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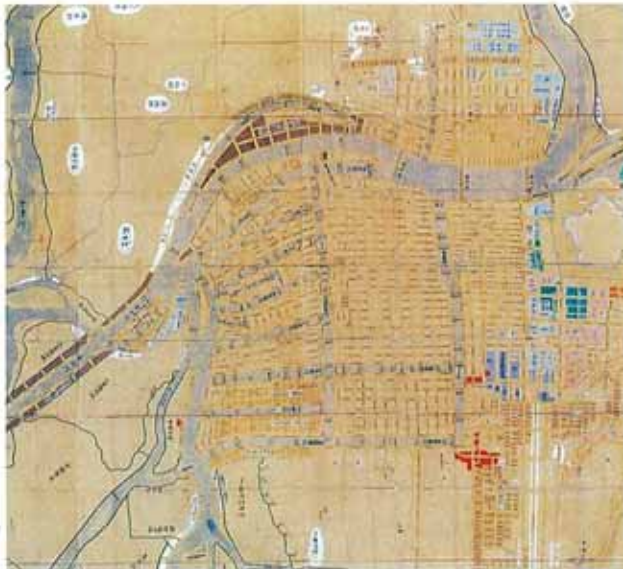
Encouragement for Urbanscape Designing (Utilization of the Landscape Law) - Urbanscaping of Osaka City and the Landscape Law -

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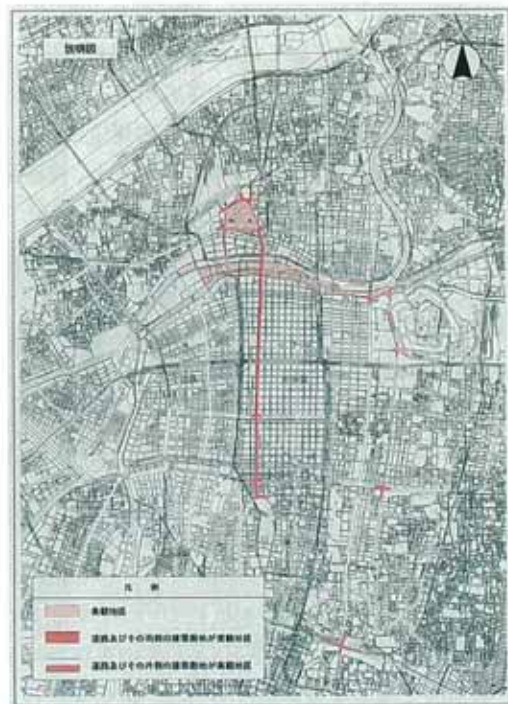
1. History of Osaka

What created the foundation for the metropolis Osaka today was the construction of the Osaka Castle and development of the surrounding castle town by Hideyoshi Toyotomi, who realized the physical advantages of Osaka. When Hideyoshi built the castle, he also opened the sandbar of Semba and Shimanouchi; developed the castle town by digging Nishiyokobori River, Higashiyokobori River, Temmabori River, Awabori River, etc.; had townspeople of Fushimi and Sakai to move; and protected and cultivated the commerce, including international trading, as well as conducted urban management utilizing water transportation.

During the Edo Period, since Osaka was a strategically important location for western Japan from political and economic standpoint, reestablishment of the town, maintenance of the dug rivers, and development of the new urban area were rapidly promoted. From then on, in contrast to Edo which was a political and consumption city, Osaka singly handled production, distribution and finance of Japan, becoming an innovative economic city that invented various unique economic systems etc. such as the wholesale merchant organization and currency exchange and futures trading system; Osaka thrived to the point it became known as the “Nation’s Kitchen,” and developed as the center for finance, small industries, arts, culture and entertainment.



Osaka in beginning of 18th century
(Pictorial drawing of Osaka Sango-cho,
Stored in Osaka Castle Museum)



Legend
 Aesthetic Zone
 Road and building sites on both sides of the road is Aesthetic Zone
 Road and building sites on one side of the road is Aesthetic Zone

Figure 1: Osaka Aesthetic Zone Map

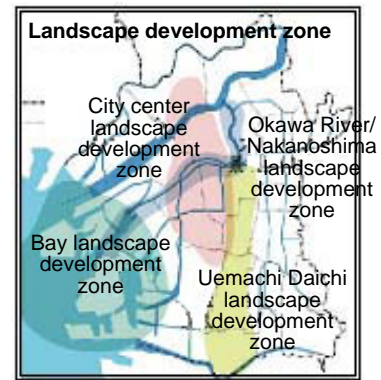


Figure 2: Landscape development zone

With reconstruction based on the Midosuji Landscape Outline, formation of a new skyline at 50 m high is progressing.

2. Beginning of landscaping measures in Osaka

The first step towards urbanscaping administration in Osaka was the designation of the Aesthetic Zone in December 1934. Area along the Midosuji, area in front of Osaka Station, Nakanoshima, vicinity of the Osaka Castle, and other locations were designated as areas that will improve the urban aesthetics of Osaka as a representative modern city. (Figure 1)

Osaka at this time was a commercial and industrial city, serving as the center of domestic industry and economy, and while public facilities fitting of such a city were being developed, the aim of designating the Aesthetic Zones was to regulate buildings without compromising progress in order to realize a healthy urban development. Aesthetic Zone designation was made even to important future high-rise building areas, with strong awareness to strategically create and promote the aesthetics of the city. There were no specific legal restrictions placed on the Aesthetic Zones of Osaka after the war, but in some places, maximum height of buildings was designated based on the Urban Building Law Enforcement Regulation in 1936; the initial intent to create aesthetics has been developed and maintained today in various building guidance systems. Another example of the urban planning system related to urbanscaping is the Scenic District. In April 1933, about one year before designation of Aesthetic Zone, 25 locations including Okawa River and Yuhigaoka, which total approximately 1,950 ha, were designated (in 1972, changed to 7 locations totaling approximately 548.5 ha, and remains so today).

3. Urbanscaping measures of Osaka City

1) Osaka City Urbanscape Ordinance

Osaka City has enacted the Osaka City Urbanscape Ordinance (“Urbanscape Ordinance”) in September 1998 with the purpose of contributing to the improvement of landscape of the city as well as urbanscaping that capitalizes regional characteristics

by comprehensively and strategically promoting urbanscaping together with citizens etc. through determining basic items that concern urbanscaping while clarifying the responsibilities of the city as well as its citizens etc. With five measures of “formulation of Osaka City landscape formation scheme,” “designation of landscaping zones,” “consideration towards urbanscape upon major surface development or buildings etc.,” “urbanscaping through agreement” and “utilization of designated landscaping objects” as pillars, Osaka is making efforts towards its unique urbanscaping.

[1] Osaka City Landscape Formation Scheme

To comprehensively and strategically promote urbanscaping, the Osaka City landscape formation scheme has been formulated in December 1999. The basic goal of urbanscaping of Osaka City is “to create an urbanscape full of beauty and amenity that is uniquely Osaka,” and as guidelines for citizens etc. and the city to work together to realize this goal, “improvement of landscape of city area” and “urbanscaping that capitalizes regional characteristics”; these comprise the basic scheme of Osaka’s urbanscaping. Also, areas with certain contiguity and/or unity are designated as landscaping zones (Figure 2), showing the direction of the measures. Further, basic principles are shown for point/line/surface landscaping.

[2] Designation of landscaping areas

To develop, create and pass on landscape that is uniquely Osaka, areas with certain contiguity and/or unity are designated as landscaping areas with the intention of promoting a more Osaka-like landscaping as well as to widely familiarize the characteristics of Osaka landscape. Up to this point, four locations of “City center landscaping area” located in central Osaka, “Okawa River landscaping area” and “Nakanoshima landscaping area” where valuable natural waterside

landscape still remains within the city, and “Dotombori River landscaping area” located in downtown of southern Osaka, have been designated.

[3] Consideration towards urbanscape upon major surface development and/or buildings etc.

Upon planning of major surface development and/or buildings etc., it is not enough to plan individual buildings and premises designs; it is necessary to consider the sense of unity with the surrounding landscape and circumstances of the region. Therefore, Osaka City asks businesses to have prior consultation with the city, and to submit the deliberation plan for the region of surface development and notification for large-scale buildings etc. in order to promote Osaka’s landscaping.

[4] Utilization of designated landscaping objects

New buildings and historic buildings, bridges, trees, etc. which are superior from the landscaping point of view play important roles in characterizing the region’s landscape. To familiarize as many people as possible with these important landscaping resources and to have them be actively utilized in local landscaping, Osaka, with cooperation from their owners, designates such objects as designated landscaping objects; up to this point, there are 22 designated landscaping objects, including the Dotombori Glico neon, Sumiyoshi Taisha Shrine, Osaka Club and Kema Sakuranomiya Park.

[5] Urbanscaping through agreements

To make sure that results of various efforts made by the residents regarding landscaping are maximized and spread to create landscape unity, local residents are taking the initiative in utilizing agreements that create landscaping rules and arrangements.

2) Building aesthetics guidance system

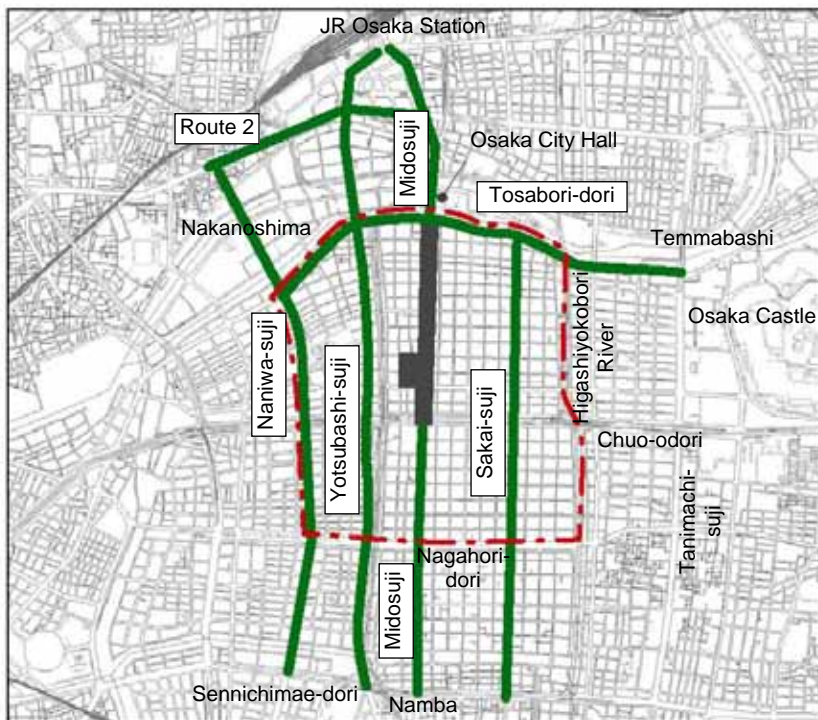
Areas along major roads located in the central part of the city that are loved and visited frequently by the citizens are designated as building aesthetics guidance area; this system, which determines appropriate guidance standards individually, began in 1982, and the City and builders hold consultations prior to commencement of building constructions in order to create a beautiful yet unique landscape along these roads.

3) Midosuji landscaping guidance system

To promote urbanscaping that is fresh, vibrant and comfortable, fitting of the symbol street of the cosmopolis Osaka, Midosuji landscaping guidance system was incorporated to unify the eave height of buildings facing Midosuji at 50 m, and to create a space with recreational and vibrant aspects while maintaining the charms of Midosuji by providing guidance regarding setting back of wall surfaces, usage of the lower floors, etc. (Figure 4).

4) Others

Osaka City has created various design guidelines etc. concerning landscape, and is making efforts to provide landscape guidance as well as to disseminate information.



— Building aesthetics guidance routes
 - - - Comprehensive design (public lot) guideline target area
 ■ Midosuji landscaping guidance area

Figure 3: Target routes for building aesthetics guidance system



Figure 4: Target areas for Midosuji landscaping guidance system



View of Dojima River and Tosabori River, flowing east-west through the heart of the city with Nakanoshima in the middle.

Also, upon providing guidance regarding landscape, color is a major factor in determining the characteristic of the urbanscape; to create a comfortable urban environment, appropriate diversity and sense of unity of color is essential. Therefore, in 1996, Osaka created the “Colors of Heartwarming Osaka – Osaka City Landscape Color Plan Guidebook” as guideline when considering color in landscaping.

Further, in promoting urbanscaping, mentality in capitalizing the location’s characteristics in landscaping and points of consideration upon designing public spaces, buildings and building premises were compiled in “Considering the Urban Scenery—Urbanscape Design Guideline—” in 2000, and in 2003, the “Osaka City Riverscape Guidebook” was compiled in order to promote landscaping that is fitting of Osaka, the City of Water. These are utilized as tools in construction planning.

Also, website on Osaka urbanscaping has been launched in order to familiarize and disseminate information on good landscaping.

4. Utilization of the Landscape Law

Here are some current efforts of Osaka regarding utilization of the Landscape Law issued in June 2004.

The Landscaping Law recognizes the public nature of good landscape, viewing it as an asset to all citizens, and clarifies that it is formed by harmony of the region’s nature, history, culture, etc. and the people’s



View of Nakanoshima from the Okawa River



Kema Sakuranomiya Park

daily lives, economic activities, etc., and that it is involved with the unique characteristics of the region. It also states that landscaping is needed that leads to revitalization of the region with regional efforts, protection and creation of diverse landscape, local public bodies, businesses and residents all working as one. Such basic principle of the Landscaping Law encourages the concept of the Landscape Formation Scheme based on the Landscape Ordinance as well as the landscaping efforts of Osaka which has aimed to improve the landscape of the city region and capitalize on regional characteristics, and utilization of the Landscape Law gives legal foundation to the efforts hitherto.

In November 2004, the Landscaping Law Utilization Deliberation Commission was established within the Osaka City Urbanscape Committee, and it is currently deliberating what Osaka's landscaping policies utilizing the Landscaping Law should be.

Up to now, vibrant discussions have been taking place in both the Commission and the Committee, and the Committee has come up with the following recommendation on September 30 2008 in regards to Osaka's urbanscaping utilizing the Landscaping Law.

■ Basic idea of utilization of the Landscaping Law

- (1) The basic goal of the Landscaping Law matches Osaka's policy goal of "creating charming landscape and pleasant space," and therefore, Osaka should actively and strategically utilize this Law.
- (2) In coping with the recent large-scale land-use conversion etc., and in promoting participation as well as responsible and voluntary efforts from citizens etc., it is appropriate to create a landscaping plan of the city region based on the Landscaping Law early on in order to prepare conditions for the utilization of the Landscaping Law concerning the entire city region. Also, from then on, further enhancement and detailing of the landscaping plan that match the characteristics of each area will be necessary.



*Minatomachi River Place

- (3) To promote desirable landscaping, it is necessary to utilize the Landscaping Law, amend the Landscape Ordinance, and restructure the comprehensive landscaping system.

With this recommendation, Osaka will solicit comments and opinions regarding the Osaka City Landscape Plan (draft) and the amendment of the Urbanscape Ordinance for one month from November 1 to 30 of this year, and taking into consideration these comments and opinions, the city will devise the Landscape Plan and amend the Urbanscape Ordinance.

5. In conclusion

Recently, urban renewal has accelerated, and private developers are on the move. In Osaka, Sogo Shinsaibashi Main Store, the first to be designated in the Special Urban Renewal Zone, opened on September 7 of this year, contributing to a city with new vibrance and energy. Development around the Osaka Station is also steadily progressing, and Osaka is expected to be filled with even more bustling than ever.

Landscape includes everything that can be seen, and it can be understood by anyone. The downside is the judgment of good or bad is influenced by extremely subjective point of view. Designs of various buildings and facilities are based on the unhindered ideas and ingenuity of the individual designers and businesses, and when such buildings are viewed as a part of the collective whole, each of them must be harmonious with its surroundings; it is important for designers and businesses to understand the mutual relationship of the location and the regional characteristics, and strive to contribute to the sense of unity.

With the Landscape Law in effect, the momentum to increase awareness of landscape that surrounds us and to consider more about good landscaping is expected to increase. Upon utilizing the Landscaping Law in Osaka, so as to enable citizens and businesses to coordinate and cooperate with each other, there is a need to further enhance the landscaping policies as well as to make long-term efforts to familiarize and disseminate information about landscape.



View of Osaka Castle from the Osaka Business Park



Dotombori Glico neon



Commercial and business high-rises in Diamond District

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- "Osaka - Millennium City (The Creation of Osaka) (Osaka City Foundation for Urban Technology and Communication/1999)
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- Osaka Aesthetic Zone Map (National Archives of Japan/1934)

Public transportation and urban policies of Osaka City

Seizo Ota (Chief of Traffic Policy and Kansai International Airport Project Department, Planning Division, Planning and Coordination Bureau, Osaka City)

Introduction

- 1. The reality of traffic in Osaka City and policy of measures**
- 2. Railway system that plays the central role in public transportation**
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- 5. Creating a town where everyone can travel with ease**

In conclusion

Introduction

Osaka City is the central city of the Kansai area, and has considerable duty as a metropolis with ample reserve of diverse people, companies, technologies and information. It is important to develop a transportation system that enables smooth transportation of high-density traffic of people and goods that support Osaka in carrying out such duties.

Osaka City is currently undertaking development of its urban transportation system centered on public transportation, based on the concept of a comprehensive transportation scheme that aims for the establishment of urban transportation infrastructure that provides daily convenience and supports active urban activities while enabling creation of a comfortable urban environment. Regarding public transportation, formation of a transportation system that is centered on railway, supplemented by buses, is underway, and regarding the motor-vehicle transportation, to achieve smoother traffic flow, the road network is being enhanced while controlling irresponsible increase of roads in order to realize harmony with the urban environment. As the result, the development standard of inner-city transportation has steadily improved, and Osaka now ranks among the top cities in the world in regards to level of development of transportation. This high convenience of traveling enabled by such a public transportation system is one of the major appeals of Osaka.

Also, in the Osaka City Basic Plan 2006 – 2015 formulated in December 2005, one of the policy objectives is to “improve convenience of inner-city travel,” and various measures such as providing convenient and easily accessible public transportation, ensuring appropriateness of motor-vehicle transportation, and creating a space where everyone can travel with ease are currently underway.

1. The reality of traffic in Osaka City and policy of measures

Osaka City, together with prefectures and designated cities in the Keihanshin (Osaka-Kobe-Kyoto) Metropolitan Area, has been conducting person trip surveys every ten years since 1970; the latest fact-finding survey was in 2000, and it shows that in the ten years since the last survey in 1990, the total number of trip generation/attraction in Osaka has diminished.

As shown in Figure 1, compared to the entire Keihanshin Metropolitan Area, the distribution of users for various transportation methods in Osaka is higher for railway and lower for motor-vehicles. Also, while the entire Keihanshin Metropolitan Area is showing an increasing trend in motor-vehicle use from 1990 to 2000, it remains basically level for Osaka.

Regarding transportation methods to and from the station (access trip transportation method), as shown in Figure 2, “By foot” accounts for approximately 90%, which is a higher percentage than the entire Keihanshin Metropolitan Area. From this, it can be concluded that Osaka has a high density of railway stations. Also, regarding end transportation methods excluding “By foot,” also as shown in Figure 2, percentage of “Bicycle” is increasing while “Bus” is decreasing.

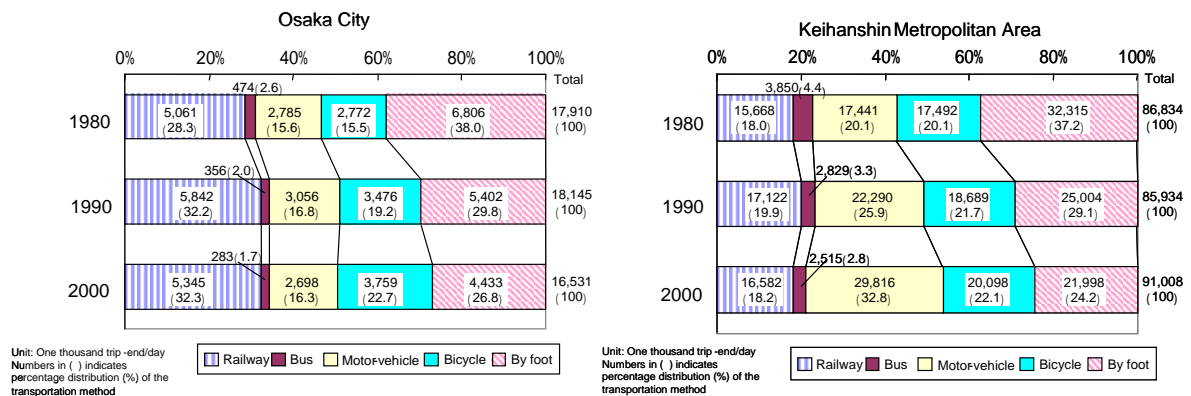


Figure 1: Transition of percentage distribution of methods for trip generation/attraction

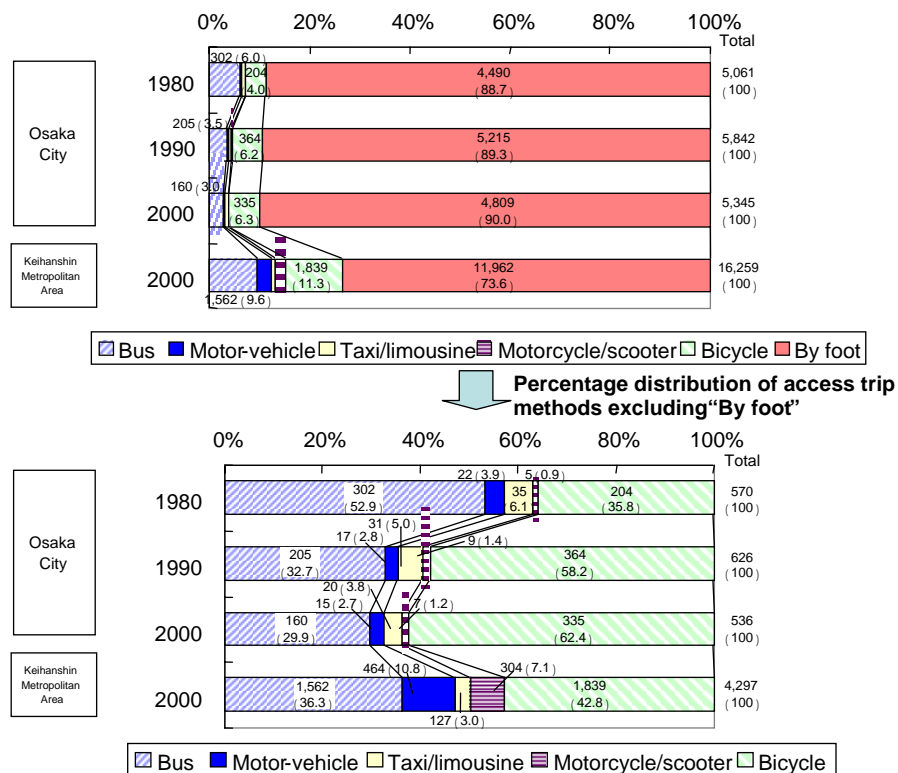


Figure 2: Transition of percentage distribution of access trip methods for trips generated/ending in Osaka City

From these actual transportation situations, it can be said that railway is functioning as the central method in the Osaka transportation system, but there is a need to comprehensively review the ideal state of the public transportation system, including the bus, with ample consideration to the environment surrounding it. The need for public transportation is ever-increasing due to the aging population combined with the declining birthrate, and the approaching low carbon society, and in addition, it plays an important role in regenerating and revitalizing the city. Utilization of Osaka's well-developed public transportation network in order to establish a public transportation system that gives energy to the city, and to promote use of this system is extremely important.

Also, with various social changes such as the aging population, progress of globalization and women's advancement into society, the city is seeing more and more diversity in its active participants, and the perspective of providing a transportation environment where everyone can travel comfortably and casually is essential.

Introduced below are efforts currently being made in Osaka, such as improvement of public transportation including railway and buses, measures to promote use of public transportation, and creation of a city where everyone can travel with ease.

2. Railway system that plays the central role in public transportation

(1) The history of railway network development in Osaka City

The railway network of the Osaka City is highly developed, even compared to other cities as shown in Figure 3, with West JR, five private railways of Hankyu, Hanshin, Keihan, Kintetsu and Nankai, and all lines of the Osaka Municipal Transportation Bureau creating the framework.

Development of the railway network centered on Osaka City began with the opening of the Osaka-Kobe line in 1874, and various lines spread in a radial pattern; the railway network of JR (former Japanese National Railways) and the private railways were almost completed before the

war. Within the city, with the opening of the streetcars in 1902, surface public transportation including the bus played the central role. However, due to the rapid progress of motorization from the 1960s, road functions diminished significantly, and as the result, streetcars had no choice but to be discontinued.

On the other hand, to meet the expanding transportation demands, a public transportation means to replace the surface public transportation was needed, and due to its superiority in many aspects such as mass-capacity, speed, and punctuality, development and expansion of subways became the focus.

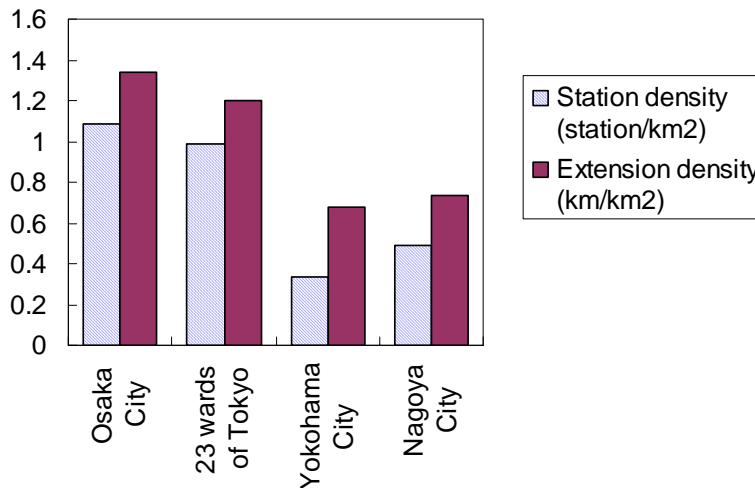


Figure 3: Intercity comparison of railway station density and length density

* Railway station density is number of stations divided by area. Length density is railway's operating length in km divided by area.

Source: Comparative Statistical Table of Large Cities (2006) and Yearbook of Regional Transportation (2006)

(2) Development of new lines and urban policies

Osaka City considers railway as the linchpin of public transportations, and since it is effective in revitalizing the city, alleviating various problems caused by motor-vehicle transportation as well as environmental issues, and making the city more appealing, Osaka has not only been working on development of the municipal subway, but also putting great efforts into development of the private railways as well.

These efforts include encouraging the government and relative organizations to launch subsidy programs that enable third-sector railway development projects to receive similar amount of government subsidy as the public railway development projects, and to receive these subsidies in order to lighten the burden of private railway companies, since the vast development cost is one of the main issues in opening new lines.

Lately, all new lines that have opened or are planned to open within Osaka City are the result of two-tiered system railway projects based on the governmental subsidy system, and starting with the partial opening of the Osaka Higashi Line (between Hanaten Station and Kyuhoji Station) in March 2008, Nakanoshima Line opened in October 2008, and in March 2009, Hanshin Namba Line is planned to open. This means that within a period of only a year or so, new lines totaling 16 km in length with 12 new stations (of these, four stations of the Osaka Higashi Line are located within Higashiosaka City) is going to commence operation.

The Osaka Higashi Line is going to utilize existing facilities and properties of the Joto Freight Line to create double tracks and electrify, and will newly establish a line connecting to JR Shin-

Osaka Station, connecting it and the Kyuhoji Station of the JR Yamatoji Line with a passenger line that run through the eastern part of Osaka. The development of the portion between Shin-Osaka Station and Hanaten Station is currently underway.

The Osaka Higashi Line running north and south on the eastern region of Osaka connects with lines that spread in a radial pattern from central Osaka, which are Hankyu Senri Line and Kyoto Line; Keihan Main Line; JR Gakkentoshi Line, Kyoto Line and Yamatoji Line; Subway Midosuji Line, Tanimachi Line, Imazatosuji Line, and Chuo Line; and Kintetsu Nara Line and Osaka Line. It will contribute to improvement of north-south transportation and ease of access to the urban center for the people in the region, alleviate concentration of travelers to each of the terminal stations located in the urban center, and in addition, contribute greatly to enhancing the broad railway network of the Kansai region by improving coordination with JR lines. By connecting to the Shin-Osaka Station, which is a part of the national axis, it closes the distance between the manufacturing hubs of eastern Osaka to the rest of Japan, providing a great boost to the revitalization of the industry.

The Nakanoshima Line divides from the Temmabashi Station of the Keihan Electric Railway, and stretches towards the western Nakanoshima area. It improves access function to that area and ease of movement within the region, strengthens the western and eastern urban axes of Osaka City, and not only that, contributes greatly to enhancing the “broad Kyoto-Osaka railway network” by connecting directly to central and north Kyoto and Rakuhoku area by also operating on the Keihan Main Line.

Also, the Nakanoshima area is designated as an urgent urban renewal area, and the completion of the Nakanoshima Line is expected to create a central hub for services, culture, and exchange by utilizing unused or low-usage lands.

The Hanshin Namba line connects Nishikujo Station of the Hanshin Nishiosaka Line with Namba Station of the Kintetsu Line, and with mutual trackage right agreements, it enhances the “broad Osaka-Kobe-Nara railway network” by directly connecting the Kobe and Sannomiya area with the Nara area.

It will also strengthen broad accessibility to customer-attracting facilities in southern part of Osaka City such as the Kyocera Dome, the Minatomachi River Place, the Namba Parks, etc., and revitalization of these areas is expected.

The three lines, as shown above, will improve access to its areas along the lines as well as contribute to the urban policies in these areas, and not only that, will greatly contribute to the formation of broad railway networks in the Kinki area, such as Osaka-Kobe, Osaka-Nara, and Kyoto-Osaka.

With the opening of these new lines, new life and energy will be brought to not only the areas of the new lines, but also in exiting lines that create a network with these new lines. Economic and cultural exchanges among areas along these lines and improvement of appeal of each of these areas will be promoted, leading to increase of tourism from within and outside of Osaka, and it may help revitalize Osaka, and even the entire Kansai region.

(3) Future railway network development in Osaka City

In addition to the vast development cost, which is one of the major issues in railway network development, circumstance surrounding development is becoming extremely severe due to the declining population, deterioration of fiscal health of the government and municipalities, need for further sophistication of railway functions, etc.

Considering such a circumstance, for example, the government is making efforts such as establishing the Urban Rail Service Improvement Promotion Law in order to effectively utilize existing urban railway facilities while smoothly carrying out urban rail service improvement promotion projects and to provide further sophistication to transportation node functions at the same time.

For further development of the railway network in Osaka City, there is a need to review the existing railway network with today’s social situation, needs and efforts made by the government

etc. in mind, and maintain the perspective of contributing to the formation of the broad railway network already starting in Nakanoshima Line, Hanshin Namba line, etc.

Route Map for Osaka Higashi Line, Nakanoshima Line, and Hanshin Namba Line

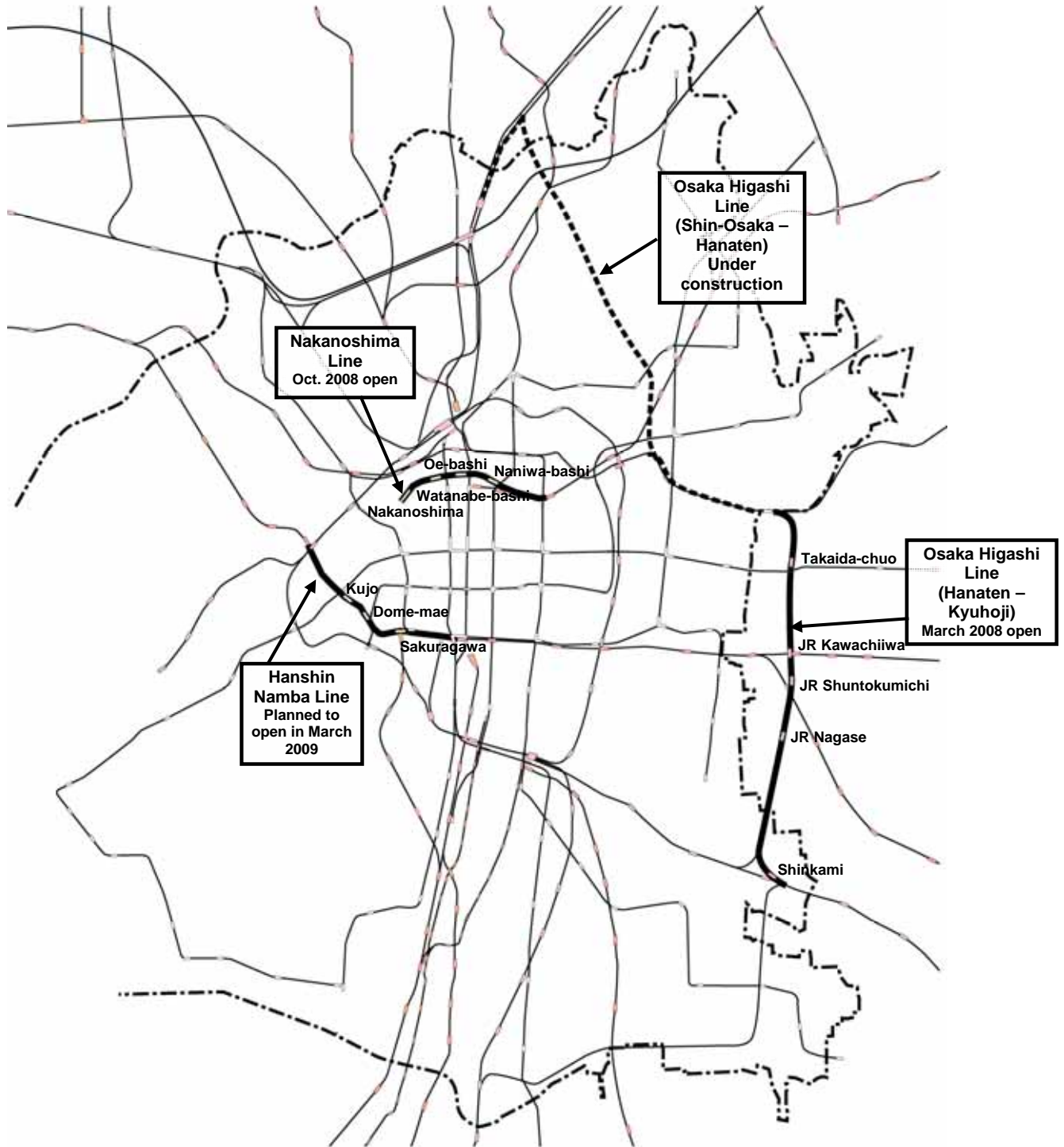


Figure 4: Railway route map of Osaka City and its vicinity

3. Bus service that supplements the railway system

(1) Status of bus service in Osaka City

The route bus within Osaka City, with both city and private bus services, creates a route network with a total operating length of approximately 700 km. Of these, the city bus accounts for about 90%, acting as an easily accessible form of transportation and playing a vital role along with subways and other public transportation in supporting citizen life and urban activities.

The city bus routes are categorized into three types according to the functions they serve, which are arterious, feeder, and community, and routes and services are designed and operated based on each type. Also, to provide a bus service that meets more detailed needs of the daily lives, the community-type line also operates a closely community-based bus (a.k.a. red bus).

The bus service emphasizes its ability to adjust routes and transportation capacity more flexibly than railways, and aims to form a network that supplements the railway system as well as makes efforts to improve convenience of connection to railways, and provide more convenient transportation service that is custom-designed to the needs of the specific area. On the other hand, factors such as social and economic situations of the sluggish economy, declining population and the aging society as well as punctuality, transport efficiency, etc., the number of bus users is on a consistently declining trend. Given the fact of the social situation such as the arrival of the aging society and global environmental issues, buses are expected to play more and more important role as a method that supports a sustainable transportation system, and how to ensure access to daily transportation for citizens is the major topic.

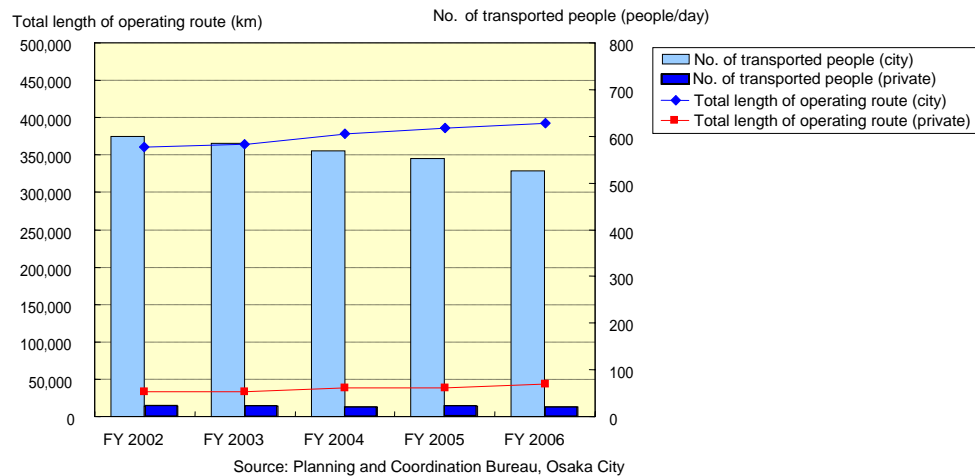


Figure 5: Transition of operating route length and number of transported people of buses

(2) Efforts toward improvement of convenience

As public transportation, to realize more convenient and smooth transportation, it is important to ensure punctuality of the buses. Therefore, with the cooperation of related organizations such as the Osaka Prefectural Police Department, installation of bus priority lanes, priority signals, and colored pavement for existing exclusive bus lanes are underway.

Further, the Urban New Bus System which incorporates improvement of bus stop facilities and implementation of new type of buses in addition to the improvement of road conditions was implemented in April 1986 to route between Moriguchi-shako-mae Stop and Kumata Stop, and then to route between Subway Sakuragawa Stop to Tsurumachi 4chome Stop in April 1988, and in March 1992, this was extended to Namba Stop.

Since FY 1994, in order to further improve punctuality, the Public Transportation Priority System has been implemented; the Osaka Prefectural Police Department and other cooperating

organizations control the entry of general vehicles into the exclusive bus lanes by warning those using electronic bulletin boards.

Also, the bus location system, which provides information on where the approaching bus currently is, has been implemented to improve convenience. The bus location indicators are installed at bus stops, municipal hospitals and ward offices, indicating the location of approaching buses from three or five stops before, and showing the departure time. Information on bus location from six stops before the designated stop is also available on the website viewable by computers and cell phones.

At the bus stops, in order to improve comfort in bad weather or during seasons with strong sunlight, facilities such as sun-shielding tents and benches are currently being installed. Stop signs are also being changed to illuminated signs for easier recognition at night. In addition, in Itakano-shako-mae Stop, Kumata Stop and Torishima-shako-mae Stop, bus stop plaza, which combines the bus stop and a small park, is built to create a recreational venue for the community.



Figure 6: Kumata bus stop plaza

4. Promotion of use of public transportation

To reduce environmental burdens and alleviate road congestion, Osaka City is making efforts to promote a shift from heavy use of motor-vehicles to using public transportation. Details are as follows.

<Promotion of No “My Car” Day >

Since 1990, the 20th of every month has been designated as No “My Car” Day in order to evoke the shift from “my car” commute to using public transportation and to encourage voluntary restraint from driving, and Osaka conducts advertisement and efforts to raise awareness regarding this day targeting all citizens and various organizations. There are awareness posters posted within the city in public facilities, elementary/middle/high schools, inside subway cars and buses as well as stations and stops and banks, city halls within Osaka Prefecture, etc., and also, the Osaka Prefecture Parking Owners Association has been asked to request its members to put up the posters in their parking lots in order to reach drivers. In addition, information announcements are being made in Osaka City Hall, inside subway cars, in stations, etc. Further, for easier use of subways and city buses, No My Car Free Ticket, which allows the holder to have unlimited access to all public transportation within Osaka for one day, is sold for 600 yen each.

<Access Map of Osaka Municipal Transportation>

To familiarize and promote use of public transportation, the Access Map of Osaka Municipal Transportation was created, and since FY 2006, it has been distributed to all ward offices, subway

stations, and cities within Osaka Prefecture. This Map provides route map of railways, including private railways, and city buses, plus information on major facilities etc. of the city.

<Promotion of transportation demand management measures in Osaka Prefecture>

With the purpose of promoting broad transportation demand management measures in Osaka Prefecture, the Osaka Transportation Demand Management Promotion Conference was established in March 2000, consisting of the Kinki Regional Development Bureau, Osaka Prefecture, Osaka City, etc.

This Promotion Conference is undertaking promotion of use of the Park and Ride system where people park cars in parking lots close to the station or stop and taking the train or the bus, and bicycle rentals at stations, etc. in order to realize the shift from motor-vehicles to public transportation. Also, to promote increased bus usage, the Bus Eco Family Campaign is being held (FY 2008: November 1, 2, 3 (Sat., Sun., national holiday)), where during designated dates in autumn, one paying adult can bring up to two children in elementary school or younger to ride the bus for free.

<Implementation and utilization of IC cards>

With the post-pay IC card transaction system PiTaPa which began in 2005, convenience of public transportation has improved. Also, since there are discount services available for use of railways and buses as well as shopping at participating stores, it is further promoting use of public transportation. In the case of OSAKA PiTaPa, the public transportation IC card, OSAKA PiTaPa point earned through amount of credit use is automatically applied as discounts to subway and bus fares to increase use.

Osaka Municipal Transportation also provides discounts from the one-month subway/bus fare when PiTaPa is used, and there are different plans available such as Free Style where discounts are applied depending on the amount of credit used regardless of fare interval or used route, and My Style where a maximum amount is set for intervals that are used frequently.

The PiTaPa network is spreading outside of Kansai to Okayama and Nagoya, which means even better convenience.

<Efforts toward mobility management>

Minato Ward of Osaka is conducting a mobility management measure (transportation measure targeting individuals and various organizations/regions to communicate in order to promote use of and voluntary transition to public transportation and bicycles from car-centered lifestyle) by establishing the Committee for Project Promoting Environmentally-Friendly Transportation consisting of relative organizations and local groups such as Osaka City, Osaka Prefecture, the Ministry of Land, Infrastructure, Transport and Tourism, the Ministry of the Environment, with the Minato Ward Office playing the central role.

In FY 2006, the Project Promoting Environmentally-Friendly Transportation was implemented targeting employees of businesses and truck drivers of delivery companies in Minato Ward. In this project, to bring out behavioral change that lead to “environmentally-friendly use of cars,” information such as the Minato Train/Bus Map (Figure 7) and motivation pamphlet that promote restraining of car use and transition to public transportation were distributed, and at the same time, a questionnaire survey for behavioral change was conducted.

Also, in FY 2007, the same project was conducted targeting citizens that are residing or employed in Minato Ward. As the result, as shown in Figure 8, compared to before the project, use of car has declined and use of trains and buses has increased after the project, confirming that there was a certain behavioral effect. Other efforts include trial implementation of bicycle rentals targeting businesses, familiarizing the concept of “eco-drive” by loaning eco-drive diagnostic device and holding seminars, and holding EST familiarization seminars in order to promote conversion from car to bicycle for commuting and relatively short-distance business uses.

This year (FY 2008), the focus is mobility management targeting transferees into Minato Ward and elementary school students.



Figure 7: Minato Train/bus map

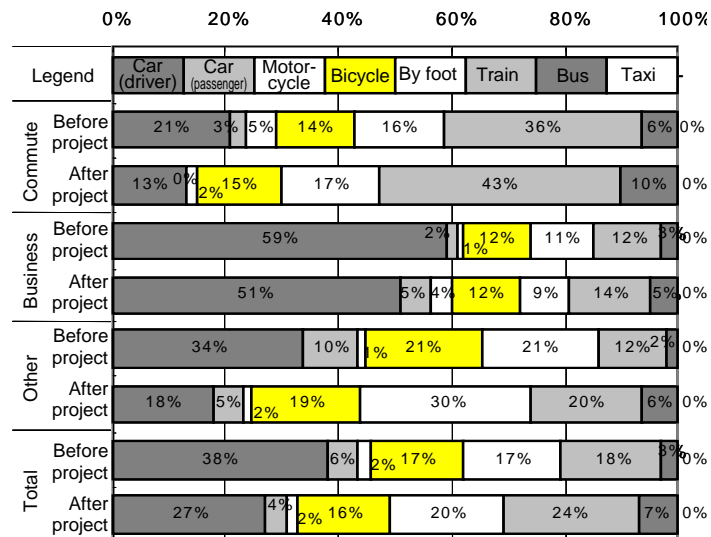


Figure 8: Change in percentage of traveling time for transportation methods by purpose (for citizens)

<Alleviation of obligation standard for provision of parking space>

Osaka City has amended its parking space obligation in 2004 to meet the reality of the parking demand situation, but the obligation standard was alleviated by a maximum of 20% for buildings located in commercial districts that will newly equip direct accessway etc. to railway stations. This amendment takes into consideration that parking demands for buildings located near railway stations in inner cities tend to be low, and also, by creating such an incentive, accessibility of buildings and railway stations will improve, leading to improved convenience of railways.

Since the amendment, 19 buildings have utilized this system (as of October 2008), which is leading to promotion of railway use.

5. Creating a town where everyone can travel with ease

In response to the rapid progression of the aging society and the spread of the principle of normalization related to social participation of people with disabilities, the Heart Building Law which promotes barrier-free status of buildings used by the general public, the elderly, people with disabilities, etc., was enforced in 1994, and the Transportation Accessibility Improvement Law which promotes barrier-free status of public transportation stations and railway cars as well as pedestrian spaces surrounding passenger facilities such as stations was enforced in 2000.

In 1991, Osaka City, prior to the legalization of barrier-free related regulation, established the Subsidy Program for Installment of Elevators Etc. and have been subsidizing installments of elevators etc. by railway companies and others in order to promote social participation of all citizens, including people with disabilities and the elderly, by improving the access environment of transportation methods.

Also, in 1993, Osaka City Outline for People-Friendly Urban Planning was established, and guidance provided towards installation of guidance blocks for the visually impaired and elevators meeting welfare specifications for private buildings etc. used by the general public such as hospitals, welfare facilities and stores. Improvements in public buildings, roads, parks, etc. have also been promoted.

Further, based on the Transportation Accessibility Improvement Law enforced in FY 2000, efforts towards formulating the transportation accessibility improvement scheme began in FY 2001. During the process of formulation, many methods were used to reflect as many opinions into the scheme as possible, such as hosting Wagamachi Watching (Observing Our Town) where the elderly, people with disabilities, residents etc. participate in walking around stations and streets surrounding the stations to point out issues, and soliciting public comments. So far, 25 diverse areas have been designated as the barrier-free priority area, including major terminals and main transfer stations as well as residential areas and the bay area, and the transportation accessibility improvement scheme has been formulated for these areas.

Currently, comprehensive barrier-free conversion is intensively taking place for main roads etc. leading to major facilities used daily by the elderly, people with disabilities, etc. such as railway station buildings, railway to public offices or welfare facilities, in certain areas surrounding railway stations; the goal is 2010, the target completion year of the scheme project. As shown in Figure 10, rate of elevator installment in railway stations etc. has reached 93% by the end of FY 2007, indicating that the barrier-free status is steadily being achieved within the city.

In the future, reviews, improvements etc. regarding the barrier-free measures will be made by incorporating the opinions of the elderly and people with disabilities, and at the same time, by having citizens work together in tackling issues such as illegally-parked bicycles, the aim is to promote "barrier-freeness of the heart." Also, in response to the new law enforced in December 2006 combining the Heart Building Law and the Transportation Accessibility Improvement Law titled Law Concerning Promotion of Smooth Transportation etc. for the Elderly, People with Disabilities, Etc. (New Barrier-Free Law), Osaka feels it is necessary to formulate schemes compliant to this law, and to aim for further improvement in barrier-free status.

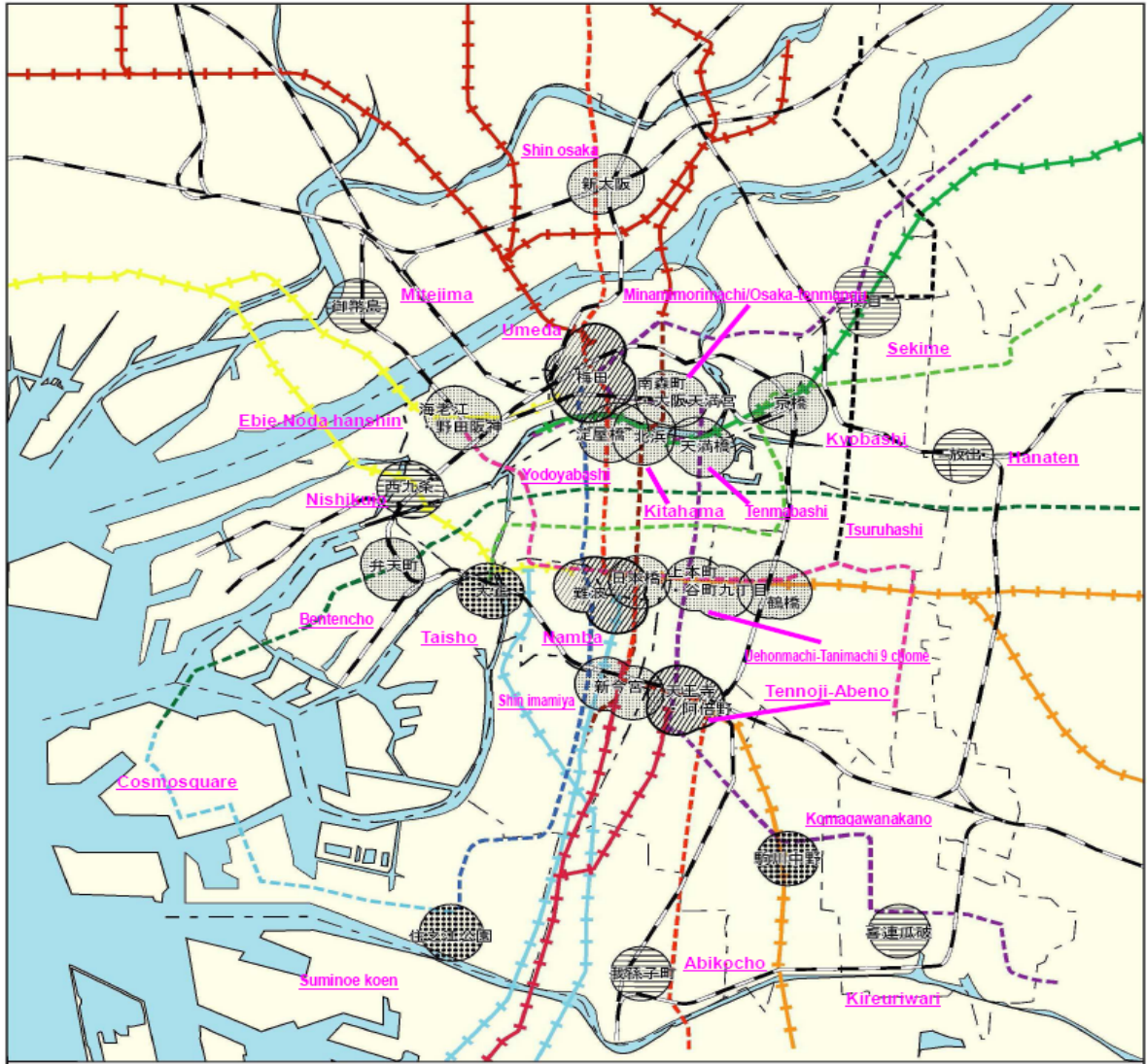
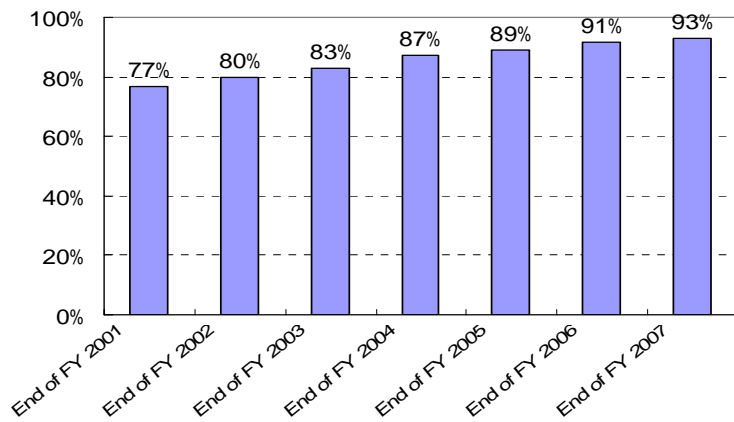


Figure 9: Target Areas of Transportation Accessibility Improvement Scheme



* Stations with 5,000 or more users and having 5 m or more difference in height

Figure 10: Transition of Rate of Elevator Installment in Railway Stations and Stops with Osaka City

In conclusion

Osaka City has continued for long years to develop its public transportation infrastructure centered on railways, and as the result, it is now equipped with a highly developed transportation function.

As stated above, since public transportation serves an important role as a device that increases the appeal of the city, it is vital to create a public transportation system that contributes to the regeneration and revitalization of the city. Also, since global warming issues have been a great worldwide concern, it will become increasingly important to aim for the realization of an environmentally friendly city by utilizing the excellent public transportation network; improvement of convenience as well as promotion of use of transportation methods such as railways, buses and walking with less environmental burdens is essential. In addition, with the pressing issue of the arrival of the aging society combined with social advancement of women and progress of globalization, the social situation is demanding a transportation system that can be used comfortably and easily by everyone.

On the other hand, in order to establish such a transportation system, the attitude of always reconfirming the standpoints and perspectives of people traveling within the city and continuing to discover needs and meeting them cannot be forgotten. Also, since transportation that supports urban activities is indispensable to the city in the future, the perspective of sustainability from economic, social, environmental and other aspects is important. Fiscal health is suffering for both the national and local governments, and therefore, it is important to carefully assess the ideal state and the degree of necessity for what is to be added, utilize to the maximum existing assets that have been accumulated, and strengthen coordination among all transportation methods as well as working on various measures to supplement the system.

Upon promoting such transportation policies, the government cannot do it alone; coordination with citizens, companies, urban design organizations and local organizations is absolutely necessary.

Based on the above, Osaka City will strive to fill the responsibility it has towards urban policy from the perspective of public transportation, and will continue to work on various transportation measures.

Regarding CASBEE Osaka (Comprehensive Assessment System for Building Environmental Efficiency for Osaka City)

**Planning Department, Building Guidance Division,
Housing Bureau, Osaka City**

1. Introduction

In realizing a sustainable society, the role that the architecture field plays is extremely large, since it consumes vast amounts of resources and energy; it has become important to promote construction of buildings that are comfortable as well as environmentally friendly.

Against such backdrop, Osaka City has established CASBEE Osaka (Comprehensive Assessment System for Building Environmental Efficiency for Osaka City) in May 2004, and has been enforcing it since October 1 of the same year.

CASBEE is a system where those commencing construction of buildings larger than a certain scale conducts a comprehensive environmental self-assessment regarding the building and submit the plan including the assessment results to Osaka City, and Osaka City then discloses the overview of the construction plan via website etc.

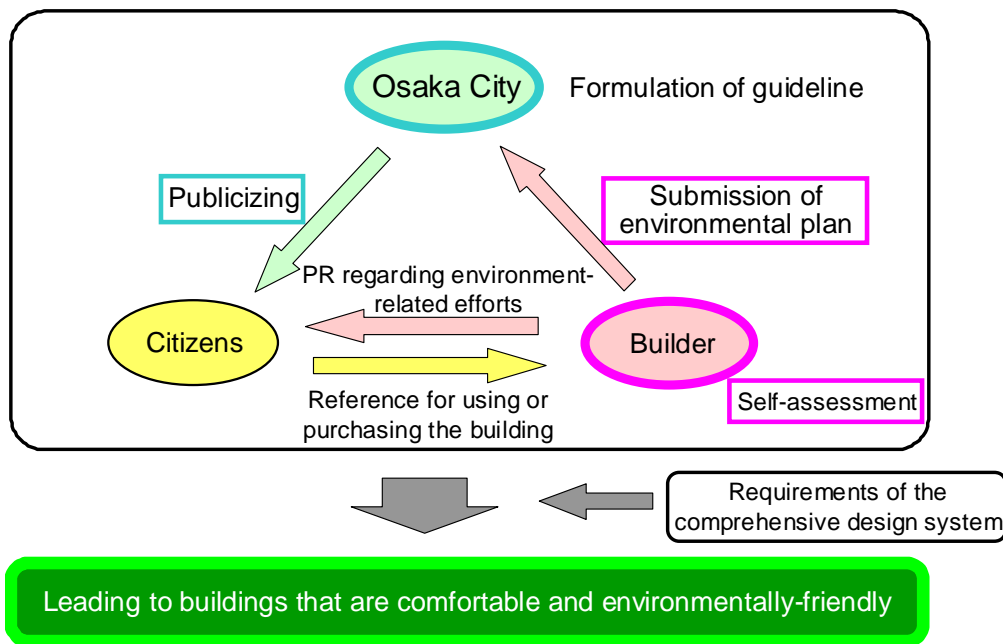


Figure 1: Image of CASBEE Osaka

2. About CASBEE

Movement for promoting sustainable building has been spreading, and many assessment methods regarding environmental efficiency of buildings have been developed, representative of which is the BREEAM of the UK; in Japan, the Comprehensive Assessment System for Environmental Efficiency (CASBEE^{*1}) was developed by the industry-academic-government collaboration with the support of the Ministry of Land, Infrastructure, Transport and Tourism.

CASBEE evaluates the environmental efficiency of the building by considering two spaces divided by the virtual boundary of premises borders etc. of the building, and designates Q for Quality to indicate environmental quality and efficiency of inside

of the boundary, i.e. inside the building and within the premises, and L for Loading for environmental burdens outside the boundary. Assessment items for Q are related to interior environment such as room temperature and ventilation, functionality, building life, and greening, and assessment items for L are related to conservation of energy and resources, heat island countermeasures, and control of burden to infrastructure.

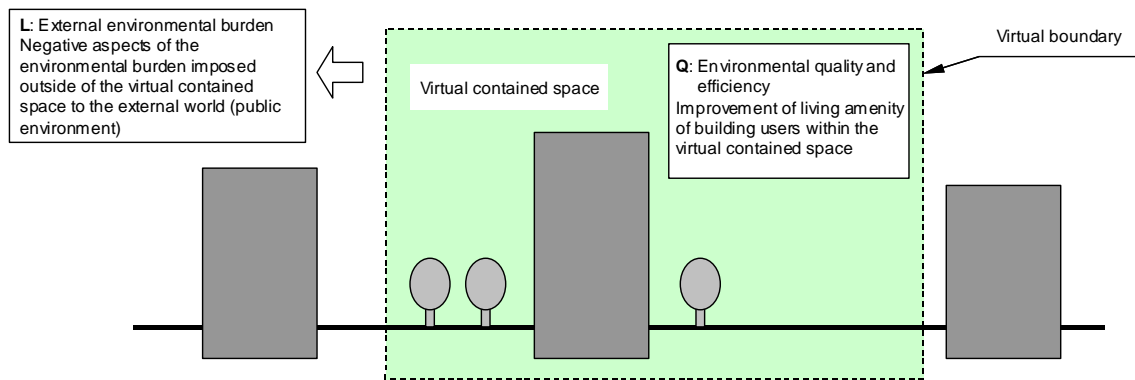


Figure 2: Classification of assessment area of “Q: Environmental quality and efficiency of buildings” and “L: External environmental burden of buildings”

Further, as an index integrating these two areas, figure called Building Environmental Efficiency (BEE) will be used for comprehensive assessment. BEE is a figure found by dividing Q by L, and will increase as the environmental quality and efficiency of the building (Q) is improved and as the external environmental burden of the building (L) is reduced. Also, buildings are assigned one of five levels (labeled) according to the BEE figure,

allowing easier understanding of the assessment results.

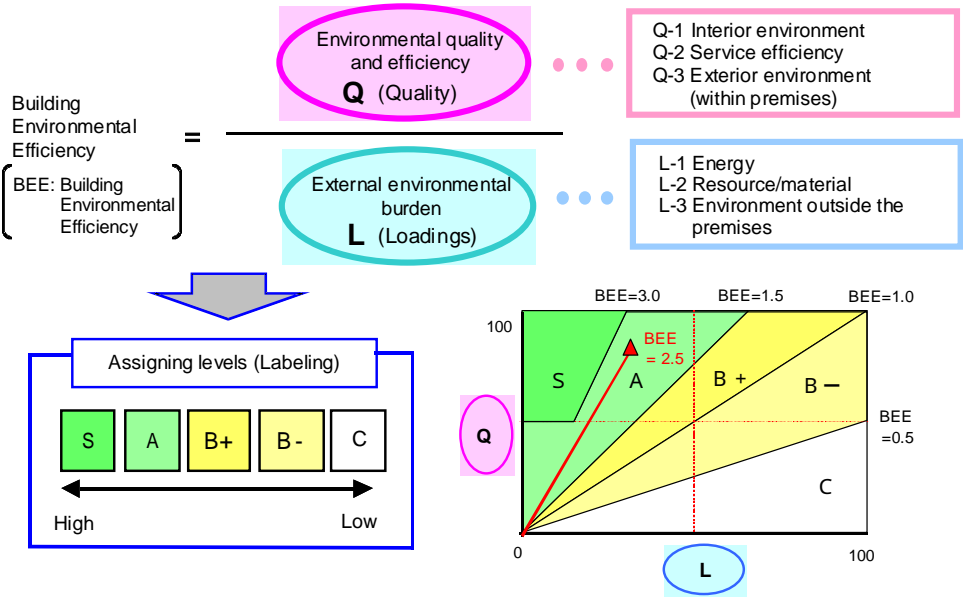


Figure 3: Building Environment Efficiency and Assignment of Levels (Labeling)

3. Overview of CASBEE Osaka

CASBEE Osaka is an environmental labeling system using CASBEE as an assessment tool; with this system, the builder will conduct a comprehensive environment self-assessment of the building and submit the plan including the assessment results by 21 days before commencement of construction of new buildings etc., and Osaka City discloses the overview of this plan via website etc. Targeted buildings are those with floor area used for FAR calculations exceeding 5,000 m², and buildings with application of comprehensive design system etc. of which the premises area is or exceeds 1,000 m². Assessment standard is unique; it is based on “CASBEE – New

Construction (abridged edition) *2,” and in addition, standards employed by Osaka City such as barrier-free, greening and provision of parking spaces are incorporated as a standard for rating. Also, importance of greening effort assessment has been increased.

Also, regarding buildings with application of comprehensive design system in increasing floor space etc., one requirement for permission is that the building is rated B+ or higher in assigned levels (labeling) in this assessment. Osaka City was the first in Japan to include the building's comprehensive environmental efficiency as requirement for permission.

Since FY 2005, to promote provision of private apartment buildings that are environmentally friendly and equipped with excellent living environment that supports child-rearing, the “Osaka City Project for Provision of Residences with Excellent Environment” was established to subsidize a part of the construction costs etc.; its approval requirement is that the building is rated A or above in assigned levels (labeling) of CASBEE Osaka.

Further, to increase awareness of citizens, builders, etc. regarding efforts toward environmental efficiency of buildings, giving awards to superior buildings according to CASBEE Osaka is planned to start this fiscal year 2009.

Number of building plans disclosed from October 2004 to end of March 2006 is shown below.

| Sustainability ranking \ Building Usage | S | A | B+ | B- | C | Total |
|---|--------------|---------------|----------------|----------|----------|----------------|
| Office | 1 (1) | 6 (1) | 6 (1) | | | 13 (3) |
| School | 1 | 1 | | | | 2 |
| Retail shop | | 1 | 2 | 1 | | 4 |
| Restaurant | | | 1 | | | 1 |
| Assembly place | | | | | | 0 |
| Hospital | | | 2 | | | 2 |
| Hotel | | | 1 (1) | | | 1 (1) |
| Housing complex | | 17 (8) | 48 (26) | 3 | | 68 (34) |
| Factory | | 1 | 2 | 5 | | 8 |
| Total | 2 (1) | 26 (9) | 62 (28) | 9 | 0 | 99 (38) |

* Figure inside () is number of application of comprehensive design system (part of previous number)

* For buildings with multiple uses, it is categorized under the use with most floor space

4. In conclusion

With this system, Osaka City aims to promote construction of comfortable and environmentally friendly buildings and to create a good urban environment where citizens can maintain a healthy and comfortable lifestyle.

<Website URL for Building Guidance Division,
Housing Bureau, Osaka City>

http://www.city.osaka.jp/jutaku/kentiku_sido.html

Note)

- *1 Comprehensive Assessment
System for Building
Environmental Efficiency
- *2 Of all the tools of CASBEE,
developed for the purpose of
simplified assessment of
CASBEE – New Construction.

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