

<Reference material 5> Status of Development in Umekita and Surrounding Localities

(1) Timeline of events related to Umekita development

Sept 2002: International Concept Competition for the North Sector of the Osaka Station Area

Oct 2003: Formulation of the Comprehensive Initiative for the North Sector of the Osaka Station Area

Mar 2004: Establishment of the Council to Promote Development of the North Sector of the Osaka Station Area

Jul 2004: Formulation of the Basic Plan for Development of the North Sector of the Osaka Station Area

Nov 2004: Establishment of the Agency to Promote Development of the North Sector of the Osaka Station Area

Dec 2004: Finalization of urban plans for land readjustment, roads and the traffic plaza of the advanced development zone

Mar 2005: Formulation of proposal toward creation of the Knowledge Capital Initiative

Sept 2005: Issue of a report from the Knowledge Capital Promotion Office titled Toward the Realization of a Knowledge Capital

Oct 2005: Recruitment of applicants wishing to live in core facilities of the Knowledge Capital

Feb 2006: Finalization of sector plans and urban plans for zoning and other matters for the advanced development zone

Start of recruitment of development contractors for the advanced development zone (sponsors: Urban Renaissance Agency, Japan Railway Construction, Transport and Technology Agency)

May 2006: Selection of contractors to work on the B Block of the advanced development zone

Nov. 2006: Selection of contractors to work on the A and C Blocks of the advanced development zone

June 2007: The Urban Renaissance Agency and the Japan Railway Construction, Transport and Technology Agency officially hand over management of land in the advanced development zone to the selected contractors

Feb 2008: Finalization of urban plans for the advanced development zone (area plans, Designated Urban Renaissance Urgent Redevelopment Zones)

Jul 2009: Formulation of a vision for the Second Zone of the North Sector of the Osaka Station Area

Mar 2010: Commencement of construction in the advanced development zone

Feb 2011: Selection of “Umekita” as the new name of the area

Apr 2011: Finalization of urban plans for land readjustment, roads, urban high-speed rail, and the traffic plaza for the second zone

Apr 2013: Opening of the advanced development zone

(2) Underground conversion of the branch line of the JR Tokaido Main Line and construction of a new station

- The branch line of the JR Tokaido Main Line (hereafter referred to as “the branch line”) that runs above ground on the west boundaries of the area will be transferred underground to the central part of the area. Furthermore, a new station will be built in the underground level of the Osaka Station West Entrance Plaza

(Development scale: approximately 2.4 km).

- Transfer of the branch line will allow the limited express train Haruka that travels between Kyoto and the Kansai International Airport to stop at Osaka Station. The existing Kansai Airport Rapid Service takes an average of 68 minutes to reach Kansai International Airport. However, according to the most optimistic estimates, the Haruka service will shorten this time to about 44 minutes.
- The branch line will be inter-connected with the Osaka East Line currently under construction. This will lead to the formation of a railway network that links the area with Shin-Osaka Station, a national transportation hub, and consequently all areas throughout the country.
- The branch line is not only expected to help alleviate geographical division, but also result in the removal of railroad crossings, which will then lessen traffic congestion and reduce railway accidents.
- There is an initiative to create a line connecting West Umeda and Juso. A report issued by the Kinki Region Traffic Advisory Council in October 2004 described it as a “new line that can be part of a potential railway network necessary for the Keihanshin metropolitan area in the mid- to -long-term”.

[Status of development around Osaka Station]

