

Urban Renewal in Osaka

– Globally and Innovatively –

City Planning Bureau
Osaka City Government

UNCRD/BMA Training in Japan for
15th Intermediate Executive Bangkok Metropolitan Management Programme

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1 . Analysis of Current Situation

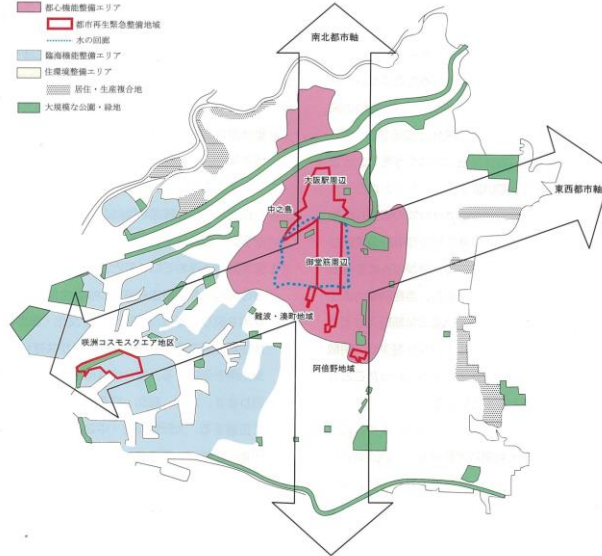
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Current Situation 1: Land Use and City Structure of Osaka

土地利用構想

(凡例)

- 都市機能整備エリア
- 都市再生緊急整備地域
- 水の筋部
- 臨海機能整備エリア
- 住環境整備エリア
- 居住・生産複合地
- 大規模な公園・緑地



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Current Situation 2: A Compact Yet Massive Urban Area

International comparison of urban areas: Rivals New York and London, in terms of population and employment density in the urban area

Kyoto-Osaka-Kobe urban area (2000)



Urban areas 7 Kinki cities/prefectures	area	31,359
	populations	21,685
	employment	10,275
Core city Osaka	area	1,893
	populations	8,805
	employment	4,622
Heart of city 6 wards in Osaka City	area	38
	populations	375
	employment	1,201

New York urban area (2000)



Urban areas Tristate area (31 districts) spanning three states	area	32,693
	populations	21,492
	employment	11,655
Core city New York City	area	785
	populations	8,008
	employment	4,293
Heart of city New York (Manhattan)	area	59
	populations	1,537
	employment	2,799

London urban area (2001)



Urban areas Greater London area, Southeast/East England	area	39,751
	populations	20,561
	employment	
Core city Greater London area (GLA)	area	1,572
	populations	7,188
	employment	4,484
Heart of city Central London (three districts in the heart of the city)	area	58
	populations	546
	employment	1,331

(Units: Area in km², population and employment in thousands of people)

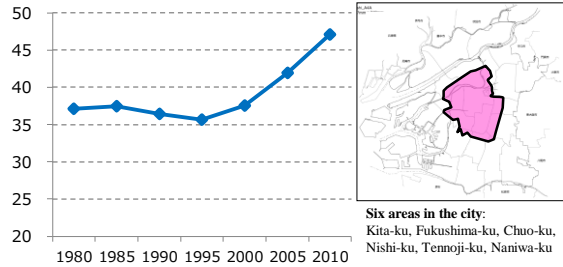
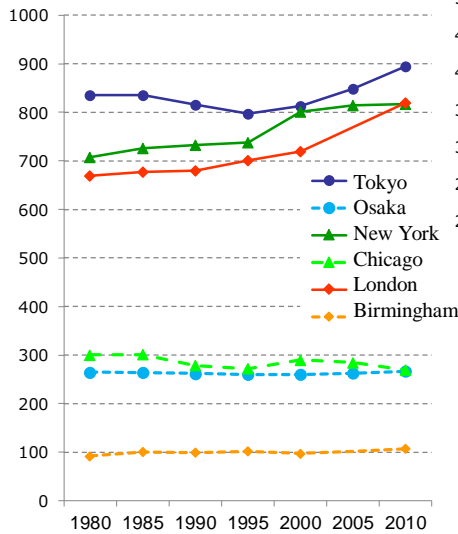
*New York Urban Area: Total for the wide urban area that lies within New York City, and the states of New Jersey and Connecticut, which includes 31 counties.

London Urban Area: Total for the Greater London area and the surrounding two regions (employment figures within the urban area are unknown)

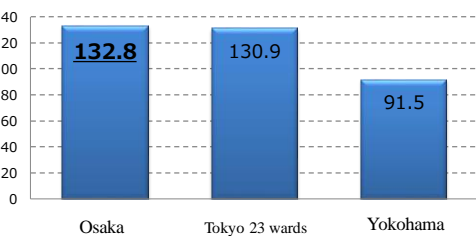
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Current Situation 3: Changes in Population

■ Changes in urban population (10,000 people) ■ Changes in population in six areas in Osaka City (10,000 people)



■ Ratio of daytime and nighttime population in Osaka City (Compared with other cities)



*From the 2010 National Census 5

Current Situation 4: Extensive Urban Infrastructure (1)

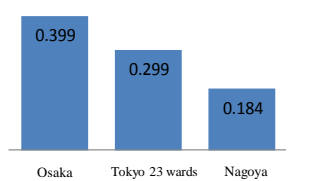
Osaka City, Generation of Ring Road

Roads and rail infrastructure are among the best in Japan, on par with Tokyo.

■ Highway network for Tokyo

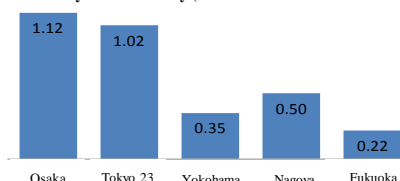


■ Extension density of highways in the city (km/km²)



*Calculated by dividing the length of the extensions shared within the city limits of Hanshin, Metropolitan, and Nagoya Highways by the areas of the cities

■ Railway station density (No. of locations/km²)

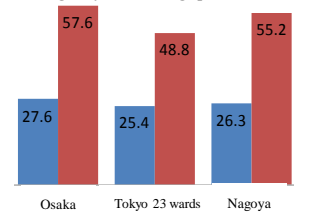


*Calculated based on FY2011 Osaka Statistical Handbook

■ Highway network for Osaka

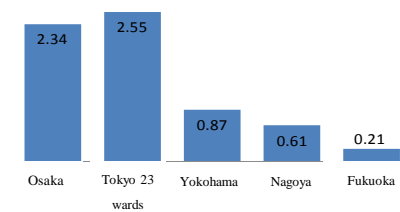


■ Average daytime driving speed (km/h)



*Source: FY2010 Road traffic Census

■ Commuter density in the city (10,000 people/km²/day)



*Calculated based on FY2011 Osaka Statistical Handbook

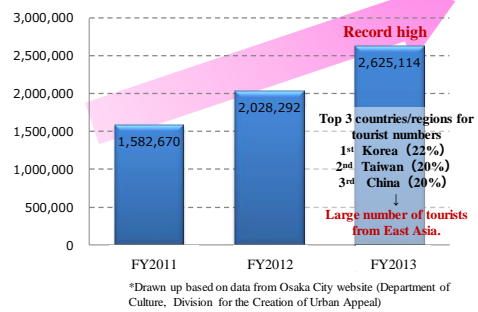
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Current Situation 4: Extensive Urban Infrastructure (2)

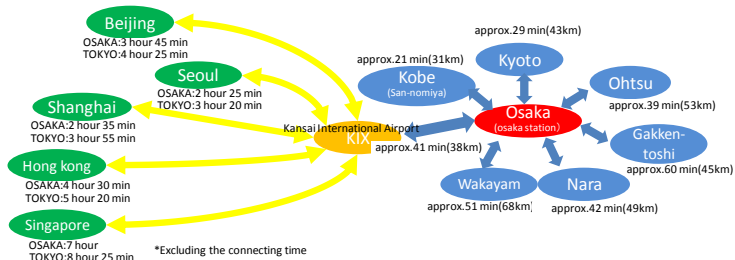
■ Kansai International Airport is increasing its number of departures including LCCs



■ No. of foreign tourists visiting Osaka (No. of people)



■ Kansai International Airport, which operates for 24 hours a day, provides excellent accessibility to Asia

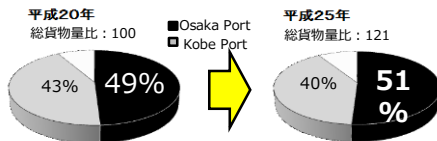


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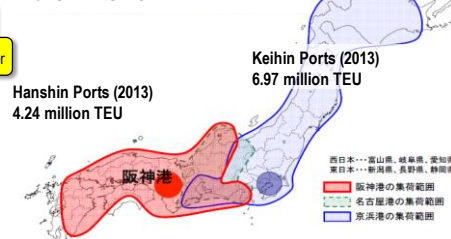
Current Situation 4: Extensive Urban Infrastructure (3)

- Total volume of container cargo in Kinki Region is on the increase
- Osaka Port occupies more than 50% of container cargo handled in Kinki Region
- Volume of international container cargo is increasing in Asia
- Ports, as quay walls, can contribute to securing distribution function in case of disaster

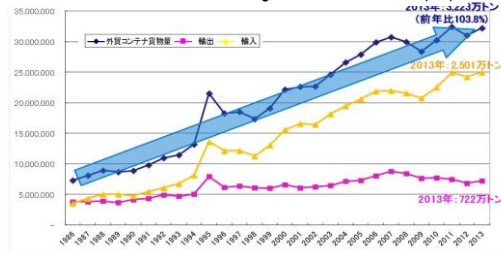
■ Share of Osaka and Kobe Ports in six prefectures of Kinki Region



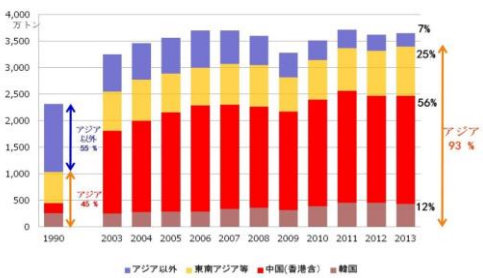
■ Strategic International Container Ports Hanshin VS Keihin



■ Volume of International Container Cargo Handled at Osaka Port (ton)



■ International Cargo Volume at Osaka Port (Unit: ten thousand tons)



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Current Situation 5: Access from the Heart of the City to the Airport

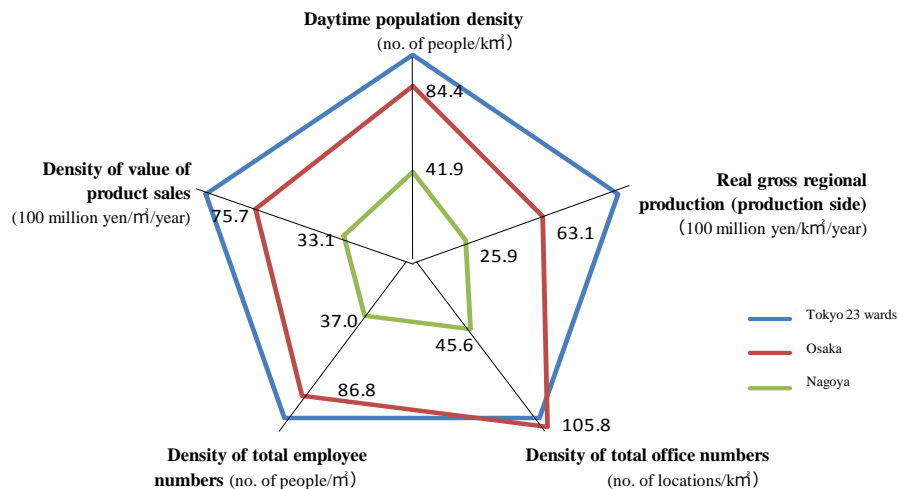
New York	John F. Kennedy International Airport	50 min (subway)
	La Guardia Airport	60 min (subway)
	Newark Liberty International Airport	40 min (airport express)
London	Heathrow Airport	15 min (airport express)
	Gatwick Airport	35 min (airport express)
Shanghai	Pudong International Airport	40 min (Maglev + subway)
	Hongqiao International Airport	30 min (subway)
Seoul	Incheon International Airport	43 min (airport rail)
	Gimpo International Airport	20 min (airport rail)
Osaka	Osaka International Airport (Itami)	35 min
	Kansai International Airport	68 min 46 min (development of Naniwa-suji Line)

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Current Situation 6: Industrial Concentration that Rivals Tokyo (1)

Rivals Tokyo in terms of industry potential, and has a significant gap with Nagoya.

[Comparison of three major cities, taking Tokyo 23 wards = 100]



*Daytime population density: Calculated based on the FY2010 National Census:

Real gross regional production (production side): Calculated based on the System of National Accounts

Density of value of product sales: Based on the FY2007 Census of Commerce

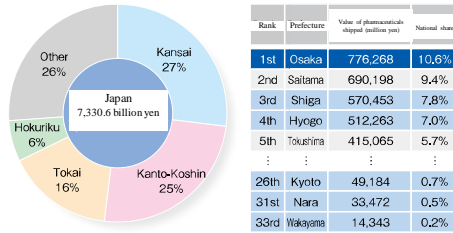
Density of total employee numbers and total office numbers: Based on the FY2009 Basic Survey for the Economic Census

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Current Situation 6: Industrial Concentration that Rivals Tokyo (2)

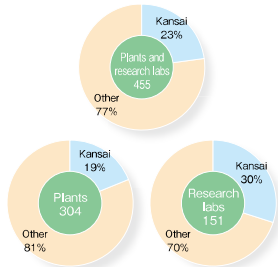
Boasts in leading the concentration of industrial clusters for the medical/bio sectors in Japan.

(1) Shipment of pharmaceutical products for each area (2010)



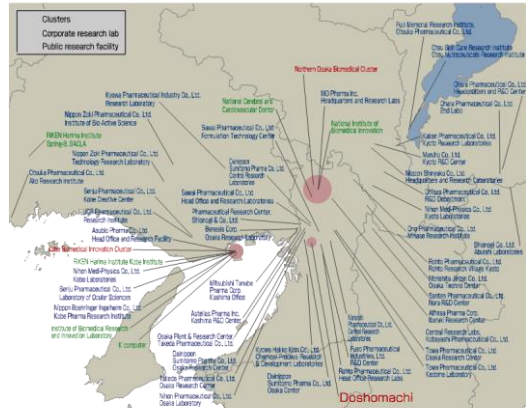
Source: Survey Report, Development Bank of Japan

(2) Percentage of domestic pharmaceuticals companies with bases in Kansai



Source: Survey Report, Development Bank of Japan

(3) Main R&D bases of pharmaceutical companies, etc. in Kansai



Source: Prepared from Survey Report, Development Bank of Japan

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2. Major Projects

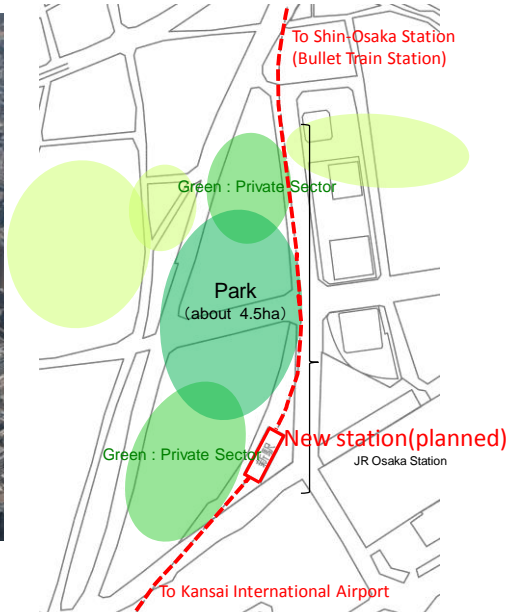
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3. The Urban Renewal Projects

Second-Phase Development in Umekita District



Osaka Station Area
(Second-Phase Development, 17ha)



Major Renewal Projects in City Centers



【Osaka Station Area】

- ① Keep safe and comfortable space where pedestrians can actively walk around by improving sidewalks and the station square
<Osaka Station Square, Hankyu Department Store Concourse, etc.>
- ② Attract more functions of business operation and information dissemination
<Osaka Shinkita Building, Breeze Tower, etc.>
- ③ Attract more thriving commercial and business functions
<Hankyu Department Store, Daimaru Department Store, Breeze Tower>

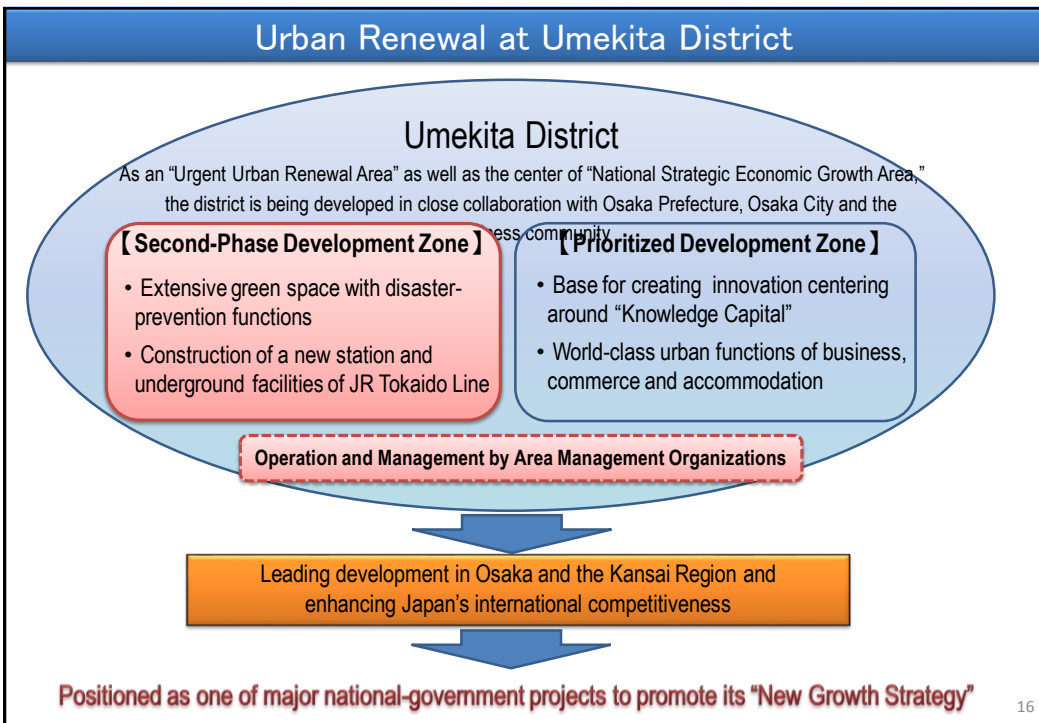
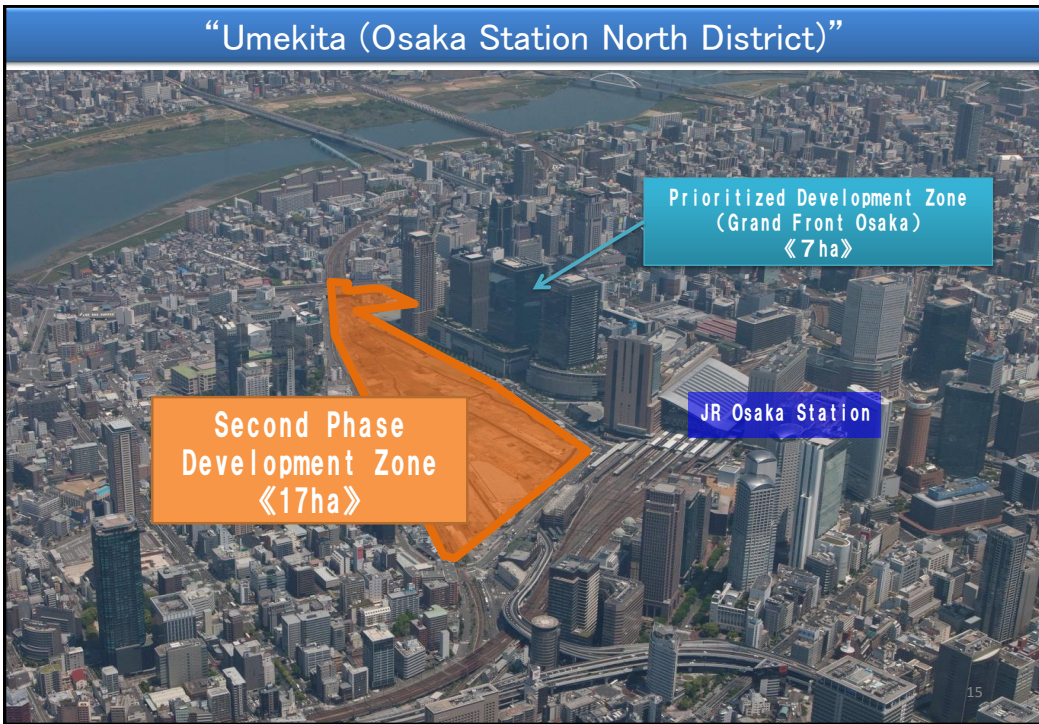
- ④ Integrate intellectual and cultural functions by attracting universities and halls
<Fukoku-Seimei Building, Breeze Tower (Sankei Hall), etc.>

【Nakanoshima Area】

- ⑤ Integrate functions of international cultural and academic exchanges by attracting conference halls, art museums, and broadcasting stations
<Osaka International Convention Center, Hotaru-machi, etc.>

【Midousuji Avenue Area】

- ⑥ Make the Midousuji Avenue lined with stately buildings and attract functions for new business creation and high-quality commercial business
<Honmachi Garden City, clutch of brand-name boutiques>



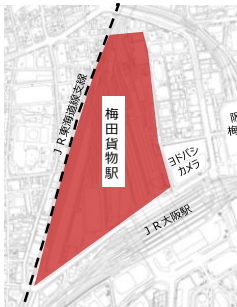
Prioritized Development Zone, Umekita District

Prioritized Development Zone opened on 26 Apr 2013

- 8% increase in land price of the project Zone
- 43.6 billion yen of commercial sales in the first year, higher than the targeted 40 billion yen
- The number of Knowledge Salon members increased from 700 to 1,881 (10 month later)

Before

- Yard, with the annual capacity of 1.24 million tons, was in operation until Mar 2013.



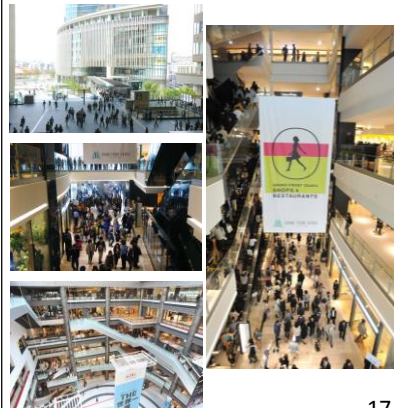
梅田貨物駅営業時点

After

- "Knowledge Capital" opened (in 2013) with 53 million visitors for the first year and 78 million in one and half year, both of which were higher than the original targets. (Tokyo Sky Tree had 50.8 million visitors per year)



グランフロント大阪開業時点



New station and underground facilities of JR Tokaido Line



Goals of Second-Phase Development

Urban renewal which enables Osaka to lead the world and enhance Japan's international competitiveness

Project leading economic development in Kansai

"Grand Design – Osaka"
"Proposed as the National Strategic Economic Growth Area"

Largest terminal district in the western part of Japan, Potential as the "center" of Kansai

Proposing the way a future city should exist, beyond the traditional paradigm of urban development

「Greenery」

- Establishing a new relationship between a city and human beings: the nature/environment shall become a part of the culture of Osaka City
- Providing the world's best standard of urban space to Osaka

Attracting financial and human capital from all over the world, and generating new competitive energy

「Innovation」

- At an advantage of locational, mobilizing the full potential of innovative creation in the Kansai Region while playing a pivotal role

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Goals of Second-Phase Development

Hub for Fusion of "Greenery" and "Innovation"

"Greenery," unparalleled magnet for people around the world

- "Greenery," around the district, creates new and unprecedented urban landscape, which bring about various activities and new values that attract people from around the world.

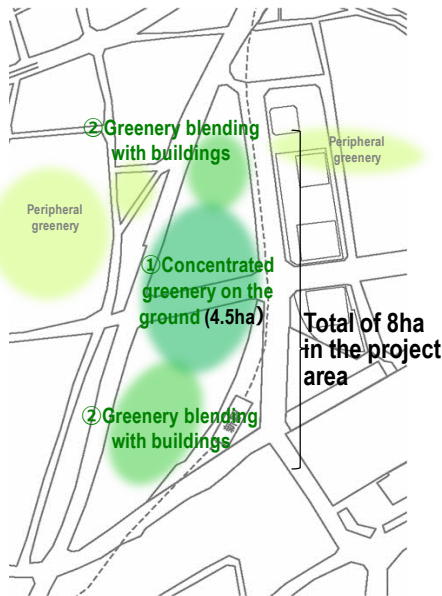
Place for "innovation," generating new competitive power and leading the world

- With human resources and technology accumulated, the hub of "innovation" creates new and competitive industries, technologies and intellectual properties that lead the world.
- "Greenery" creates the environment which stimulates human creativity and attracts human resource, technology and capital seeking for such appealing environment.
- The fusion of attractive space created by "greenery" and the core "innovative" capacities mobilized from all over Kansai Region promotes new intellectual exchanges among people coming from all over the world.

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1. Area

“Greenery,” the Second-Phase Development of Umekita



Location and Scale of Greenery

Definition of “Greenery”

“Lush greenery space which is open to everyone and full of human activities”

- Green spaces will be scattered all over the second-phase development zone, covering a total of approx. 8ha (including water surface)
- ① Concentrated greenery, occupying approx. 4.5ha of the central part, serving as a symbol of the second-phase development zone

- Secured outlook from as well as visual unity with JR Osaka Station, which is an important viewing point
- Continuity with neighboring greenery
- Advantageous location for measures to be taken in case of large-scale disaster

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Core Functions of Second-Phase Development Project Zone

～Economic Engine Generating “Innovation”～

① New Industry Creation (ex. Health/Medicine, Environment/Energy, etc.)

- Showing the strength and potential of fast-growing industrial clusters in Kansai Region

② More Visitors and Exchanges from Abroad (ex. MICE, Cultural Creation, Dispatching information, etc.)

- Attracting multinational companies and businesses utilizing Kansai’s rich urban culture

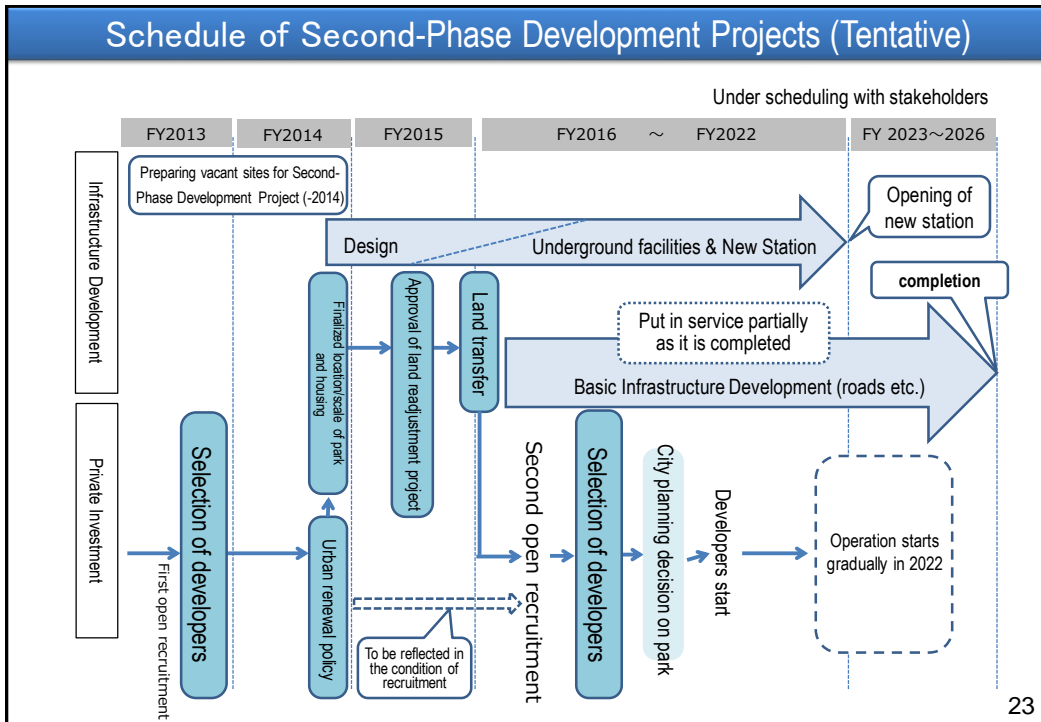
③ Intellectual Human Resource Development (ex. Specialized Universities, Graduate Schools, Education for Globalization, etc.)

- With accumulated knowledge, developing and producing excellent human resource who can lead the world



Enhance the Presence of Kansai in the International Society

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Urban Renewal along the Midosuji Avenue ①

Segment	Width	Lane Configuration
梅田新道～淀屋橋間	43.5m	12.5m (歩道) + 20.5m (本線) + 10.5m (歩道)
淀屋橋～中央大通間	44m	6m (歩道) + 5.5m (側道) + 4m (側道) + 13m (本線) + 4m (側道) + 5.5m (側道) + 6m (歩道)
中央大通～難波間	44m	6m (歩道) + 5m (側道) + 4.5m (側道) + 13m (本線) + 4.5m (側道) + 5m (側道) + 6m (歩道)
難波～難波駅間	44m	10m (歩道) + 20m (本線) + 3m (側道) + 5m (側道) + 6m (歩道)

Name of Avenue Midosuji

Zone Hankyumae-Nambaekimae

Length 4.2km

Width 44m

Roadside Trees Gingko and *Kusunoki*

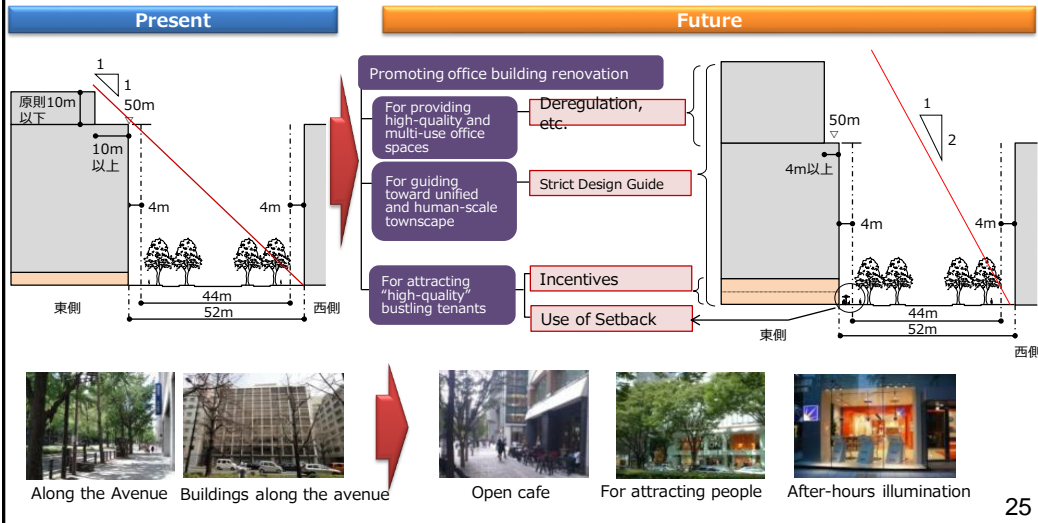
Completion in 1937

Urban Renewal along the Midosuji Avenue ②

“Midosuji Rule” along the Avenue (Yodoyabashi and Honmachi)

○ Busting business district with stately office buildings and chic boutiques

- Aiming at a stately business district with international business and commercial activities in harmony with each other

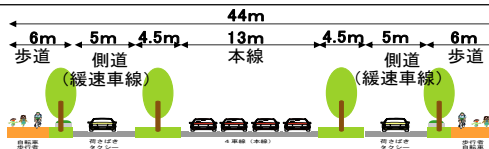


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Urban Renewal along the Midosuji Avenue ③

Reallocation of Space (Pilot Programme)

Current cross-section View
(between Chuo Odori and Sennichimaedori)



御堂筋で (西橋交差点～難波西口交差点間) 平成25年 11.23日～29日 社会実験を実施します
一魅力・集客力を生かした空間へ

実施区間: 新橋交差点～難波西口交差点付近
実施期間: 平成25年 11/23(土)～29(金)
実施時間帯: 7時～19時 (12時間)

自転車等の通行を規制
側道を閉鎖します
横断歩道は本線から右折時です。

自転車通行空間の分譲
側道に自転車通行空間を確保し、自転車と歩行者の分離を図ります。

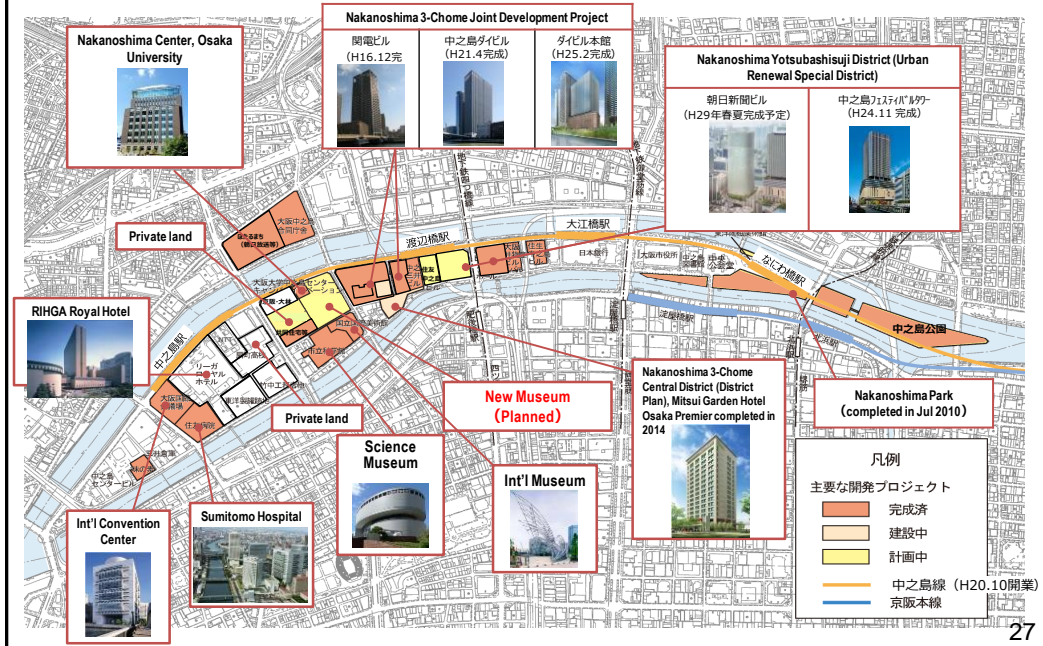
にぎわいの創出

にぎわいの創出	実施期間
よきこい祭り	23日(土) 12時～14時
ストリートパフォーマンス	23日(土) 14時～19時(昼間)
夜の魅力発信等	23日(土)・24日(日) 18時～21時

※1: 歩道の自転車通行空間は、7時～19時まで自転車専用通行帯で確保されます。
※2: 歩道の自転車通行空間は、24日(日)・25日(月)は実施されません。

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Urban Renewal in Nakanoshima Island ①



Urban Renewal in Nakanoshima Island ②

Direction of Development

Construction of a New Museum

- Establish a new Japan's top-class museum by 2020 so that it will be another tourist spot with Nakanoshima's rich history and culture

Having Advanced Educational Institutes such as Universities

- Attract universities and advanced educational institutes to accumulate high-quality urban functions in Nakanoshima 4-chome and 5-chome

Considering a New Naniwasuji Railway Route

- Earlier start to construct a New Naniwasuji Railway Route so that access to Nakanoshima will be improved, which will further promote development in Nakanoshima Island

Toward creating a international hub for cultural and academic exchanges, which attract advanced human resources

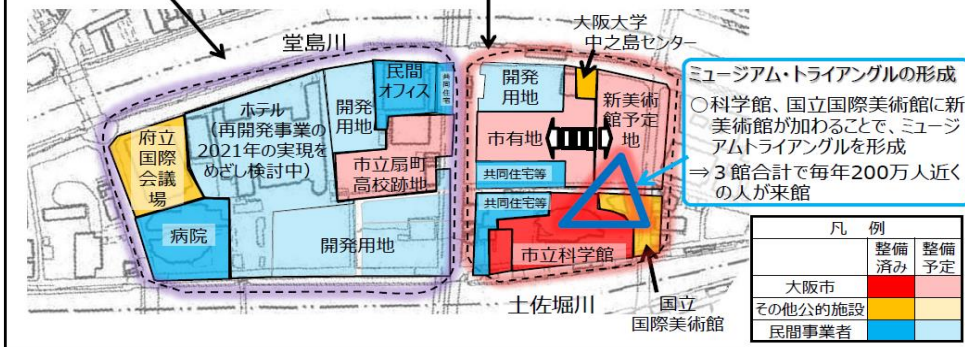
Urban Renewal in Nakanoshima Island ③

○中之島5丁目

- ・大阪の国際交流の拠点へ
- MICE機能の拡充、
- 国際学校等の誘致など。

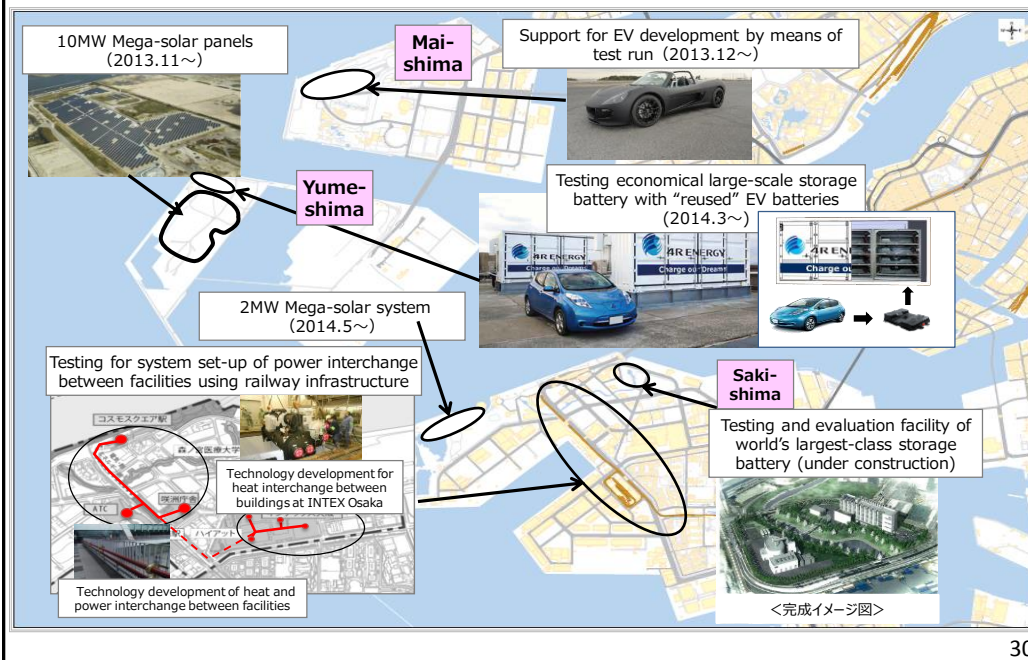
○中之島4丁目

- ・大阪の文化・芸術の中心的な拠点へ
- ・新美術館と、市立科学館、国立国際美術館との連携により国内有数のミュージアムゾーンへ
- ・隣接市有地で、美術館と連携・調和する、大学等の高等教育関連施設や業務・商業・文化施設等による複合施設を誘致。

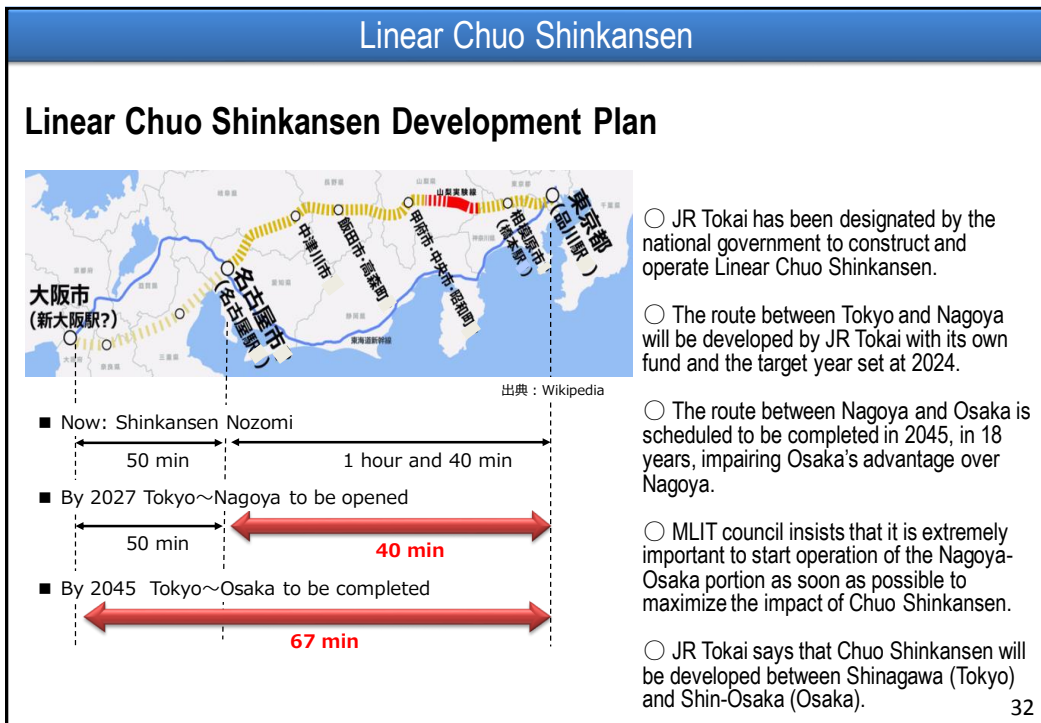
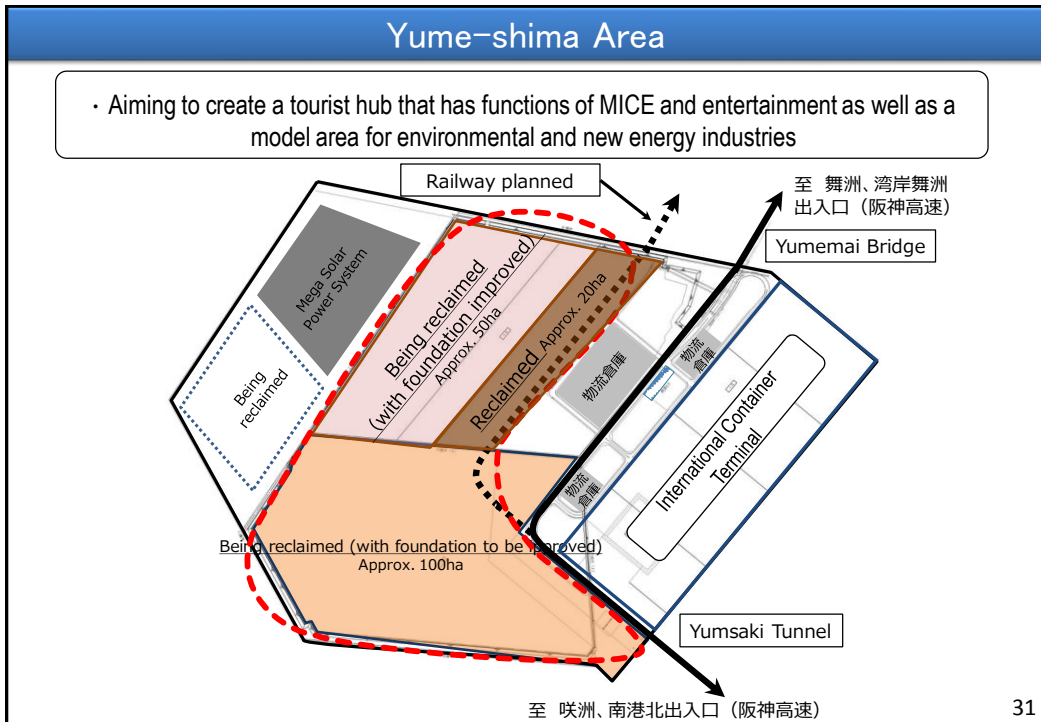


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Environmental and Energy Industry Development in Osaka Waterfront Area

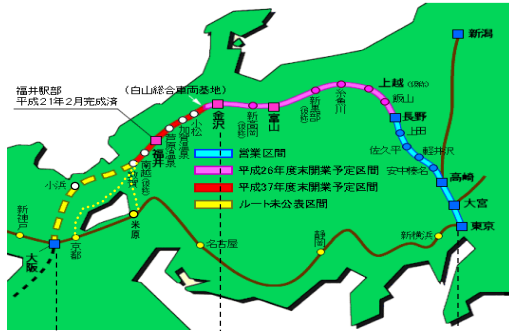


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Hokuriku Shinkansen

Development Plan of Hokuriku Shinkansen



Route: Tokyo-Nagano-Toyama-Kanazawa-Fukui-Suruga-Osaka (approx. 700km)

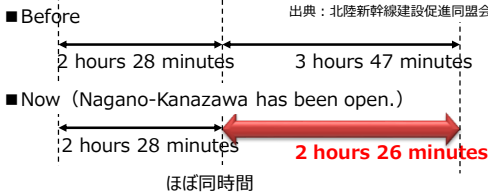
○ Tokyo-Nagano in operation since Oct 1997 (Route between Tokyo and Takasaki is shared with Joetsu Shinkansen)

○ Nagano-Kanazawa has been opened
⇒ Osaka's advantage over Kanazawa has been lost due to this opening.

○ A development plan for Suruga-Osaka (including its route) has not been made yet.

○ The national government insists it would be difficult to start to construct a new one until 2035 when all the currently-planned Shinkansen (Kyusyu, Hokuriku and Hokkaido) are completed.

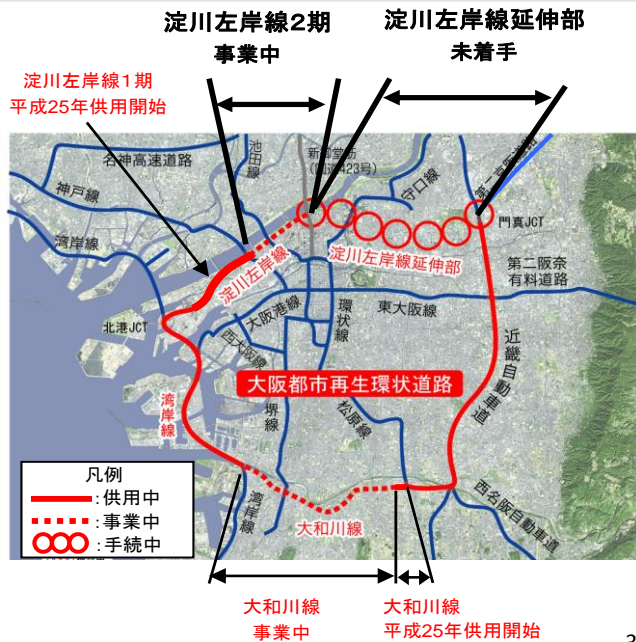
○ Union of Kansai Governments has concluded that "Maibara Route" is the most cost-effective route with shortest construction period, considering cost-benefit performance and spill-over effects.



Extension of Urban Expressway (on the left bank of Yodo River)

○ "Urban Renewal of Ring Road"

- Left Bank Line of Yodo River (First Phase): opened in May 2013
- Left Bank Line of Yodo River (Second Phase): under construction until 2020
- Yamato River Line: under construction until 2016
- Extended Left Bank Line of Yodo River (Tentative)
 - Under environmental assessment for city planning decision by Osaka City
 - A draft will be prepared after consideration of its route and structure



Promotion of District Management ①

Toward Area Management (Business Improvement District System under consideration)

● New York

- Legal Basis: BID Law (NY State Law)
- Organization: Special local public organization
- Activities: Maintenance of sidewalks and parks and promotion of the district
- How it works: Independent activities funded from BID tax revenue

<Planting trees/flowers on sidewalks>



<Dispatching cleaning staff>



<Conducting social experiments in Times Square>



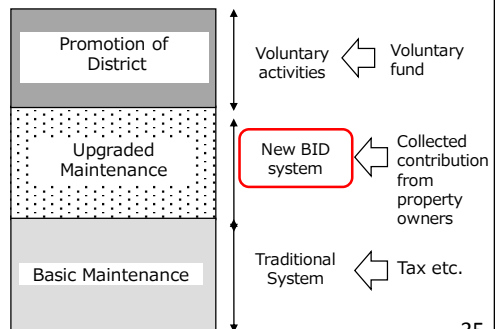
<Making open terraces>



● Osaka City

- Legal Basis: City Ordinance (Under the current laws)
- Organization: "Urban Renewal Promotion Corporation"
- Activities: Maintenance of sidewalks and parks (Promotion of the district is not included and to be done voluntarily)
- How it works: Based on contributions by property owners

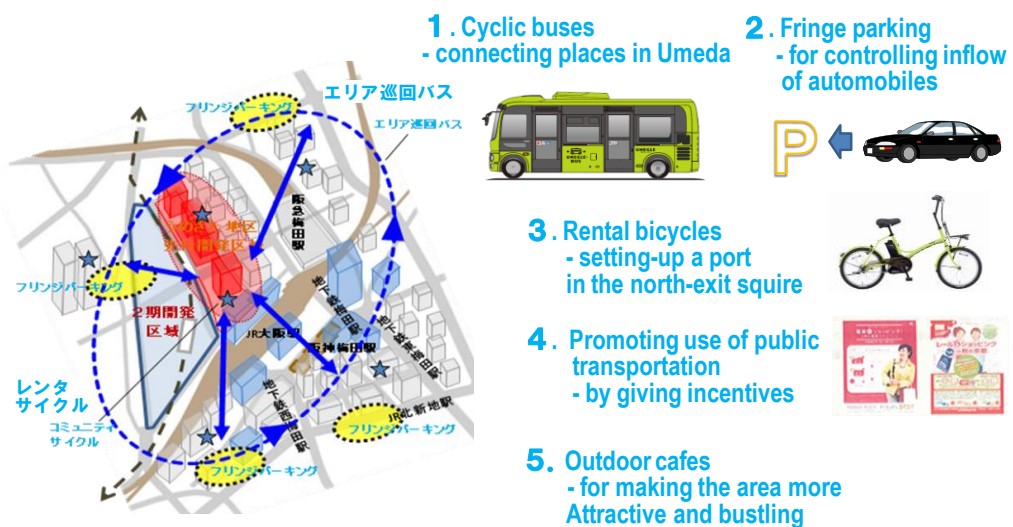
<Concept of Osaka BID System>



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Promotion of District Management ②

Efforts made at Grand Front Osaka



【Image of Transport Management】

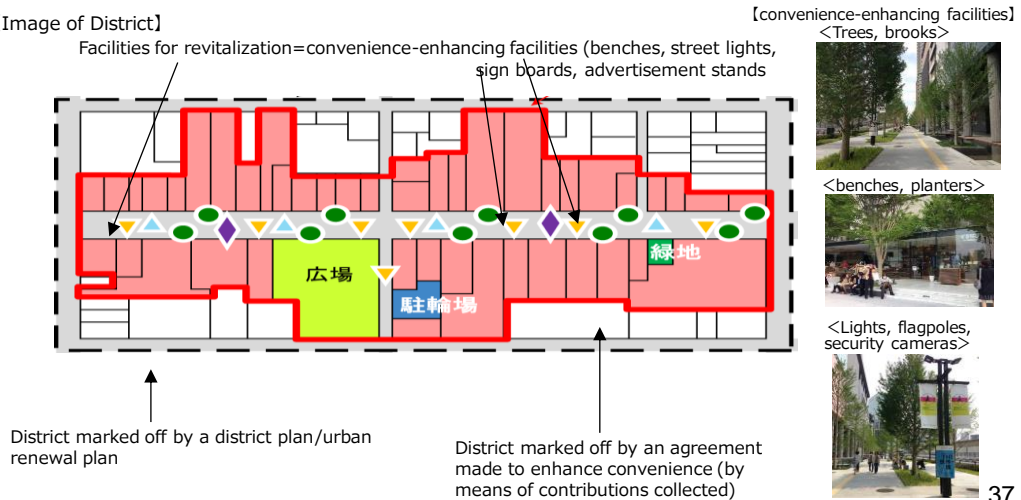
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Promotion of District Management ③

Outline of Osaka BID (Business Improvement District) System

A target district is determined as per a district plan/urban renewal plan first. And then, the actual border line will be demarcated by an agreement made by property owners to enhance convenience/comfort/enjoyment with shared financial burden.

[Image of District]



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ENJOY OSAKA !