

Overall Renewal of Osaka Station and Development of New North Building

December 9, 2003

The northern area adjacent to Osaka Station is one of the few remaining urban areas in Japan available for large scale urban development. This area is expected to act as a new base for Kansai area's revitalization. Various events have been implemented thus far, including the Osaka Station Area Urban Revitalization Conference and an international development concept competition, leading up to the announcement of the "Overall Concept for the Northern Osaka Station Area" in October 2003 as a plan indicating directions for development by Osaka City. These efforts have greatly increased the momentum of the area's development.

JR-West has been studying ways to make improvement to Osaka Station, the largest railway terminal in western Japan. The study has been focused on how to create comfortable, convenient and bustling railway terminal that will serve as a gateway to the city of Osaka well into the future. Based on the developmental directions indicated in the Overall Concept for the Northern Osaka Station Area, JR-West has compiled a fundamental plan built on three primary projects – drastic station improvements, the installation of passageways and plazas, and the development of the New North Building.

○ Plan Overview

(1) Station Improvements

JR-West will produce a comfortable and appealing station that will serve as a suitable gateway to the city of Osaka well into the future. To achieve this goal JR-West will improve passenger flow and station structure in terms of alleviating congestion, increasing the convenience of train transfers and promoting barrier-free transportation systems.

- Building a New Station House on a Bridge over the Center of the Station

This new station house will make transfers between each lot more convenient, will alleviate congestions and will also provide smooth access to the northern area adjacent to Osaka Station.

- Improvements to Concourse Areas inside the Ticket Gates

The mezzanine passageway will be eliminated from the Midosuji entrance, the station entrance that sees the most use, creating a flat concourse area, and numerous escalators will be installed. These efforts will contribute to alleviate congestion in the station concourses and on station platforms.

- Enhancement of "Barrier Free" Facilities

The number of escalators within the ticket gates will be increased from the current 21 escalators to a total of 76. The number of elevators will also be increased from the current five to 13. These increases will make traveling between the floors of the station much easier and much more convenient.

- New Construction of a Dome

A dome will be newly constructed over the station platforms, creating an integrated, unified atmosphere that compasses ACTY Osaka (located in the south side of Osaka station), the New North Building, the elevated station house, and the station platforms. The result will be a comfortable, appealing station space.

(2) Development of Passageways and Plazas

Based on the pedestrian passageway system indicated in the Overall Concept for the Northern Osaka Station Area, JR-West will create pedestrian passageways and plazas in the area above the station, in order to make it easier to move around the station area.

- The Creation of Plazas and Passageways within the Building That Are Directly Linked to the Plaza in Front of the Station

These plazas will also have pedestrian passageways leading to the north area, the Hankyu-Umeda Station and the Umeda subway station, making it easier to get around the north area. The plaza on the second floor will also have an atrium that will serve as a symbol for the area.

- The Creation of Routes Running North-South through the Station and the Creation of Rooftop Plazas

New routes will also be established running from the underground walkways on the south side of the station, through ACTY Osaka, and leading to the north area, integrating the north and south areas into one large station area. A rooftop plaza will also be created that will meld with the dome, creating a vast, open plaza area within the dome.

(3) Development of a New North Building

A new North Building will be constructed that will integrate the station and the plaza in front of the station into one contiguous area. In order to create space for the building, JR-West has decided to remove two railway tracks and will make multifaceted use of the area in and around the station. The key tenant for this new building will be the Mitsukoshi Department Store, and other planned tenants include specialty shops and offices. JR-West is working to construct a new, lively place for business and commerce that will be a leading project in the north-area development.

○ Total Operating Expenses (for the Entire JR-West Group)

- Approximately ¥150 billion

○ Planned Schedule

- Spring 2004 Start of station improvement work.
- Autumn 2006 Start of New North Building construction.
- Spring 2011 Opening of the New North Building, opening of various facilities including passageways, plazas, and elevated stationhouse (grand opening)
- Winter 2011 Completion of dome construction.

[Reference] Information related to the scale of the project, etc., is based on projected estimates. Actual project details may change as a result of input from government administrations, concrete design requirements, etc.

○ Overview of the Station Improvement Project

Project	Details of Planned Improvements	
New Elevated Station House	<ul style="list-style-type: none"> • Ticket Windows, Installation of New Ticket Gates • Construction of New Train Transfer Passageway (Width: approx. 10 m) • Installation of New Elevators and Escalators for Each Platform 	
Improvements to Concourses and Removal of Physical Barriers	Central Entrance	<ul style="list-style-type: none"> • Expansion of Area around the Mezzanine of the Osaka Loop Line Platform • Installation of New Escalators on the New Hokuriku Line Platform (Platform No. 5)
	Midosuji Entrance	<ul style="list-style-type: none"> • Elimination of Mezzanine Passageways, Expansion of Concourses within Ticket Gates • Installation of New Escalators, Installation of Additional Elevators
	Sakurabashi Entrance	<ul style="list-style-type: none"> • Expansion of Area from the Ticket Gates to the Mezzanine
New Dome	<ul style="list-style-type: none"> • Construction of New Dome (approx. 160 m long by 105 m wide) • Reconstruction of Platform roofs (outside of the Dome) 	

*Enhancement of Escalator/Elevator Facilities within Ticket Gates:

Escalators: 21 at present, increase to a total of 76

Elevators: 5 at present, increase to a total of 13

○ Overview of Passageways and Plazas

Project	Details of Planned Improvements
Inside Plazas and Passageways	<ul style="list-style-type: none"> • Plazas: approx. 4,000 m², 2nd Floor: approx. 1,500 m² • Passageways: Basement Level 1: East-West and North-South Passages, 2nd Floor: East-West Passage
North-South Route and Outside Plaza	<ul style="list-style-type: none"> • North-South Access Way: effective width approx. 6 to 12 m • Rooftop Plaza: approx. 100 m long by 40 m wide

○ Overview of New North Building

(1) Total Floor Area: approx. 200,000 m²

(2) Applications: Department Store: approx. 90,000 m², Specialty Shops: approx. 40,000 m², Offices: approx. 45,000 m², Facilities for Attracting Customers: approx. 10,000 m², Station-Related Facilities: approx. 15,000 m²

* A parking building will be planned separately.

○ Overview of the Current Osaka Station North Building

- (1) Structure and No. Floors: Steel-Frame Structure (approx. 9 m wide by 250 m long), five floors above ground
- (2) Total Floor Area: approx. 10.500 m²
- (3) Applications: Offices for the Station Master, etc., Rest Areas, Shops, Equipment Rooms, etc.

○ The History of Osaka Station

- May 1874 Opening of the 1st Osaka Station
(Opening of the Railway between Osaka and Kobe)
- July 1901 Opening of the 2nd Osaka Station
- June 1940 Opening of the 3rd Osaka Station
- December 1979 Opening of the 4th Osaka Station (the Current North Building)
- May 1983 Opening of ACTY Osaka (Osaka Terminal Building)

○ Overview of Other Station Buildings (in the JR-West Group)

- Kyoto Station Building: Total Floor Area: 238,000 m², Applications: Department Store (JR Isetan), Hotel, Specialty Shops, Theater, etc.
- ACTY Osaka: Total Floor Area: 138,000 m², Applications: Department Store (Daimaru), Hotel, etc.