

Section 2 Preconditions, etc., for making proposals

* If there is any reference material provided by the Executive Committee for the Invitation of First-Round of Proposals based on a question-and-answer exchange or the like before this Guideline is distributed, this material takes precedence. If there is any discrepancy between reference materials, the one with a newer compilation date or revision date takes precedence. Ask about this at the first reception of questions as well. Even if changes are made to this Guideline after it is distributed, this Guideline will not be updated unless the executive committee directs otherwise.

1 Overview of area for which proposals are to be made

Location	Ofuka-cho, Kita-ku, Osaka City, Osaka Prefecture
Owner	Japan Railway Construction, Transport and Technology Agency, an independent administrative corporation West Japan Railway Company Osaka City
Current condition	The site of former Umeda Cargo Station (plot-clearing work in progress)
Area	Approx. 16.2 ha
Zoning, etc.	Quasi-industrial district Ratio of building volume to lot area (max) : 200% Building base area-to-land ratio (max) : 60% Quasi-fire protection zone Preferred parking zone (downtown business district) Urban Renaissance Urgent Redevelopment Area Designated Urban Renaissance Urgent Redevelopment Area

※For details on the area, please refer to “Reference Material 3”. Data for the “Reference Material 3” will be shared in a CAD File after sending out the letter of the decision result of the participation eligibility referred to in Section 3-6, “Notification of decision on participation eligibility”.

2 Superordinate plans, etc., to be considered

Proposals shall be made in consideration of the above superordinate plans and others. However, if a change of plan or relaxation of regulations is proposed to be effective, proposals based on such shall be deemed acceptable (changes are not allowed, however, for decisions on urban planning concerning the Urban High-Speed Railway).

- (1) Content of decided urban planning
- (2) Grand Design Osaka
- (3) Master Plan for Osaka Urban Planning Areas
- (4) Local Development Policy for the Urban Renaissance Urgent Redevelopment Area

- (5) Development Plan for the Designated Urban Renaissance Urgent Redevelopment Area
- (6) Plan for Securing Redevelopment and Safety for the Osaka Station Surrounding Area
- (7) Greening of Osaka Promotion Plan
- (8) New Basic Plan for Greening Osaka City (provisional and draft)
- (9) Osaka City Basic Environmental Plan
- (10) National Strategic Special Zone Project Proposal (Proposal submitted by the Prefecture and City to the national government)

3 Basic concept of urban infrastructure development

Development proposals for urban infrastructure such as for roads or railways shall be made based on the basic concepts described below (see the figure on P. 17). However, if a change of plan or relaxation of regulations is proposed to be effective, or if proposals concern matters for which there is no specific description, proposals predicated on these preconditions shall be deemed acceptable.

(1) Road plan, etc.

① Road, etc.

- The existing plan (urban planning modified on April 1, 2011) shall be the basis of the proposals.
- The roads, Osaka Station North-Side Road No. 2 and Osaka Station North-Side Road No. 1, constituting the north-south axis and the east-west axis respectively, form the backbones of this urban area. Vehicular traffic on these roads must be secured (see P. 8 of Material 2 prepared by the Third Subcommittee on the Osaka Station Surrounding Area in <Reference Material 2> (12)).
- Since railway facilities are to be accommodated under the north-south axis road (Osaka Station North-Side No. 2 Road), no change to its width is permitted.
- The already developed side entrance to the Umekita Underground passage is expected to be relocated due to the construction of the underground railway tunnel and will be removed after the completion of the underground railway tunnel after FY 2023.

② Passages for use by pedestrians only

- Passages connecting the Osaka Station North Exit Square and the new station (directly beneath the Osaka Station West Exit Square) at the underground level must be planned as shown in Appendix Drawing 1.

③ Traffic Plaza (Osaka Station West Exit Square)

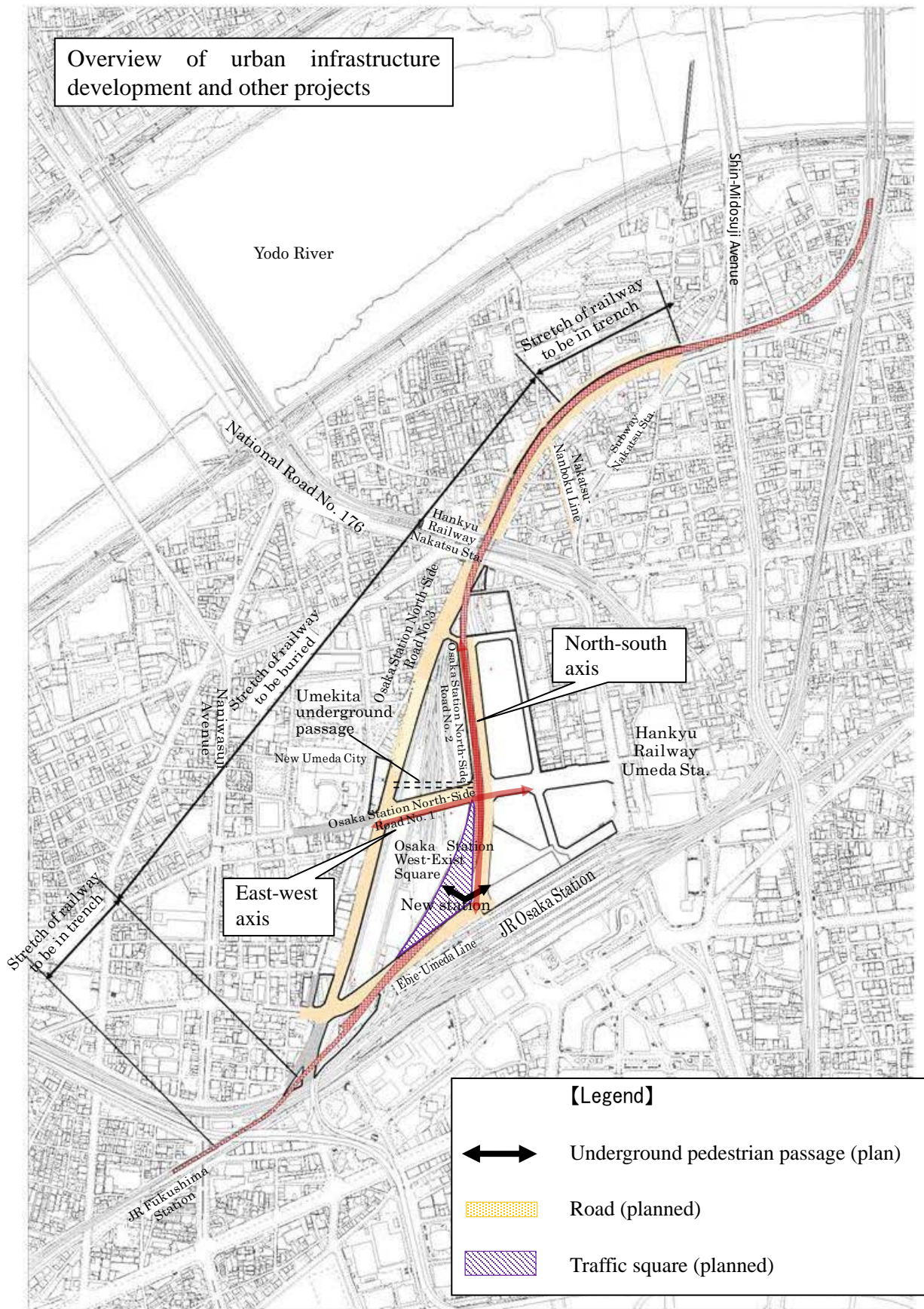
- The existing plan (urban planning modified on April 1, 2011) shall be the basis of proposals. In the plan, this was a traffic plaza that contributed to enhancing the functioning of the traffic nodes around Osaka City.
- Proposals are to be made based on the plan for the railway facilities and the passages shown in Appendix Drawing 1 and 2. Gateways connecting the underground structures and above-ground structures etc. must be secured at approximate locations to the ones shown in Appendix Drawing 1.
- Gateways for cars entering and exiting the area between the Ebie-Umeda road and traffic plaza must be secured at approximate locations to the ones shown in Appendix Drawing 1.

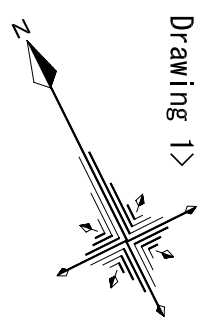
- (2) Railway plan (Project for constructing underground branch lines of Tokaido Line and a new station)
- The existing plan (urban planning modified on April 1, 2011) shall be used, and no change to it may be permitted.
- (3) “Open green space”
- There shall be verdant open space accessible freely by anyone within private land.
 - Public spaces such as roads, a traffic plaza, parks and open spaces within plots of land owned by private citizens form high quality “open green space” as an integrated whole. Participants are free to propose its location, scale and the division of roles between the public and private sectors regarding the land acquisition, development and management.
 - Roads and a traffic plaza shall be filled with greenery by incorporating shrubbery in pedestrian areas.
- (4) Implementation procedure of urban infrastructure development
- See Reference Material 4 for reference.

4 Reference materials

Materials that can be referred to when formulating proposals are appended to this Guideline.

Overview of urban infrastructure development and other projects





<Appendix Drawing 1>

JR Osaka Station

Osaka Station
North Exit Square

Planned underground road

Yotsubashi Subway Line

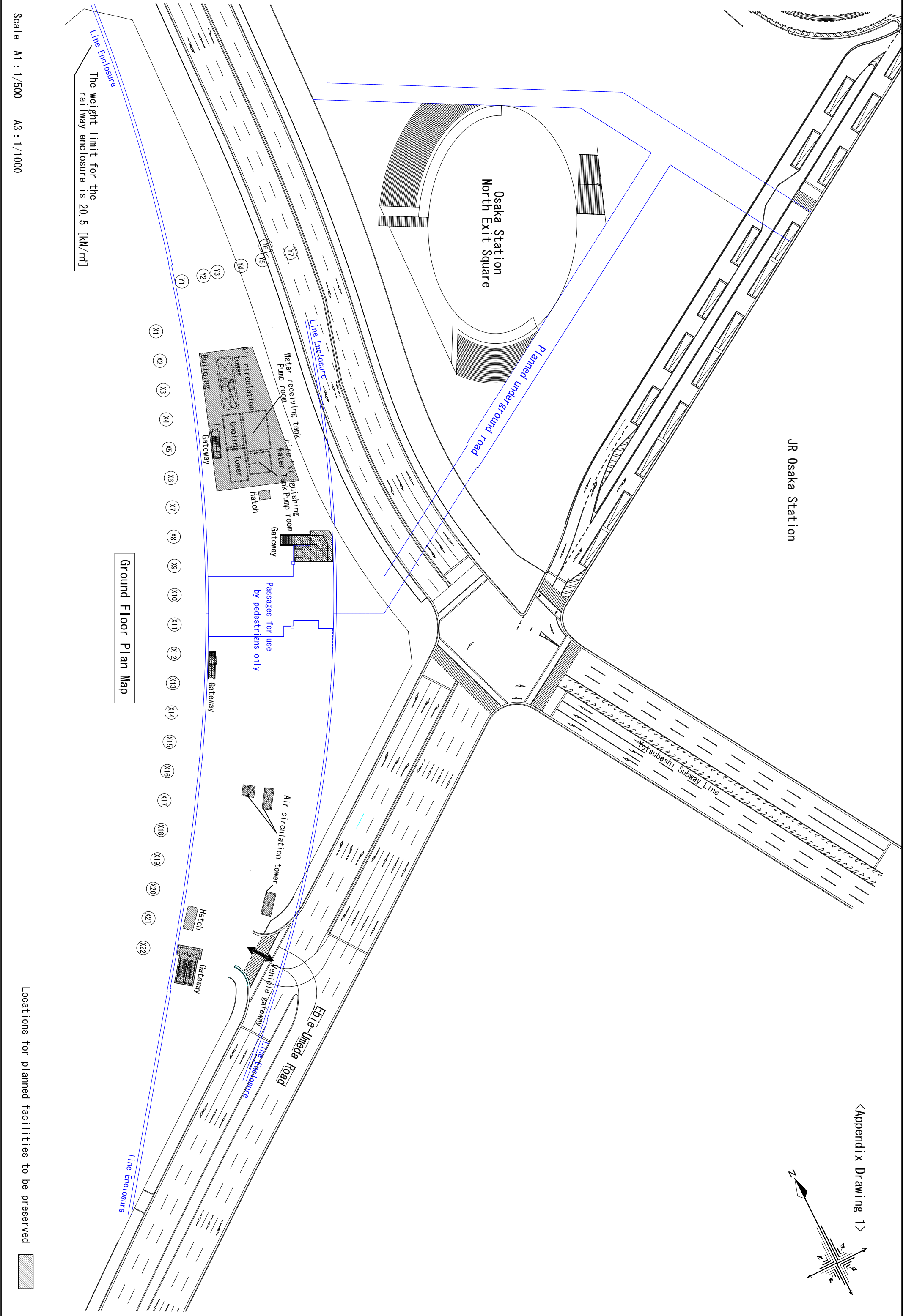
Ebi-Unaeda Road

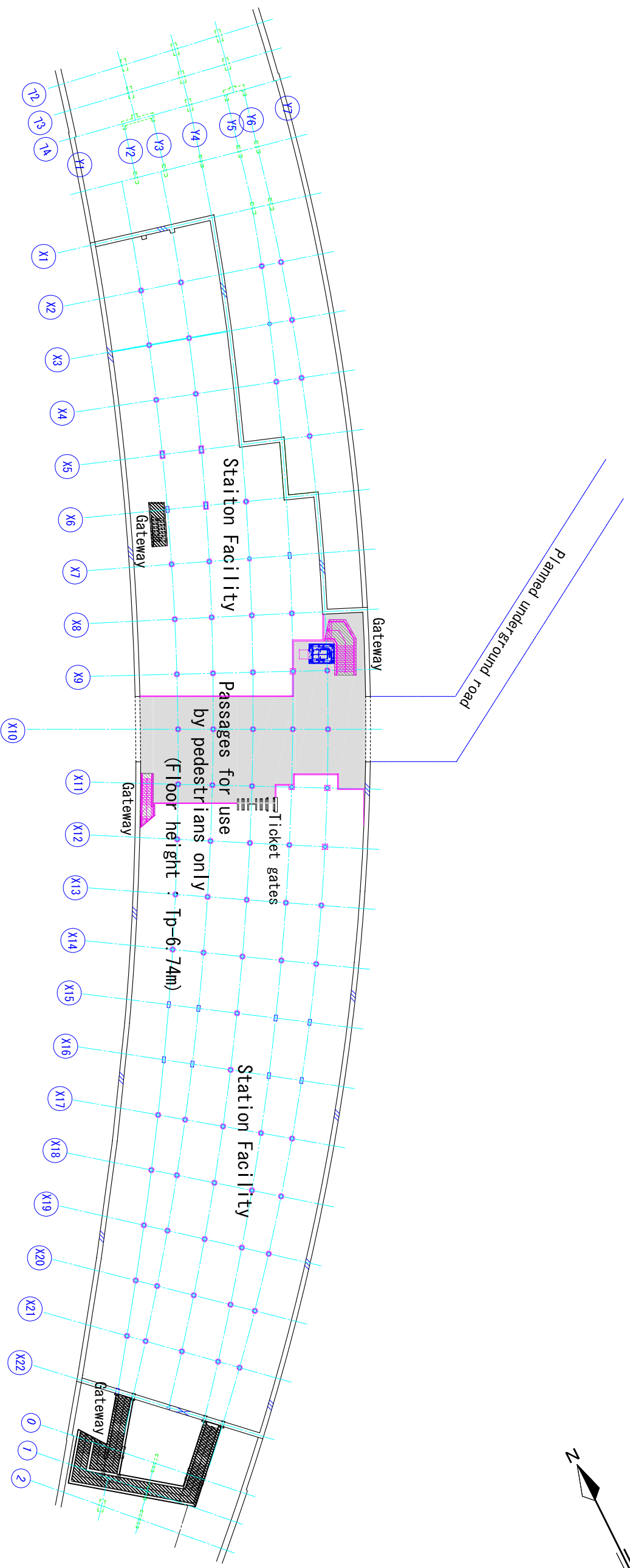
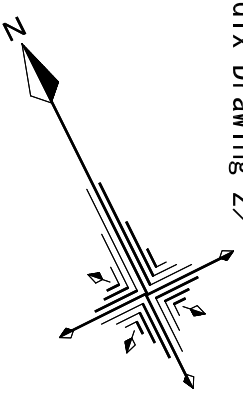
Ground Floor Plan Map

The weight limit for the railway enclosure is 20.5 [kN/m²]

Scale A1 : 1/500 A3 : 1/1000

Locations for planned facilities to be preserved





Concourse Plan Map
(Basement Level 1)

Scale A : 1/400 A3 : 1/800

Locations for planned facilities to be preserved

