

Technical Deep Dive on Urban Regeneration

February 13-17, 2018

Tokyo, Yokohama and Kawasaki

Executive Summary

Virtually every city has neighborhoods and sites that have become disinvested or otherwise underutilized. Such areas can contribute to blight, reduce a city's attractiveness and livability, and detract from its economic base and competitiveness, sometime even result in marginalization of certain residents. A key challenge facing city leaders is how to revitalize blighted and underutilized areas and to unlock these sites' potential to generate economic impact and contribute to the city's fiscal, social and environmental sustainability. Drawing on recent research by the World Bank on successful cases of urban regeneration as well as experience of selected cities in Japan, the Technical Deep Dive (TDD) on Urban Regeneration brings together representatives from cities in World Bank client countries to exchange experiences on planning, financing, and implementation of urban regeneration projects, focusing in particular on revitalization of urban waterfront areas and brownfield sites. Participants include practitioners and decision-makers from World Bank client countries, Task Team Leaders (TTLs), and experts from Japan and other countries who will share experience, challenges and solutions related to regeneration of urban areas.

Focus

The goal of this week-long Technical "Deep-Dive" is to enhance city decision-makers' knowledge and technical capacity to implement urban revitalization initiatives, particularly with respect to identifying viable business models for implementation that can also maximize the government's economic and policy goals. The program will provide a conceptual and practical overview of (a) the real estate development process, including discussion of the capital market and land economy drivers that affect this process; (b) how to incorporate real estate market data into government decision-making regarding land use planning and release of public sector land for development; and (c) applying these concepts and skills to ongoing urban regeneration initiatives. The program will explore Japanese and global case study examples of governments' strategies to spur regeneration of urban waterfronts, brownfields and former industrial areas, and identify the most critical elements that contributed to the outcomes of those strategies.

Organizers

The program is being organized by the Tokyo Development Learning Center (TDLC) in collaboration with Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan, Tokyo Metropolitan Government (TMG), and Yokohama City and Kawasaki City. TDLC supports and facilitates strategic WBG and client country collaboration with select Japanese cities, agencies and partners for joint research, knowledge exchange, capacity building and other activities that develop opportunities to link Japanese and global expertise with specific project-level engagements in developing countries to maximize development impact. The program is global in reach and thematically focused on urban planning, urban service provision, urban management, social development, land and territorial policy and municipal finance.

Format

The program structure combines lectures, facilitated small group discussions, and structured local site visits to enhance participants' knowledge of policy and financing tools relevant to implementing urban regeneration.

Delegates will benefit from:

- Cutting-edge policy thinking and technical knowledge delivered through engaging learning sessions;
- Increased capacity to assess policy and regulatory frameworks across several sectors;
- Peer learning and networking through experience exchange sessions;
- Experimental knowledge exchanges through site visits;
- Opportunity to engage directly with Japanese municipalities, ministries, private sector and academia, to learn innovative solutions and to identify areas of further collaboration and knowledge exchange;
- Access to follow-up operational support to assist in the successful application of knowledge gained through the TDD, provided through TDLC's operational support component.

DAY 1 TUESDAY, 13 FEBRUARY 2018 in Tokyo	
SCHEDULE	
8:15-9:00	Breakfast and Registration at Tokyo Development Learning Center (TDLC), Tokyo, Japan
9:00-9:30	<p>Welcome and technical deep dive objectives</p> <p>Agenda Setting Facilitator: Dan Levine, Senior Officer, TDLC, WBG</p> <p>Welcome Remarks Kazuko Ishigaki, Director in charge of International Planning for Construction Industry, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Government of Japan David Sisen, Practice Manager, WBG</p> <p>Icebreaker –Cultural Bingo Haruka Imoto, KM Analyst, TDLC, WBG</p>
9:30-9:45	Group Photo and Networking Coffee
9:45-10:30	<p>Framing Session</p> <p>Format- Presentation followed by Q&A Presenter: Valerie Santos, WBG</p> <p>Session will outline some of the major challenges experienced by participating cities (e.g., spatial form that constrains growth, need for increased infrastructure investment to support densification and connectivity) and will discuss how ‘urban regeneration’ fits into this story, along with the WBG’s approach to support governments in improving economic and social return on investment from their urban land.</p> <p><i>Learning Objective: Outline learning objectives for the week, and key takeaways that we hope to generate for cities; discuss the ‘arc’ of knowledge and how presentations will inform cities’ understanding of components for implementing successful urban regeneration projects</i></p>
10:40-11:10	<p>Contextualizing Urban Regeneration in Japan: Urban Planning Related Legislation and Methods</p> <p>Format- Presentation followed by Q&A Presenter: Yuko Okazawa, Urban Specialist, TDLC, WBG</p> <p><i>Learning Objectives: Demonstrate how legislative and planning environment can facilitate urban regeneration. Invite cities to identify ways that their respective regulatory framework may encourage or constrain urban regeneration initiatives in their cities</i></p>
11:10-11:45	<p>Urban Regeneration in Japan</p> <p>This session introduces participants to some of the core elements of urban regeneration in Japan and shares lessons learned in approaches to regenerate urban waterfronts and brownfields</p> <p>Format: Presentation & Interview</p>

	<ul style="list-style-type: none"> Facilitator –Yuko Okazawa, WBG Kazuko Ishigaki, MLIT, Government of Japan <p><i>Learning Objectives: Provide a Japanese perspective on why and how of regeneration of urban waterfront and brownfield areas.</i></p>
11:45-12:45	Lunch at TDLC
12:45-14:00	<p>Urban Regeneration in Korea</p> <p>Overview of Korea’s experience with urban regeneration. Present cases of World Cup park (brownfield regeneration) and Chunggyecheon (riverfront redevelopment).</p> <p>Format: Presentation + Q&A</p> <ul style="list-style-type: none"> Facilitator – Phil Karp, WBG Dr. Jaemin Song, Seoul Metropolitan Government <p><i>Learning Objectives: Provide a Korean perspective on why and how of regeneration of urban waterfront and brownfield areas</i></p>
14:00-14:20	Coffee
14:20: 15:45	<p>Shift and Share (1): Presentations on Urban Regeneration - Planning and Coordination</p> <p>Format: Shift and Share Six delegations present</p> <p>Each participating delegation will make a brief presentation its current initiatives challenges regarding urban regeneration. The intention is to get to know the challenges faced and actions taken by each participating country/city.</p>
15:45-17:15	<p>Thematic Session 1 Planning for Implementation: Integrating land use plans with capital investment strategies</p> <p>Format: Panel Discussion</p> <ul style="list-style-type: none"> Facilitator: Ayat Soliman Fumitaka Inoue, Manager, Strategy Headquarters, Urban Development Business Unit, Tokyu Corporation Jim O’Gara, Deloitte Candace Damon, HR&A <p><i>Learning Objectives: Make the case why land use plans need to be coordinated with capital investment strategies, and show the benefits of marrying ‘planning’ processes with funding.</i></p>
17:15-17:30	<p>Introduction to Regenerating Urban Land e-Book</p> <ul style="list-style-type: none"> Gary Goliath, WBG
17:30-17:45	<p>Quick Reflection and Comments from Participants and Introduction to Action Plan exercise</p> <ul style="list-style-type: none"> Phil Karp, WBG
18:00	Dinner at Kappogi “Grandmas’ Izakaya”

DAY 2 WEDNESDAY, 14 FEBRUARY 2018 in Tokyo	
SCHEDULE	
8:30-9:00	Breakfast at Hotel, Coffee offered at TDLC
9:00-9:05	Introducing Day 2 Program
9:05-10:00	<p>Shift and Share (2): Presentations on Urban Regeneration - Planning and Coordination</p> <p>Format: Shift and Share <i>Five delegations present</i></p> <p>Each participating delegation will make a brief presentation its current initiatives challenges regarding urban regeneration. The intention is to get to know the challenges faced and actions taken by each participating country/city.</p>
10:00-10:45	<p>Thematic Session 2 Land Value Capture: Overview and Applicability to Urban Regeneration</p> <p>Format: Presentation Valerie Santos, WBG</p> <p><i>Learning Objectives: Discuss relevance of land-based financing (LBF) to urban regeneration, and provide overview of common forms of LBF and when and how they are implemented.</i></p>
10:45-11:00	Coffee
11:00- 12:15	<p>Thematic Session 2 Land Value Capture: Case Examples</p> <p>Format: Presentation + Q&A</p> <ul style="list-style-type: none"> ▪ Alberto Silva, Rio de Janeiro ▪ Michael Cohen, City of San Francisco, California ▪ Candace Damon, HR&A <p><i>Learning Objectives: Using case studies, show how the use of land based financing strategies allowed cities to attract / leverage private capital into urban regeneration initiative and achieve policy objectives</i></p>
12:15-13:00	Lunch at TDLC
13:00-13:45	<p>Case Study and Site Visit Overview of Musashi Kosugi: Urban Regeneration and Land Value Capture</p> <p>Presenter: (discussion & Q&A)</p> <ul style="list-style-type: none"> ▪ Facilitator: Haruka Imoto, TDLC, WBG ▪ Fumitaka Inoue, Tokyu Corporation <p><i>Learning Objectives: Using case study, show how Tokyu, a leading train operator/real estate developer, has regenerated brownfield in Musashi Kosugi, focusing on their Land Value Capture methods and techniques.</i></p>
13:45-14:30	Take public transportation to visit site (Toranomom-Shibuya-Musashikosugi)

14:30-16:00

Site Visit (1) Urban Regeneration of Kawasaki Musashikosugi area

Format: Site Visit (Guided tours)

Presenters/Guides:

- Fumitaka Inoue, Tokyu Corporation

Learning Objectives: Preceded by presentation and explanation at TDLC, participants visit Musashi kosugi to experience brownfield and downtown regeneration by lead Japanese private sector entity

16:00

Free walk around the shopping area (if clients wish) – Map and PASMO IC Card provided to visit Shibuya by Tokyu line or to go back to hotel straight using JR. (Map and Suica IC Card provided)

DAY 3 THURSDAY, 15 FEBRUARY 2018 in Yokohama/Kawasaki	
SCHEDULE	
7:00-7:30	Breakfast at hotel.
7:40	Meet at the chartered bus
7:45-8:50	Bus ride to Totsuka Station Area Yokohama
9:00-10:50	<p>Site Visit Overview</p> <p><i>Focus: Public-driven Land-based Financing Mechanism</i></p> <p>We will hear stories from Yokohama City, on the accommodation of landowners for the redevelopment of Totsuka Station Area</p> <ul style="list-style-type: none"> Hisafumi Mikuriya, Former Executive Director of Totsuka Station Vicinity Development Office, City of Yokohama
11:00-12:00	<p>Site Visit (2) Urban Regeneration of Yokohama Totsuka Station Area</p> <p><i>Focus: Public-driven Land-based Financing Mechanism</i></p> <p>We will be guided by Yokohama City around Totsuka Station Area.</p> <ul style="list-style-type: none"> Guides: Yokohama City Presenters/Guides: Hisafumi Mikuriya, City of Yokohama <p><i>Learning Objectives: Through a case study, show how land-based financing was implemented, and the principles employed in station redevelopment that could be applicable for other brownfield regeneration efforts. Discuss challenges experienced at each phase and how they were overcome, what are failures/successes/transferable lessons.</i></p>
12:00-13:00	Bus ride to Pacifico Yokohama
13:00-14:00	<p>Lunch at Room 418, Pacifico Yokohama</p> <p>Venue: Pacifico Yokohama, Room 418 1-1-1 Minato Mirai, Nishi-ku, Yokohama</p>
14:00-14:45	<p>Site Visit Brief Session: Urban Regeneration and Urban Design of Yokohama waterfront area</p> <ul style="list-style-type: none"> Facilitator: Haruka Imoto, WBG Yuki Katsura, Urban Designer Urban Design Division, Urban Development Bureau, City of Yokohama <p><i>Learning Objectives: Learning from Yokohama city how the city transformed its water front historic area and green space, and how urban design is critical on creating city image and attracting tourists.</i></p>
14:45-15:00	Bus ride to Yamashita Park
15:00-16:15	<p>Site Visit (3) Urban Regeneration of Yokohama Motomachi, Yokohama Park, Nihon Odori, Red Brick District Area</p> <p>Yamashita park – Kannai historical area – Zou no Hana Terrace – Yokohama Red Brick Warehouse</p>

Focus: Regenerating a Port Area in the Historic District of Yokohama City Center

- Presenters/Guides: Yuki Katsura,
City of Yokohama

Learning Objectives: *Learning from Yokohama city how the city transformed its water front historic area and green space.*

16:15-16:45	Session at Pacifico Yokohama
16:45-17:00	Walk to the pier for the cruise
17:00-19:00	Night Boat Tour in Industrial Area (Dinner included)
19:00-20:00	Bus ride to Hotel

DAY 4 FRIDAY, 16 FEBRUARY in Tokyo	
SCHEDULE	
8:30-9:00	Breakfast at hotel. Morning coffee offered at TDLC
9:00-9:20	Introducing D4 and Reflection of D3 Note institutional models for implementation, how city objectives drove decision-making <ul style="list-style-type: none"> Facilitator: Dan Levine, TDLC, WBG
9:20-11:15	Thematic Session: Brownfield Redevelopment – primarily led by public sector Identify the distinct incentives and requirements of public and private sector stakeholders and how those incentives/ perspectives affected the implementation <ul style="list-style-type: none"> Facilitator: Valerie Santos, WBG Alberto Silva, Rio de Janeiro Michael Cohen, City of San Francisco, California <p><i>Learning Objectives: Through case studies, identify the distinct incentives and requirements of public and private sector stakeholders and how those incentives/ perspectives affected approach to implementation and project success</i></p>
11:15 -11:30	Coffee
11:30-13:00	Thematic Session: Brownfield Redevelopment – led by private sector (or JV with public sector) <ul style="list-style-type: none"> Facilitator: Valerie Santos, WBG Candace Damon, HR&A Jim O’Gara, Deloitte <p><i>Learning Objectives: Through case studies, explore what is different about privately-led urban regeneration, and the role of cities in creating an enabling environment for successful regeneration that achieves the public sector’s policy goals.</i></p>
13:00 -14:00	Lunch
14:00-15:00	Peer Assist <ul style="list-style-type: none"> Facilitator: Phil Karp, WBG
15:00-15:15	Coffee
15:15-16:15	Operational Support Introduction <ul style="list-style-type: none"> Yuko Okazawa, WBG Action Plan Preparation
16:15-17:00	Quick Reflection and Comments from Senior Management, Task Team Leaders and Participants <ul style="list-style-type: none"> Dan Levine, WBG
17:00	Free time

DAY 5 SATURDAY, 17 FEBRUARY in Tokyo	
SCHEDULE	
8:30-9:00	Breakfast at hotel. Morning coffee offered at TDLC
9:00-9:10	Reflection of D4 <ul style="list-style-type: none"> ▪ Facilitator: Valerie Santos, WB
9:10-10:00	Action Plan Preparation
10:00-10:15	Coffee
10:15-12:00	Action Plan Presentations (1) Each delegation presents their action plan; comments from expert panel <ul style="list-style-type: none"> ▪ Facilitator: Phil Karp, WBG ▪ Expert Panel– Ayat Soliman, WBG, Valerie Santos, WBG, Dan Levine, TDLC
12:00-13:00	Lunch
13:00-14:15	Action Plan Presentations (2) Each delegation presents their action plan; comments from expert panel <ul style="list-style-type: none"> ▪ Facilitator: Dan Levine, Senior Officer, TDLC, WBG ▪ Expert Panel– including Ayat Soliman, WBG, Valerie Santos, WBG
14:15-14:45	Reflection from TTLs <ul style="list-style-type: none"> ▪ Task Team Leaders, WBG Closing Circle <ul style="list-style-type: none"> ▪ Facilitator: Phil Karp, WBG Next Steps <ul style="list-style-type: none"> ▪ Ayat Soliman, Practice Manager WBG
14:45-15:00	Toast at TDLC
15:00	Please enjoy your last night in Tokyo

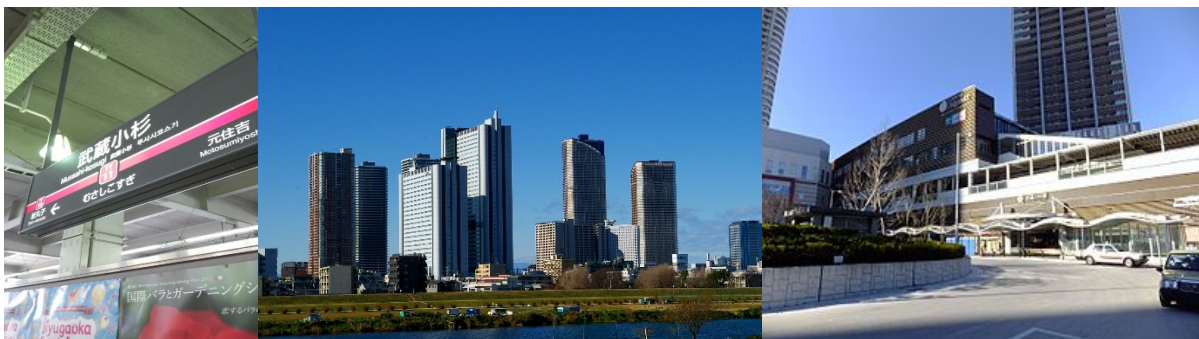
Site Visits

Musashi Kosugi

Musashi-Kosugi is located in Kawasaki, south of central Tokyo just across the Tama River in Kanagawa Prefecture, midway between Tokyo and Yokohama and directly west of Shinagawa. Musashi-Kosugi is a busy, major rail station in the greater Tokyo area serving commuters between Kawasaki and Tokyo.

Musashi-Kosugi Station was first opened in the 1920's and today it became a popular city. The station offers convenient access to most major centers in the Tokyo Metropolitan Area, while the area around the station itself has improved greatly in recent urban regeneration effort. Musashi-Kosugi Station is on the JR Yokosuka Line, and JR Shonan-Shinjuku Line, JR Nambu Line, the Tokyu Toyoko Line and Tokyu Meguro Line. This allows commuters to easily travel to major hubs and terminal stations. Residents enjoy easy access to Shibuya, Shinagawa, Shinjuku, Tokyo as well as Kawasaki and Yokohama Stations, Kanagawa. Thanks to good train connection, these major stations are in less than 20 minutes. This is one of a few places in the suburban Tokyo that offers direct lines to so many major stations.

Musashikosugi is rapidly rising in popularity according to the Best Towns to Live in Kanto Region (2015). As factories began to move out in the early 2000s, local municipalities as well as citizens have been supportive of urban redevelopment in this area. Followed by Kawasaki city's request to make a new stop for the JR Yokosuka Line close to JR Nambu Line, the Tokyu Toyoko Line and Tokyu Meguro Line. Several private companies including Tokyu Corporation are investing on the development. One of the largest developments in the Tokyo metropolitan area is occurring on about 92 hectares in the vicinity of the station, seeing the opening of retail properties on the south side of the station including LaLa terrace Musashikosugi, Grandtree Musashikosugi and Tokyu Square Musashi-Kosugi. Apart from shops and restaurants, there is also a variety of facilities, including a library, cram schools, clinics and a children's playground, attracting daily visits by many people living in the area.



Totsuka

Totsuka Station is the second busiest station in Yokohama city, with more than 290,000 passengers per day. The station is composed of JR Tokaido Line, JR Yokosuka Line and Yokohama City Metro. The station remained its shape since before the World War II and roads around stations remained narrow, and old wooden buildings were crammed. The bus stop location was not well connected to the station. The Totsuka Station area went through a large urban redevelopment project from 1994 to 2013. This is an example of Land Readjustment project and Yokohama City took a lead on the project.



Yokohama

Yokohama Waterfront

Yokohama, with a population of about 3.5 million people, is Japan's second biggest city, and is the capital of Kanagawa Prefecture. Yokohama is close to Tokyo - about a 30-minute train ride from Shinjuku Station on the JR Shinjuku Shonan Line to Yokohama Station. Yokohama is also Japan's second largest port and luxury cruise destination. Historically, the city has been Japan's gateway to the world, giving it something of a cosmopolitan air. The city's seafront location and pleasant parks also give it a relaxed atmosphere, enhanced by the smattering of historic sites and buildings in the Yamate district. Yokohama is noted, too, for having Japan's largest and most colorful Chinatown. It is also home to the futuristic Minato Mirai 21 Development on the waterfront. Historical Yokohama begins just south of Minato Mirai 21. The northern part of this area preserving notable reminders of the city's past, particularly in relation to its original foreign settlement, is defined by Bashamachi and Kannai subway stations. The southern part is the even more historically rich Motomachi Yamate area.



Bashamachi & Kannai Stations

Bashamachi station on the Minatomirai Subway Line is just south of Minato Mirai 21 - about 8 minutes walk from Yokohama Landmark Tower or from the middle of Shinko Island. The 1km between Bashamachi Station and Kannai Station (Yokohama Blue Subway Line, Negishi Line) further south is the northern part of the historic heart of old Yokohama. A few grand Western-style edifices and facades still stand. Check out the Yokohama Archives of History, the historic Customs House and the red-brick Port Opening Memorial Hall, which dates from 1918. Also of interest is the Yokohama Curry Museum and the Kanagawa Prefectural Museum.



Western-style Architecture in Motomachi Yamate

The majority of the western-style buildings in Yokohama were destroyed in the Great Kanto Earthquake of 1923, and the few remaining structures date from after that time. They include Bluff No. 111, the home of an American financier, the huge British House, the British consular residence built in 1937 with a lovely rose garden, the Diplomat's House, the home of the Meiji Era Japanese diplomat Uchida Sadatsuchi, Bluff No. 18, close to Ishikawacho Station with a lovely garden, Berrick Hall, the Spanish-style home of English businessman B.R. Berrick, designed by the American architect J. H. Morgan, Bluff No. 234, former apartments for foreigners built in 1927 and Ehrismann Residence, designed by Antonin Raymond and now housing a coffee shop.



Minato Mirai 21

Minato Mirai 21 is a grand recreational harbor side development centered on the massive Yokohama Landmark Tower, which is one of Japan's biggest buildings. Yokohama Landmark Tower incorporates the Yokohama Royal Park Hotel, with great harbor views, and has a publicly accessible Sky Garden viewing gallery on the 69th floor. Read more about Yokohama Landmark Tower. The triple-tower Queen's Square shopping, restaurant and hotel complex, too, is right next to Yokohama Landmark Tower.



Tourism attraction in Tokyo

Shibuya Station

Shibuya is the worldly famous cultural and commercial center, located at the west of Central Tokyo. Fashion trends, latest entertainment facilities, and pop culture all gather at this city. Shibuya Station is the third busiest station in Tokyo after Shinjyuku Station and Ikebukuro Station with in average almost 3 million people passing through weekdays. Many of them commute from western suburbs of Tokyo and Yokohama. Shibuya Station is one of the important transport hub connecting to JR Yamanote Line, JR Saikyo Line, JR Shonan Shinjyuku Line, JR Narita Express, Tokyo Metro Hanzomon Line, Tokyo Metro Fukutoshin Line, Tokyo Metro Ginza Line and Keio Inokashira Line (8 lines operated by 3 different private operators).

Tokyo is going through drastic change in the run-up to the Tokyo Olympics 2020. One of the most remarkable projects is the redevelopment of Shibuya station, composed of 1 building construction (Shibuya Hikarie) and 4 districts around Shibuya Station. A leading railway operator Tokyu is the major developer of Shibuya. The company promotes commercial development around the station area, and they make significant profit from such businesses, not to mention increased fare-box revenues from enhanced ridership. The local government guides the development of Shibuya by providing such developers with pertinent incentives to make public contributions.

The Shibuya case brings a story of how different land owners including different train operators sat together to agree on redevelopment plans, and how different actors, including Shibuya ward, Tokyo Metropolitan Government, national government as well as academia coordinated to accomplish the large-scale projects. In Shibuya, please also pay attention on how railways and subways are inter-linked. The Tokyu Toyoko Line, running between Shibuya and Yokohama ends at Shibuya but it connects to Tokyo Metro Fukutoshin Subway, allowing commuters' smooth travel to Ikebukuro station in the north and Wakoshi in Saitama in the north-west.



Tokyo Station and Marunouchi District

Tokyo Station was first built in 1914 and the design is said to be based on that of Amsterdam Central Station. Located between the Imperial Palace and Tokyo Station, Marunouchi is one of Japan's most prestigious business districts. During the Edo Period, Marunouchi (literally "within the enclosure") was located within the outer moats of Edo Castle and contained the residences of some of Japan's most powerful feudal lords. Together with neighboring Otemachi, Marunouchi is now home to the headquarters of many of Japan's most powerful companies, particularly from the financial sector.

Over the last decade, Marunouchi has been receiving a major facelift, led by the Mitsubishi Estate company, which owns a lot of the land in the district. Many older office buildings were replaced by new skyscrapers with offices on their upper floors and a variety of shops and restaurants on their lower floors. These newly opened shopping and dining complexes have revitalized the formerly unexciting business district and are drawing an increasing number of non-business visitors in recent years.



Imperial Palace

The current Imperial Palace is located on the former site of Edo Castle, a large park area surrounded by moats and massive stone walls in the center of Tokyo, a short walk from Tokyo Station. It is the residence of Japan's Imperial Family. Edo Castle used to be the seat of the Tokugawa shogun who ruled Japan from 1603 until 1867. In 1868, the shogunate was overthrown, and the country's capital and Imperial Residence were moved from Kyoto to Tokyo. In 1888 construction of a new Imperial Palace was completed. The palace was once destroyed during World War Two, and rebuilt in the same style, afterwards. From Kokyo Gaien, the large plaza in front of the Imperial Palace, visitors can view the Nijubashi, two bridges that form an entrance to the inner palace grounds.



Ginza District

The Ginza is Tokyo's most famous upmarket shopping, dining and entertainment district, featuring numerous department stores, boutiques, art galleries, restaurants, night clubs and cafes. One square meter of land in the district's center is worth over ten million yen, making it one of the most expensive real estate in Japan. From 1612 to 1800, today's Ginza district was the site of a silver coin mint (Ginza means "silver mint" in Japanese), after which the district was eventually named. The Ginza evolved as an upmarket shopping district following the 1923 Great Kanto Earthquake.

Most shops in the Ginza district are open every day of the week. A visit is most pleasant on weekend afternoons when the central Chuo Dori street is closed to automobile traffic and become a large pedestrian zone.



Tsukiji Fish Market

Tsukiji Market is a large wholesale market for fish, fruits and vegetables in central Tokyo. It is the most famous of over ten wholesale markets that handle the distribution of food and flowers in Tokyo. Tsukiji Market is best known as one of the world's largest fish markets, handling over 2,000 tons of marine products per day. The sight of the many kinds of fresh seafood and the busy atmosphere of scooters, trucks, sellers and buyers hurrying around, make Tsukiji Market a major tourist attractions. In fact, the numbers of visitors have increased so much over recent years, that they have become a problem to the course of business, as the aging market's infrastructure was not anticipated to serve as a tourist spot. Newly elected Tokyo Gov. Yuriko Koike has decided to postpone the relocation of the world-renowned Tsukiji fish market until the issue of soil safety at the new market in Toyosu. The Tokyo Metropolitan Government has set the time for relocating the operations of the Tsukiji fish market to the nearby Toyosu waterfront area at September to October, 2018.



(Reference: Japan Guide; Japan Visitors; Mitsui Fudosan)