

5 How to Proceed with the Development of Yumeshima via Zoning

(1) Fundamental Concepts on Zoning

The main railway station of the transportation hub should be placed in the middle of the island and touch the borders of the zones, in order to include a wide range of users from different age groups with various goals, such as industrial and logistical businesses, and visitors to the sightseeing zone.

Tourism Zone

- Through the wide open feel of being surrounded by the seas, tourist attractions will be gathered on the southern side of the island.

Industry and Logistics Zone

- The industry and logistics zone for the environmental and energy fields will be placed next to the existing international logistics zone

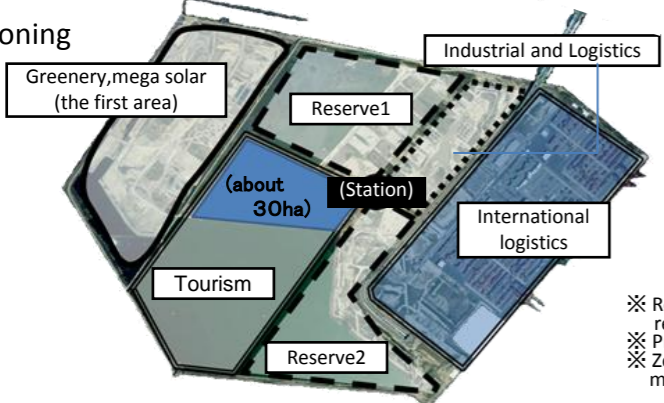
Reserve Zone

- Reserve land can be used for tourist attractions, industry/logistics or for urban redevelopment

Other

- Since there is a limit to how the land can be used in the first area facing the sea, this land will be appropriated for greenery, mega solar power plants and/or other uses

(2) Zoning



Tourism Zone	About 80 ha (About 30 ha useable for early development)
Industrial and Logistics Zone	About 20 ha
International Logistics Zone	About 100 ha
Reserve zone1	About 50 ha
Reserve zone2	About 60 ha

※ Reserve land can be used for tourist attractions, industry/logistics or for urban redevelopment.
 ※ Preparation of buffer functions as needed between the various zones.
 ※ Zones with greenery and mega solar power plants will require environmental measures

[Example 1]

- Enough land for tourist attractions
- Long waterfront for tourist attractions
- Large area of land available for early use for tourist attractions

[Example 2]

- The land for tourist attractions allocated on the south side
- Can function as one with the existing industry and logistics zones

※ Reserve areas 1 and 2 can be changed into either tourist attraction use or industrial/logistical use

[Example 3]

- Enough land for industrial/logistical use
- Tourist attractions will be surrounded by industry and logistics zones, so buffer areas will be required

(3) Development procedure based on zoning

In order to respond quickly and appropriately to the various needs of land use, the tourism hub creation will be sped up while the industrial and logistical functions continue to be implemented. Therefore, the tourist attraction zone's land reclamation will be prioritized, and private enterprises will be utilized to their fullest, so the tourist attraction zone is available for early land use.

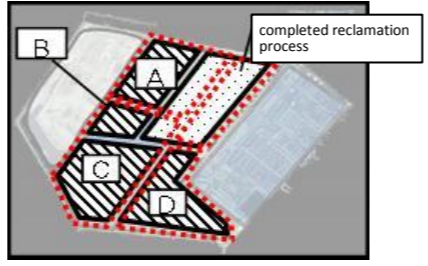
(4) Land Reclamation Plan

- A long amount of time will be required for land reclamation based on leftover soil from City of Osaka construction sites (Assumed Completion of Reclamation: Plans A/B by FY2020, Plans C/D by FY2032), thus, using different materials for land reclamation will make it possible to speed up construction
- The chart below shows the amount of time required if land reclamation construction is sped up, but a ground survey is required for further investigation
- Even if after the reclamation construction is finished and the soil is still consolidating, if the developers wanted to speed up construction, it is possible from a technical standpoint.

Estimates for construction time for the tourist attraction zone's land reclamation if sped up

Example: If land reclamation is sped up and started in FY2017 (Start of construction, including an early start, will be determined according to the needs)

Example 1		Example 2		Example 3	
Order of construction	Length of time required for reclamation	Order of construction	Length of time required for reclamation	Order of construction	Length of time required for reclamation
A	~FY2017	B	~FY2017	B	~FY2017
C,D※	FY2017~FY2022	C,D※	FY2017~FY2022	C	FY2017~Mid FY2021



A, B: After land reclamation construction is completed, the effect of consolidation settlement is extremely small
 C, D: After land reclamation construction is completed, a large amount of consolidation settlement will normally occur for over 3 years.
 ※In certain parts of the tourist attraction zone (C, D), if development was to be sped up, the amount of time for construction can be reduced if the land reclamation was split into sections (See example 3)

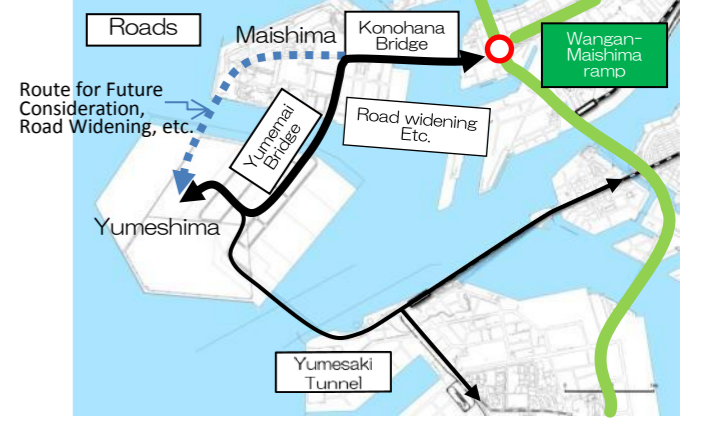
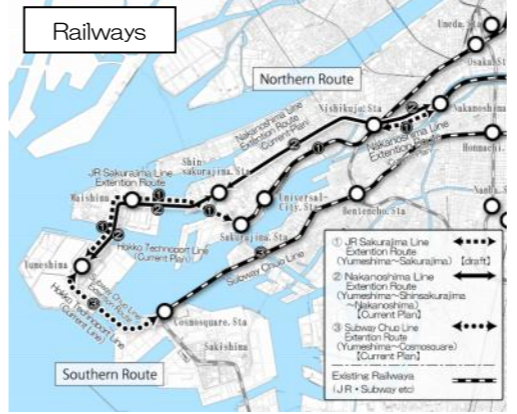
6 The Urban Atmosphere being aimed at with Yumeshima

(1) Fundamental concepts on transportation infrastructure

Railways
 Using the Yumeshima station as a terminal point, there are routes in two directions (Northern Route (Keihan Nakanoshima Line extension, JR Sakurajima Line extension)) and (Southern Route (Subway Chuo Line extension)) under consideration and depending on the use of the land, more detailed plans will need to be considered
 Separate methods of movement from the Yumeshima Station plaza (Bus terminal etc, for sightseeing vehicles) to the various zones and between the zones themselves will need to be considered

Roads
 Basic access will be provided from the Wangan-Maishima ramp of the Hanshin Expressway. To prevent confusion of traffic from the tourist traffic and the logistics traffic, separate lanes will be set up.
 An improvement of the road (widening, etc) between the Wangan-Maishima Ramp and Yumeshima is planned, and appropriate roads based on the zoning of Yumeshima will be considered.
 Based on the traffic demand that comes from the future maturation of the area, new routes will need to be considered

Sea
 Make efforts to create a boat route for access to Kansai Airport and other locations, as well as to complement the rail and expressway access.

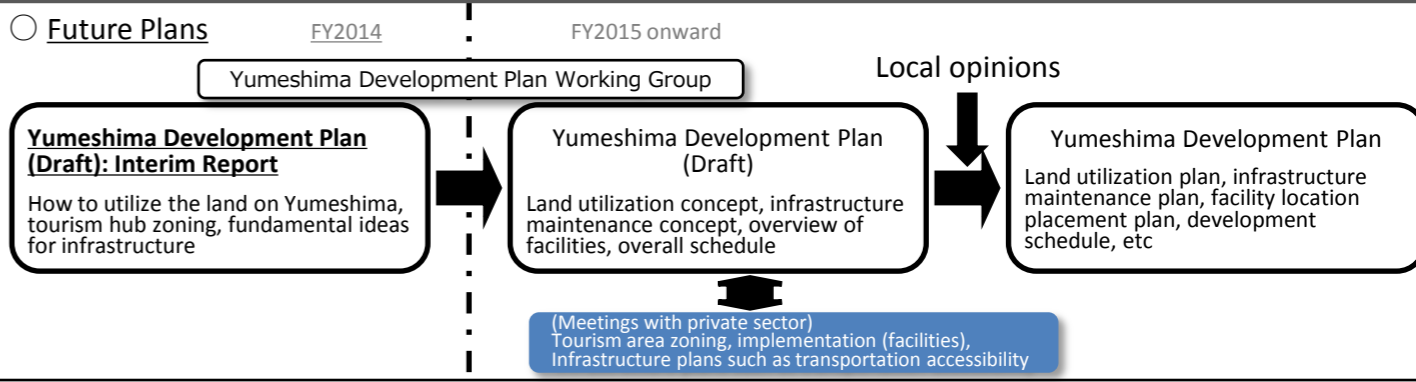
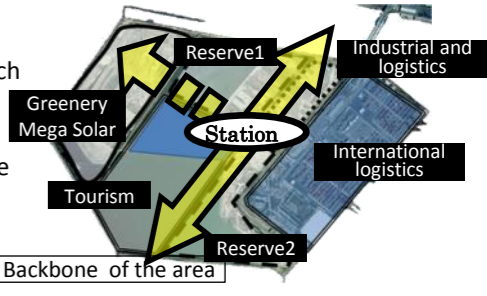


(2) Environment and Energy: Realizing the "Zero Emission Island" Yumeshima (3S Concept)

Sustainable	An advanced, environmental friendly and sustainable low-carbon, recycling-oriented area can be achieved, by gathering the cutting edge techniques made in Japan that are the first in the world, and continuing to renew those techniques.
Secure	Improving crisis management using ICT from a disaster and crime prevention perspective, so visitors can feel safe and secure, and create an area with high hospitality
Showcase	By showcasing Yumeshima as a smart city both in Japan and abroad, not only can the techniques be spread, but also Yumeshima can be part of the strengthening of MICE functions, such as incentive tours and more

(3) Landscape: Thoughts on Space Design

- Based on "public design," where the entire landscape of Yumeshima is unified, the south side (the waterfront) will be open with a view and will form the backbone of the area. Also, we will carefully plan the design and landscape, such as building a plaza in front of the station. This plaza will become the symbol of Yumeshima, and will have a comfortable walking path, public spaces with greenery, and a railway station.
- In the sightseeing zone, using "water" from the Aqua Metropolis Osaka and the "green" that connects the three islands of the Bay Area, a new, attractive tourism base that will form the entrance to Osaka and Kansai will be created.
- Along with building a buffer zone between the industry and logistics zone and the sightseeing zone, we will carefully plan the design and placement of the buildings as well as the way traffic flows in the industry and logistics zone.



(Yumeshima Development Plan Working Group Organizations)
 Kansai Economic Federation (Kankeiren), Kansai Association of Corporate Executives, Osaka Chamber of Commerce and Industry, Osaka Prefectural Government, Osaka City Government