7年7月3日（木） 名古屋都市センター 会議室

いつも心に川がある  
堀川まちづくりの会 「堀川」×「ひと」×「まち」

第9回  
堀川魅力アップ部会



令和7年7月3日(木)  
名古屋都市センター 会議室

いつも心に川がある  
堀川まちづくりの会 「堀川」×「ひと」×「まち」



活発な意見が  
交わされました！

## ・案内看板 設置箇所候補 全体

船舶乗船時	地上散策時
<ul style="list-style-type: none"> <li>・瀬戸線 旧堀川駅</li> <li>・松重閘門</li> <li>・尾張藩蔵・引込水路跡</li> <li>・堀川橋梁(鉄道)</li> <li>・岩井橋の物揚場跡</li> <li>・洲崎神社</li> </ul>	<ul style="list-style-type: none"> <li>・庄内用水元杵樋門</li> <li>・黒川船溜跡</li> <li>・金城橋物揚場跡</li> <li>・五条川桜</li> <li>・尾張藩蔵跡・引込水路跡</li> <li>・岩井橋物揚場跡</li> <li>・デリッククレーン</li> <li>・朝日橋</li> </ul>
6 箇所	8 箇所
計 14 箇所	

### その他

・既存看板へのQRコード貼り付け(ポータルサイトへの誘導)	80 箇所
・水質浄化PR看板(地下水等)	10 箇所

- 昨年に続き今年も堀川でアユが確認されたが、東京のテレビ局で放送されるなどかなりの反響があった。今後アユが定着するためには猿投橋の落差工が障壁になる。上流であれば瀬・淵があり定着することはあり得るため、いい形で生き物が行き来できるような水辺にするには、魚道の整備が必要。魚道の整備は話題づくりとしては相当注目を浴びるため、検討を始めてもよいのではないか。
- 汲み上げた地下水をそのまま川に入れて浄化しているが、流れをつくってから川にいれたほうが魅力もアップするのでは。
- 魅力アップ部会の会員が会議の際に勉強すべきところや旅行等で訪問した時の話題などを持ち寄り、みんなで議論しながら堀川の魅力向上につながることを検討していくことが必要。
- 名古屋の観光客は熱田神宮と名古屋城の両方を見る人が少ない。堀川の舟運を利用して両方を見てもらう形を定番にしていきたい。
- テーマパークのトンネルを通る時のように栈橋の中をライトアップできないか。（ナイトクルーズ運行時）



# 5 令和7年度実施事項(予定)について

## ①案内看板の設置

### 設置箇所候補

船舶乗船時		地上散策時	
<ul style="list-style-type: none"> <li>・瀬戸線 旧堀川駅</li> <li>・松重閘門</li> <li>・尾張藩蔵・引込水路跡</li> <li>・堀川橋梁(鉄道)</li> <li>・岩井橋の物揚場跡</li> </ul>		<ul style="list-style-type: none"> <li>・庄内用水元杵樋門 ★R7設置予定</li> <li>・黒川船溜跡 ★R7設置予定</li> <li>・金城橋物揚場跡</li> <li>・五条川桜</li> <li>・尾張藩蔵跡・引込水路跡</li> <li>・岩井橋物揚場跡</li> <li>・デリッククレーン</li> </ul>	
5	か所	7	か所
		計	12 か所

### その他

・既存看板へのQRコード貼り付け(ポータルサイトへの誘導)	80	か所
・水質浄化PR看板(地下水等)	10	か所



# 案内看板

# 地上散策時

# その他

## 浄化施設などのPR

⑨黒川1号橋上流  
0.01m<sup>3</sup>/s



## 地下水放流施設 設置箇所

箇所数：10か所



## ②ポータルサイト「堀川ナビ！」の改良

➤ R6年度作成のPR動画の掲載(掲載済)





## ②ポータルサイト「堀川ナビ！」の改良

### ➤ 動画の配信・活用

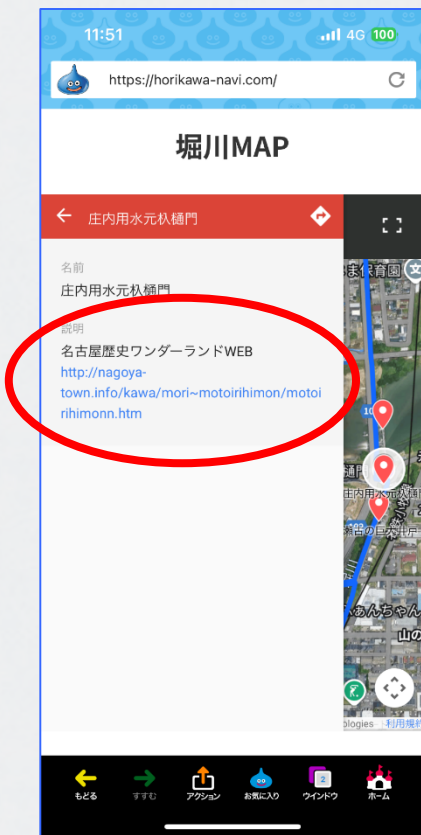
- 堀川ポータルサイト「堀川ナビ！」での配信
- 堀川まちづくりの会YouTubeチャンネル
- 堀川ギャラリーでの映像配信
- 区役所広報コーナーでの映像配信(西区)
- 観光案内所(金山駅)での映像配信 ※予定
- 市政出前トークや学生への事業説明での活用
- 各種イベントでの活用 など

※その他 様々な媒体で配信していきます。

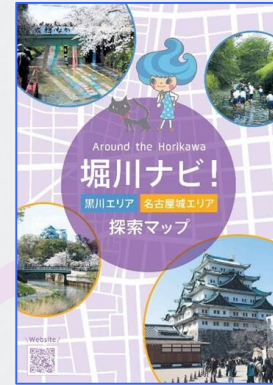


# ➤ グーグルマップ上のピン情報の改良

## 改良前



# 改良(案)



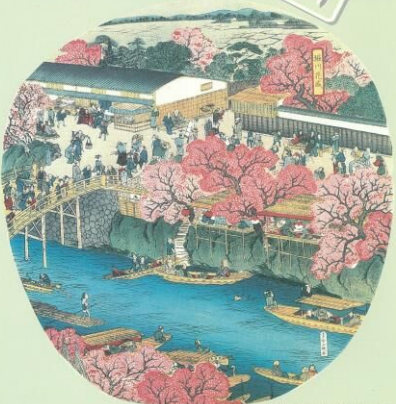


# 「堀川ナビ」の英語版ページの作成

## THE HORIKAWA RIVER

Rediscovering the Horikawa River!  
my town my river

### A History of the Horikawa River



Blossoming Flowers along the Horikawa River  
(This illustration first belongs to "Shirayuki Mokuho" (1864) but is an illustration of a scene from the Horikawa River in the Nagoya region, a collection created by the Nagoya City Museum.)

### Initial Excavation of and Subsequent Changes to the Horikawa River

**The Birth of Nagoya**

Before the construction of Nagoya Castle, the central area in this region was in Kiyosu. However, Kiyosu Castle was considered too small and vulnerable to flooding. Therefore, Shogun Iyeyasu Tokugawa decided to construct a new castle, Nagoya Castle, in the northwest corner of the Nagoya Plateau in 1610, moving the entire town from Kiyosu to Nagoya in the process. The "Kiyosugawa", as it is known (it "flows from Kiyosu") led to the birth of a new town, Nagoya.

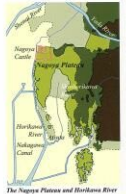
**The Excavation of the Horikawa River**

The castle town surrounding Nagoya Castle was built in an inland area, far away from Ananohobara Fort. However, to transport mass quantities of essential commodities such as rice, vegetables, fish and salt to the castle town it would be necessary to utilize shipping.


In 1610, in the same year that construction of the Nagoya Castle started, General Masamori Fukushima excavated a river along the western edge of the Nagoya Plateau, connecting Anaya with the Nagoya Castle town. This marked the birth of the Horikawa River, a 6 km long and 22-87 meter wide river, flowing from Habahubi, West of Nagoya Castle, to Anaya on the coast. The riverbed was connected via a waterway to the Tansuokuchi draining gate that had been set up in the outer moat of Nagoya Castle, allowing water in the outer moat to stream into the Horikawa River.

At that time the river banks were not protected but bridges had been built at seven points and known as the "Horikawa Nanabashi" ("Seven Horikawa Bridges"). It is thought that the Gojo Bridge and the Tenma Bridge were brought over from the Gojo River in Kiyosu. An ornamental knob on the Gojo bridge post has an inscription that reads, "Gojo Bridge, Constructed in June 1602", indicating that the Gojo Bridge was built before excavation work was first carried out on the Horikawa River. The original ornamental knob is now kept in the Nagoya Castle and a replica has been attached to the bridge.


Along the Horikawa River there were facilities that utilized the canal function of the river. Merchant warehouses lined the banks from the neighborhood surrounding the Naya Bridge, located adjacent to the girdle-moats of the castle town, to the upper area of the Horikawa River. On the left bank, downstream of the Naya Bridge, there were large-scale granaries for storing land tax rice. Residences belonging to naval personnel such as the Magistrate of Shipping and business were located around the present Suzaki Bridge. Boutiques for most ships and luxury boats ("Gowabun") were set up around the former river mouth, in close proximity to today's Shirokari Garden. Large-scale lumberyards were also established, storing wood from the Kiso area which was also controlled by the Owari feudal clan.



The Nagoya Plateau and Horikawa River



The Horikawa Nanabashi ("The Seven Horikawa Bridges") as "old illustrations"



The Gojo Bridge post ("The Seven Horikawa Bridges") as "old illustrations"

**"Seven Bridges Za"**  
(The illustration first belongs to "Shirayuki Mokuho" (1864) but is an illustration of a scene from the Horikawa River in the Nagoya region, a collection created by the Nagoya City Museum.)

**"Nagoya Za"** ("Picture of Nagoya")  
Created in 1713 (approx.)  
The Nagoya Castle was located at the end of the Horikawa River.

An ornamental knob on the Gojo bridge post (owned by Nagoya Castle Administration Office). The era name is inscribed.

### Changes to the Horikawa River

**Excavation of the Gosoyu Waterway to Convey Water from the Shonai River**

The Gosoyu Waterway was excavated in 1683 to allow water to flow into the Nagoya Castle moat. Water was taken from the Shonai River at Ryusumi in present-day Moriyama Ward and passed through a culvert under the Yada River, eventually streaming into the castle moat. As a result of this, water taken from the Shonai River streamed into the Horikawa River, which had no source, via the Nagoya Castle moat.

**Connecting the Daiko River with the Horikawa River**

The Daiko River flowed west from Daiko in the Rokugyo Village (present-day Higashi Ward) and streamed into the Igawa River.

In July 1767, heavy rains caused the embankment of the Yada River to collapse, resulting in great damage with flood waters reaching as far as Habahubi. Thereafter in the winter of 1786, construction work was carried out on the Daiko River, redirecting its course to merge with the Horikawa River. Thus, the length of the Horikawa River was significantly extended in the northeast, incorporating water streaming into it from the Daiko River as well as water flowing in from the Shonai River via the Gosoyu Waterway.

**The Excavation of the Karakawa River**

The Karakawa River (named after Hanayoshi Karakawa, the engineer who designed it) was excavated in 1876-1877 to enable ship transportation between Nagoya and Inuyama, and to irrigate agricultural farmland. To achieve this, improvements were made on the Daiko River and its course was redirected. The Karakawa River was excavated to branch off from the Shonai River in the Mizuwa Bridge in Moriyama Ward, passing under the Yada River before streaming into the Horikawa River.


**Downstream Reclamation Work and Extension of the Horikawa River**

Reclamation works were carried out in the lower reaches of the Horikawa River during the Edo period to facilitate the development of paddy fields and later, in the Meiji period, to facilitate the construction of the Port of Nagoya and the establishment of an industrial area. As a consequence, the Horikawa River was extended to reach its current total length of 14.2km.

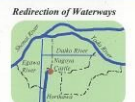
**The Shirayuki Lumberyard Water Gate**

During embankment works carried out on the Horikawa River in 2001, evidence of former embankment provisions was found around the water gate. The same pile that was discovered is presumed to have been built during the Edo period and has now been designated for preservation.


**Extension via Reclamation Works**




**Redirection of Waterways**




**Excavation of the Horikawa River in 1610**




**Excavation of the Gosoyu Waterway in 1683**



**Excavation of the Karakawa River in 1877**



**Connecting Daiko River to the Horikawa River in 1767**



### A Chronological History of the Horikawa River

Interim 2nd Month, 1610 June, 1610	Construction started on the Nagoya Castle. It was mostly completed by December, 1612. General Masamori Fukushima became the Magistrate-General of Construction and started excavation work on the Horikawa River.
June, 1611	Early of safe riverbank possible between Tansuokuchi and Anaya. Excavation work commenced to enable shipping from Anaya to the Nagoya Castle construction site.
1613	The "Kiyosugawa" (river from Kiyosu) was finally accomplished. The foundations of the Nagoya Castle town were completed.
Around 1629	The Shirayuki Lumberyard was established (founded on the east bank of the Horikawa River). It was a place where lumber was stored and processed (present-day Anaya Ward) and the fish markets were established.
1631	The Horikawa River embankment provisions were gradually collapsing during the winter, so, an order was made to cover the banks with stone walls.
May, 1667	Excavation of the Gosoyu Waterway from the Shonai River at Ryusumi; present-day Moriyama Ward in the east of the Nagoya Castle.
Summer, 1663	An order was issued to design the Horikawa River.
January, 1784	Construction work to connect the Daiko River into the Horikawa River was carried out by the Magistrate of Shikoku Yokote that planned hundreds of ponds and chimneys along the banks of the Horikawa River around the Habu Bridge.
Winter, 1784	"Mogawaru" ("chasing mud on the riverbed") in the Horikawa River was carried out by Sakai residents. It was carried out again in 1848.
1836	Miyoshi started to sell Chiyasu (raw oyster) in the Horikawa River which was then boiled in soy sauce, at Ananohobara. A famous present-day "Miyoshi Washi" was established in the "Miyoshi" area.
April, 1844	Construction work to connect the Daiko River into the Horikawa River was carried out by the Magistrate of Shikoku Yokote that planned hundreds of ponds and chimneys along the banks of the Horikawa River around the Habu Bridge.
August, 1850	Chiyasu was sold in the "Miyoshi" area.
February, 1860	Chiyasu was sold in the "Miyoshi" area.
July, 1871	Albion Prefecture commenced transfer of land of adjacent in the Horikawa River basin.
October 10th, 1877	Excavation of the Karakawa River was completed.
September 29th, 1886	Excavation of the Horikawa River was completed.
May 1st, 1893	Excavation of the Karakawa River was completed.
October 16th, 1899	Excavation of the Horikawa River was completed.
September 18th, 1906	Reclamation concerning public landing ground and waterfront area along the Horikawa River came into effect.
February 23rd, 1910	Both reclamation concerning public improvements on the Horikawa River (digging and partial embankment works) were passed by the Albion Prefecture Assembly. (4th construction terms)
October 1st, 1911	The New Docks Towards present-day Meitetsu Sola Line) opened between Horikawa and Seta.
1923	Reclamation work was completed between the Akashi Bridge and the Kamae Bridge and between the Mizuwa Bridge and the Soma Bridge.
October 14, 1932	The entire Nakagawa Canal was excavated, connecting to the Horikawa River.
March, 1933	Improvement-construction works completed between the Daiko River junction and the Akashi Bridge (finished in 1931).
Around 1933	Water quality degraded in the Horikawa River, with BOD reaching approximately 33 mg/l.
March 11st, 1939	Improvement-construction works completed between the Akashi Bridge and Nagoya Port (started in 1937).
February 5th, 1939	Nagoya Hokokai Inc. was established and cleanup work commenced on the Horikawa River.
September 26th, 1939	The Horikawa River was severely damaged by the "No. 26" Typhoon.
May 2nd, 1963	In an effort to clean up the Horikawa River, a trial commenced with water flowing into the Horikawa River from the Shonai River (started 1975).
August 15th, 1964	The side gate at the mouth of the Horikawa River was completed.
December 7th, 1963	Albion Prefecture commenced dredging work (completed until 1983). Nagoya City contributed half of the construction costs.
November 12, 1968	The Matsuyama Link Gate in the Nakagawa Canal was closed due to reduction in the number of passing boats.
April 1st, 1969	The designation of the Horikawa River was upgraded to Class A status.
September 1st, 1973	Designation of the "type of water source" according to environmental standards on water pollution. The line from Horikawa Station to Daikoku Station was abolished on this day due to the extension of the Meitetsu Sola Line to Sakae.
February 14th, 1976	Reclamation work was completed between the Akashi Bridge and Nagoya Port (started in 1937).
October 10th, 1981	Reconstruction of the Naya Bridge was accomplished. (The passage from the old bridge built in 1913 was resumed.)
April in 1981	Designation of the Horikawa River as the first river developed by the "Miyoshi" My River Improvement Project.
1982	The Horikawa River General Development Plan was officially announced.
January 13th, 1992	The plan of the "Miyoshi" My River Improvement Project" was approved, followed by full-scale development.
September 27th, 1998	Dredging work to remove sludge began.
September 28th, 1998	Construction (excavation) of the Horikawa River began following the completion of the Kamidai Sludge Lagoon (in Chikusa Ward, Nagoya).
July 23rd, 2001	Rain water conveyance from the Shonai River begins at 0.3 m <sup>3</sup> per second.
March 22nd, 2002	Project of the "Nagoya's Horikawa River Project 217" by the Horikawa Society in Kanumori, Kanomachi (Horikawa River Improvement Continues).
August 28th, 2004	Announcement of the "Plan for Emergency Action Plan for the Improvement of water environment related to the "Chiyasu River Maintenance II".
January 21st, 2005	Completion of the second experiment area according to special measures pursuant to the regulation of the "Horikawa River" (in the Old Kato Trading Company Building).
January 22nd, 2007	Opening of the "Horikawa Gateway" (in the Old Kato Trading Company Building).
March 26th, 2007	Completion of the second experiment area according to special measures pursuant to the regulation of the "Horikawa River" (in the Old Kato Trading Company Building).
April 1st, 2007	Transfer of water management authority from Albion Prefecture to the City of Nagoya.

# 堀川の歴史パンフレット(英語版)を参考にし、英語版ページを作成





## 4 景雲橋ワーキンググループについて

### ◆WGメンバー(R7.7.3時点)

別紙のとおり

### ◆今後の活動内容について

- ・現地見学会・勉強会等の実施 ➤ **10/27(火)に勉強会を実施予定**
- ・検討会の実施
- ・景雲橋物揚げ場の活用方法を検討する
- ・WGでの意見を集約・図案化して、名古屋市に提案する

### ◆スケジュールについて

### ◆その他



## 6 事務局報告(堀川 Topics)

## 企画展の様子

### 市役所西庁舎地下1階

5月1日(木)~5月15日(木)



### 西区役所もーやっこ広場

6月16日(月)~7月4日(金)



## 6 事務局報告(堀川 Topics)

## 企画展の様子

なごや水フェスタ2025

6月1日(日)



★鯉城・堀川と生活を考える会

★堀川1000人調査隊

ブース出展

「みんなもできる! 水質調査体験」

## 6 事務局報告(堀川 Topics)

# 水辺で乾杯2025年7月7日(月)



納屋橋もミズベブルーにライトアップ!

乾杯はみんなの「想い」でつくられる!

たくさんの方が  
楽しんでいただけますように。

今年も七夕で乾杯!  
日本水辺風景再発見アクション

# 水辺で乾杯2025

7月7日⑦7時7分 全国一斉同時乾杯

©Kenzi Murabayashi

## 6 名古屋市報告 ～イベント予定等～

### ・堀川ウォーターマジックフェスティバル2025

2025年9月26日(金)・9月27日(土)

★納屋橋周辺に水上ビアガーデンなどが登場!

### ・堀川一斉大そうじ

秋 2025年9月27日(土) (北区、中区、熱田区)

### ・なごや秋の堀川クルーズ

2025年10月4日(土)～12月7日(日) ※土日祝日及び納屋橋夜市開催日

名古屋城前～納屋橋 船上ガイド付き

- 【企画便】★名古屋おもてなし武将隊がクルーズに乗船して堀川をガイド
- ★円頓寺商店街のカフェ「ナゴヤ座」の一座が船内で講談
- ★夜の堀川を探検するナイトアドベンチャークルーズ

# 7 閉会のあいさつ



名古屋市 緑政土木局 河川部長

彦坂 修一



# お疲れさまでした！



いつも心に川がある

## 堀川まちづくりの会

「堀川」×「ひと」×「まち」

End