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1.2 2015 2500
1.3

2.1
2.2 “ ” “ ”
2.3
2.4 “ 2 ”

3.1
3.2
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4.1
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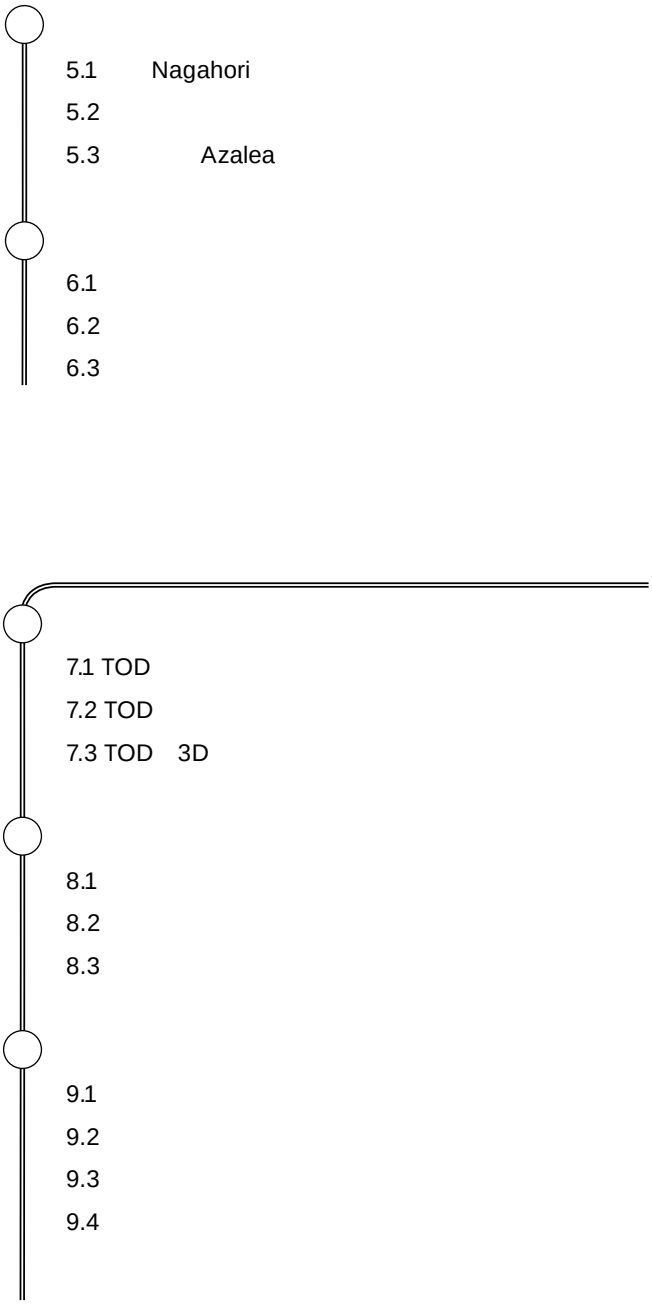
5.1 Nagahori
5.2
5.3 Azalea
6.1
6.2
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7.1 TOD
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7.3 TOD 3D
8.1
8.2
8.3
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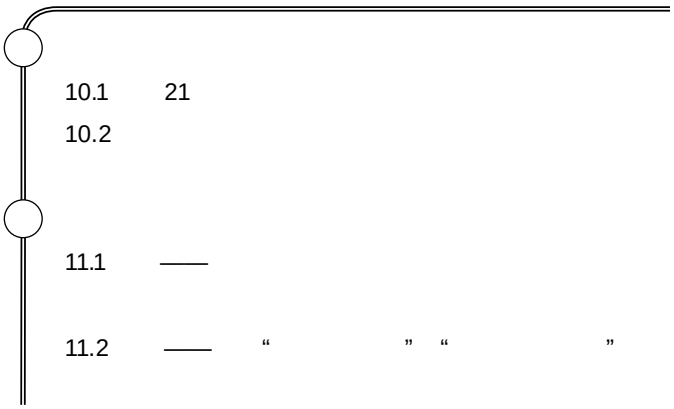

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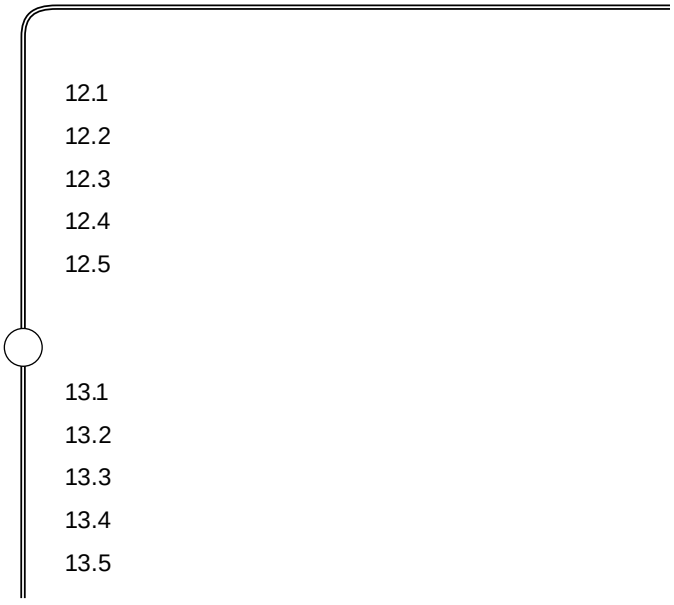

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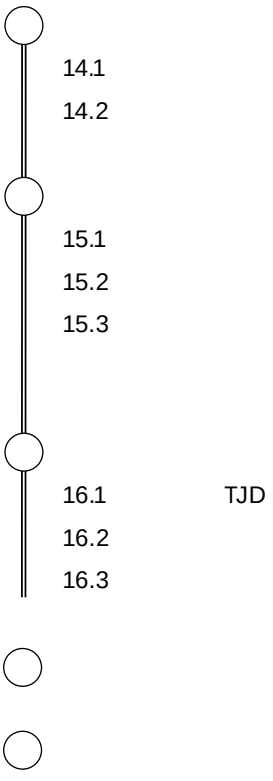
14.1
14.2
15.1
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第一部分

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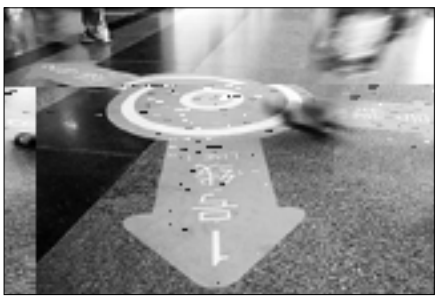

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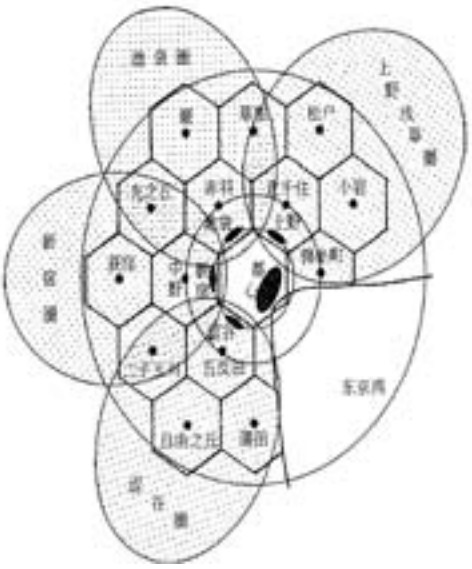
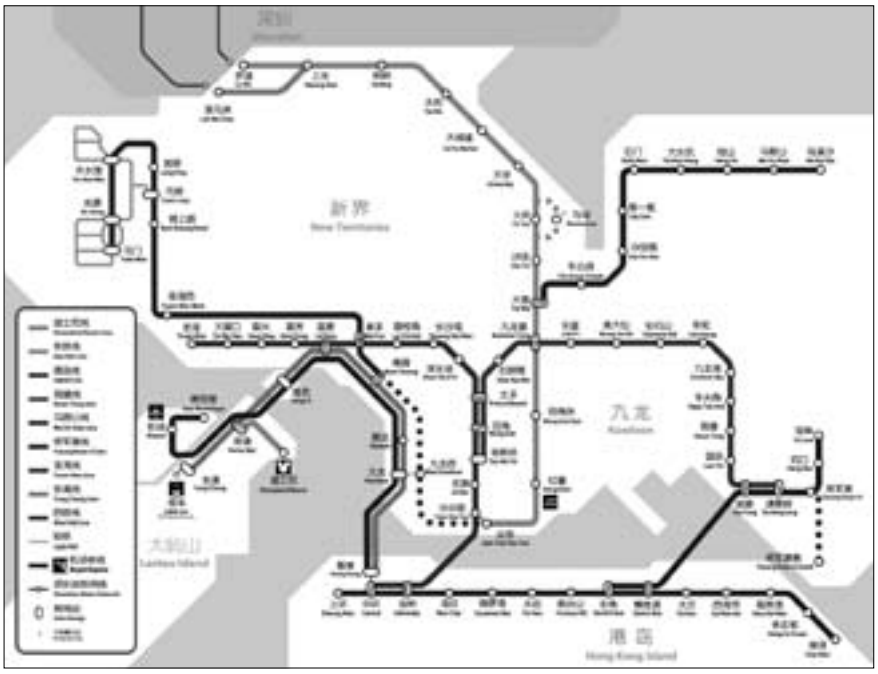


1975~1979
1982
1985~1986
1998 6 22
1995~1998 7 6
2002 8 18



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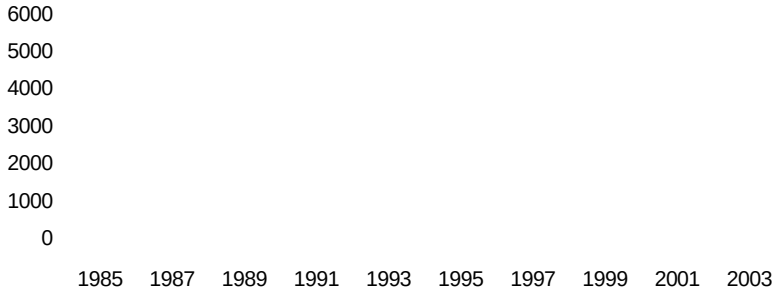

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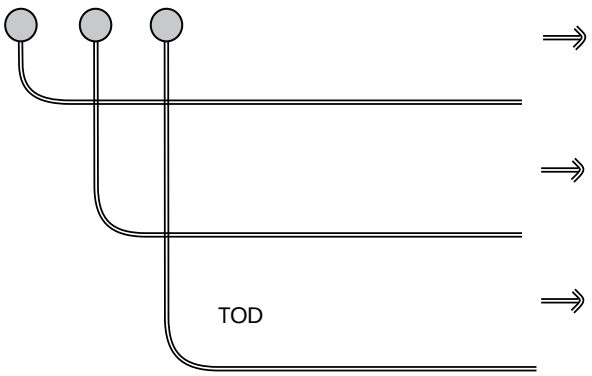

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Shinkansen 1964

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Paris-London 1995

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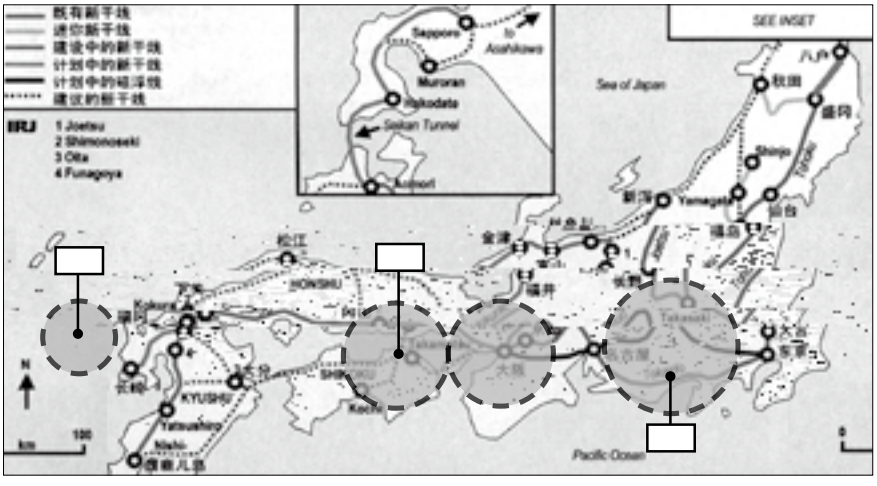

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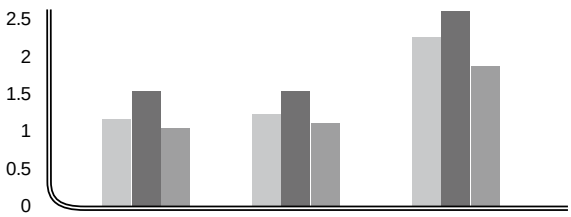

	1.13	1.20	2.19
	1.35	1.49	2.50
	1.07	1.15	1.90

1970	1982	1995
1.0	1.3	1.85
1.0	1.3	1.54

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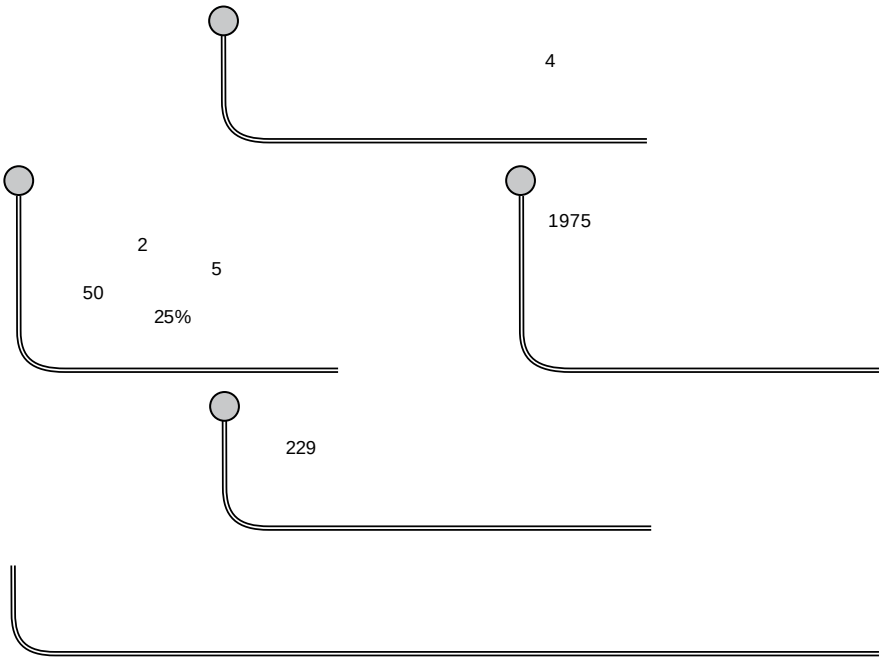

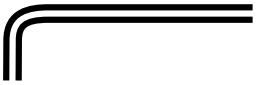

Tokyo - Nagoya - Osaka Brotchie

1991

22% Hirota 1984

16%~34% TGV Vendome

3 35% 22%

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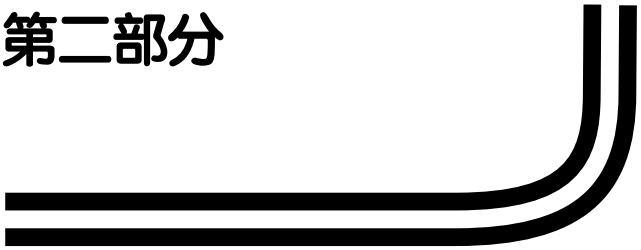
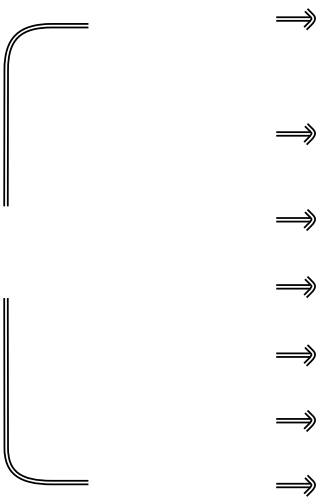
Nanbo Park

第二部分





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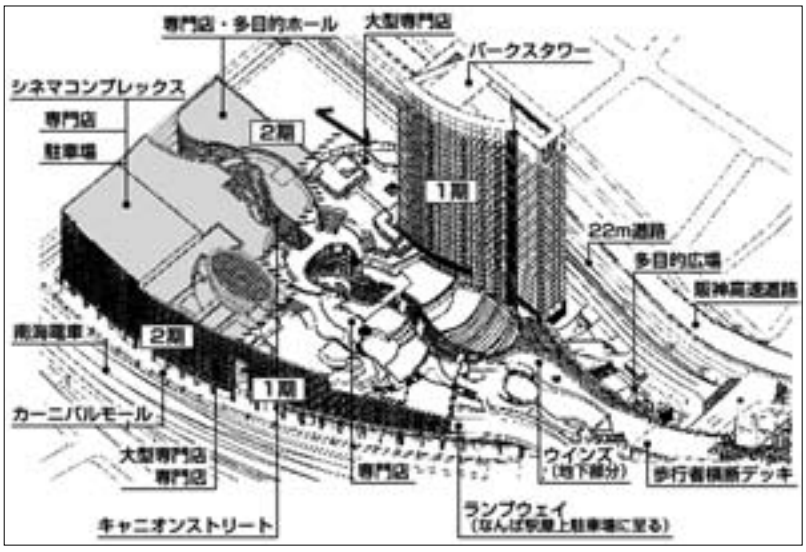
専門店・多目的ホール
大型専門店
パークスタワー
シネマコンプレックス
専門店
駐車場
2期
1期
22m道路
多目的広場
阪神高速道路
南海電車
2期
1期
カーニバルモール
大型専門店
専門店
専門店
ウインズ
(地下部分)
歩行者横断デッキ
キャニオンストリート
ランプウェイ
(なんば駅屋上駐車場に至る)

	40 000
	80 000
	8 000
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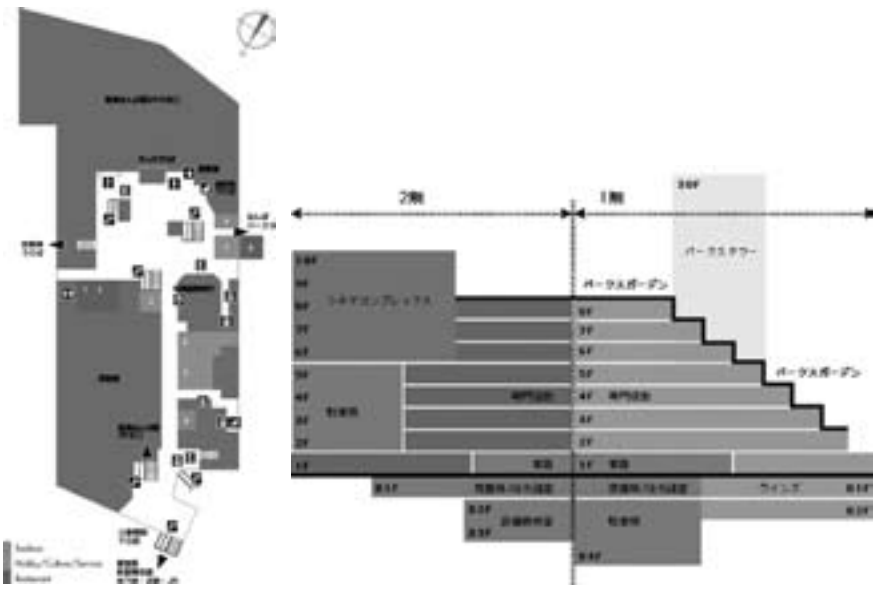
	4 700
	31 300
	167 000
	76 600
	243 800



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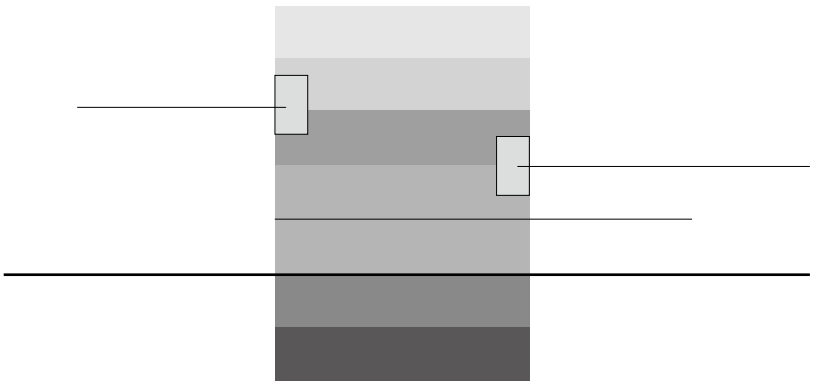

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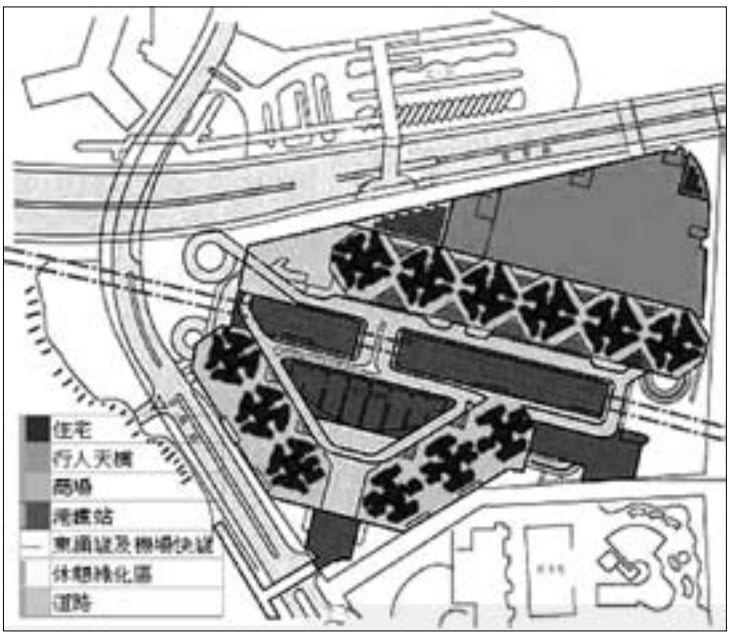
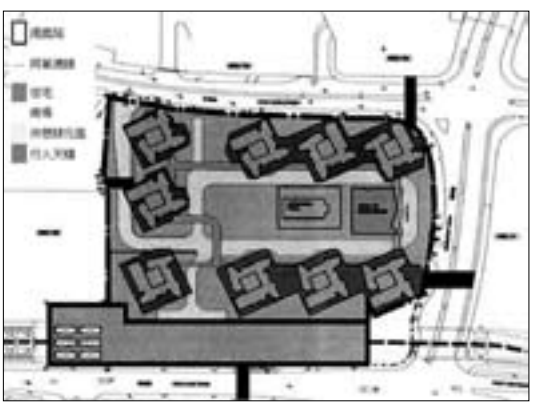


100

84% 16%



3.24 253 765

93% 7%

2~3

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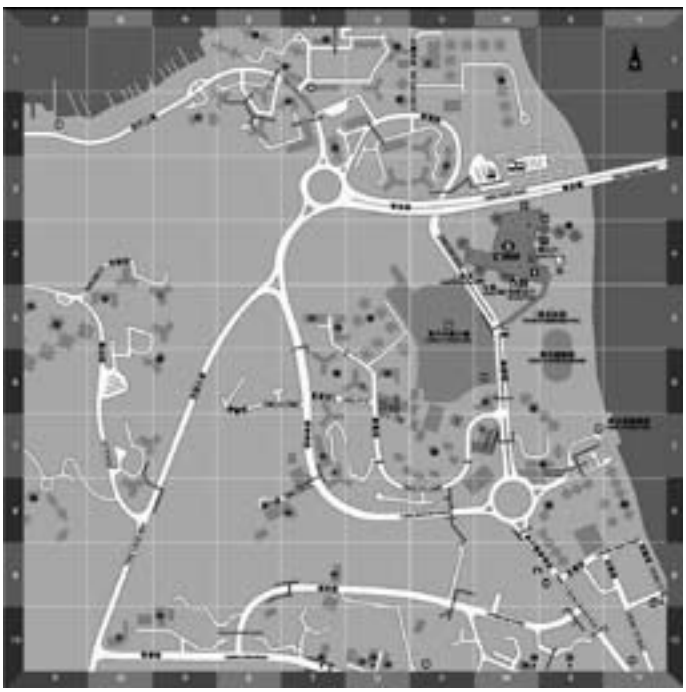

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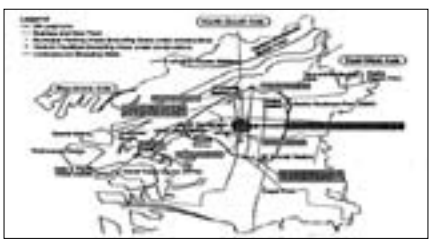

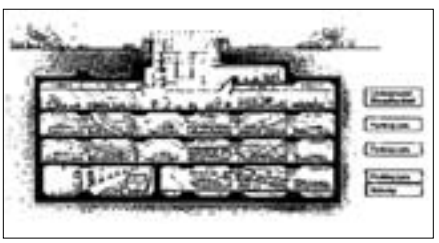

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- ⍜ ɘ ɯ Γ Γ Nagahori

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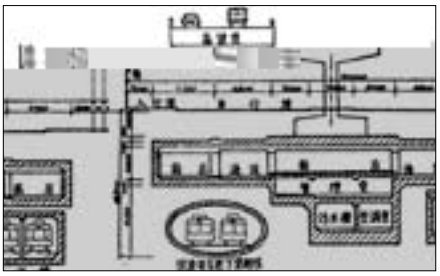

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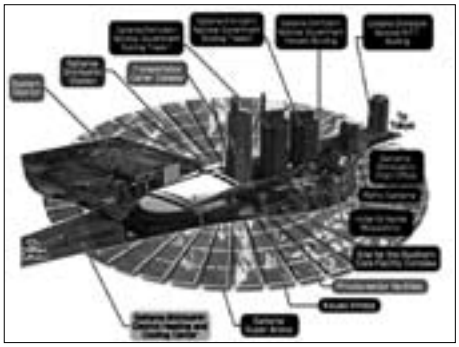

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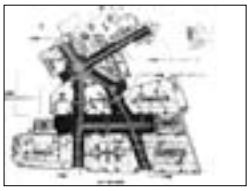

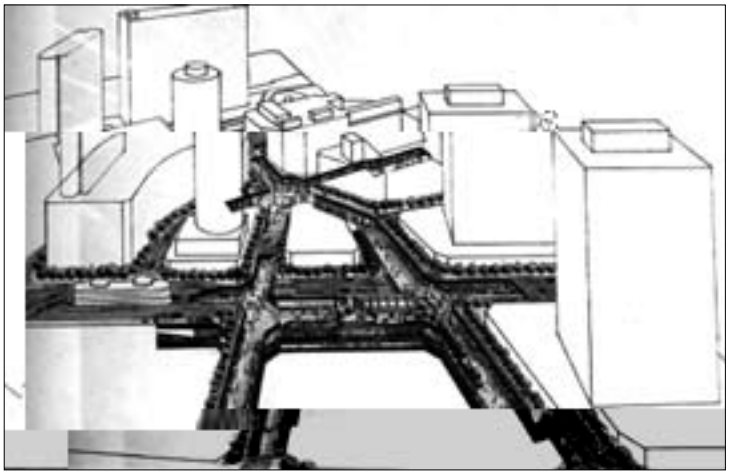

第三部分

TOD

TOD

“ ” “ Transit Oriented Development ”

TOD

· Peter Calthorpe TOD

“ ”

TOD

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TOD

TOD

(density)

(diversity)

(design) pedestrian - oriented

TOD

TOD

50% 70%

1000 70%

80% 55%

TOD

TOD

“ ”

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TOD

TOD

TOD

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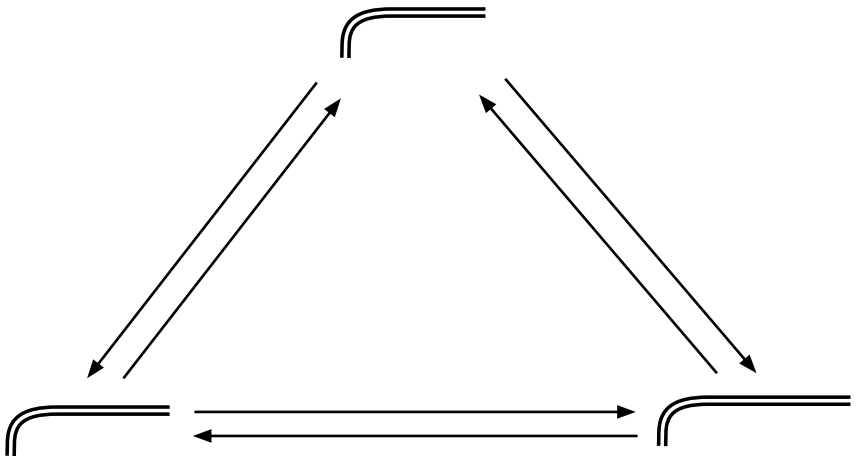

第四部分

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cluster high

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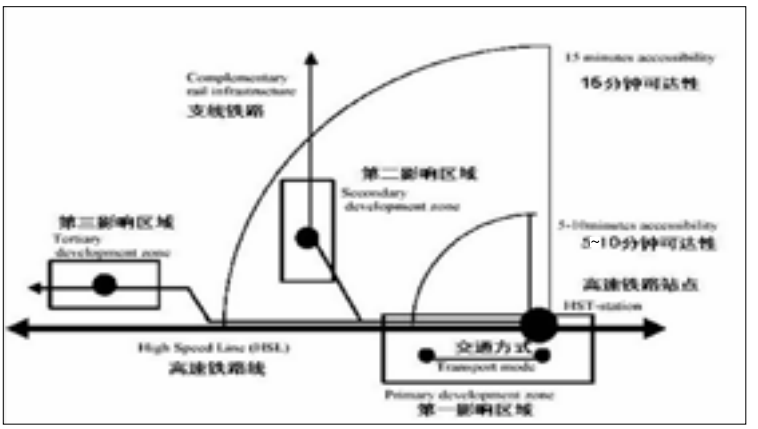
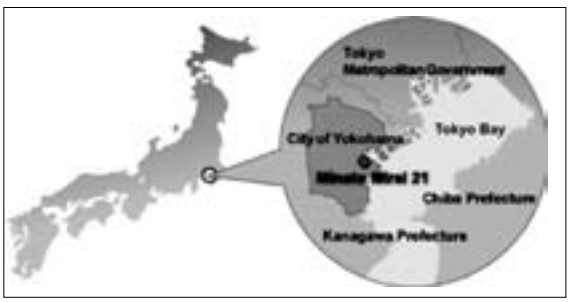

15 minutes accessibility
15分钟可达性
Complementary
rail infrastructure
支线铁路
第二影响区域
Secondary
development zone
第三影响区域
Tertiary
development zone
5-10minutes accessibility
5~10分钟可达性
高速铁路站点
HST-station
High Speed Line (HSL)
高速铁路线
交通方式
Transport mode
Primary development zone
第一影响区域

21

21



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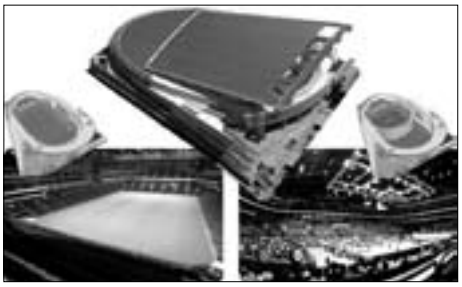

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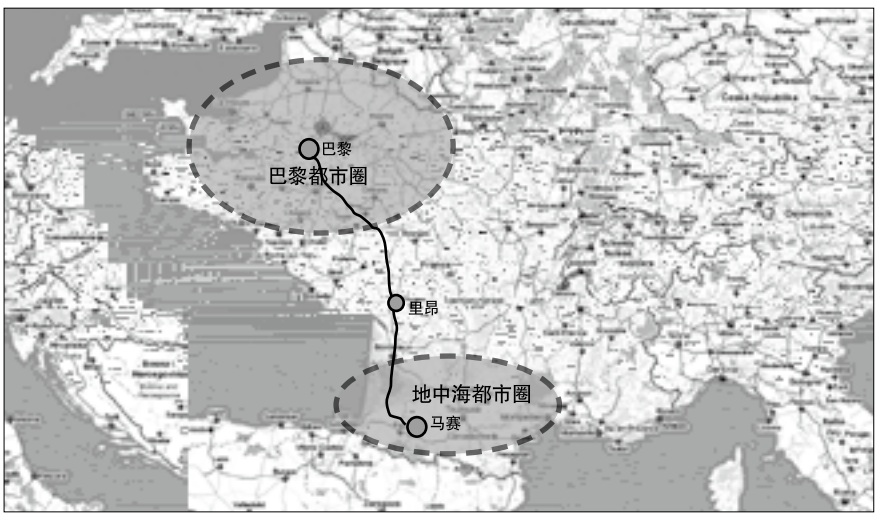

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1979~2007 7 91

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	47.5	691 430	591	237.65	322.4
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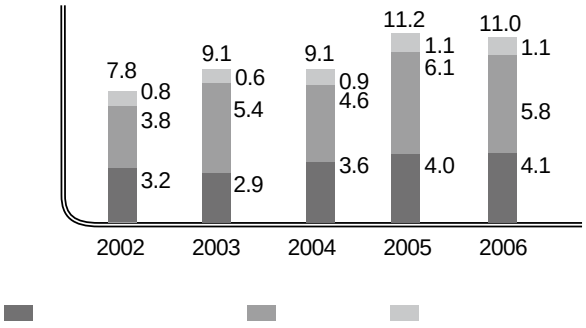

1975~1994	1995~1999	2000
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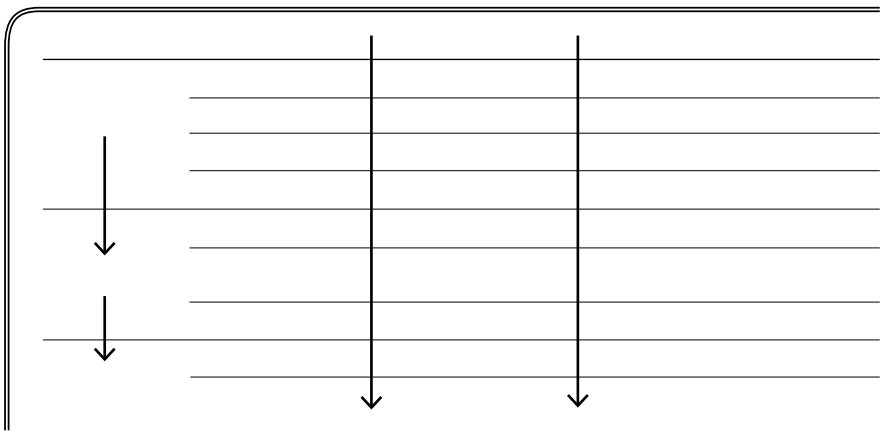

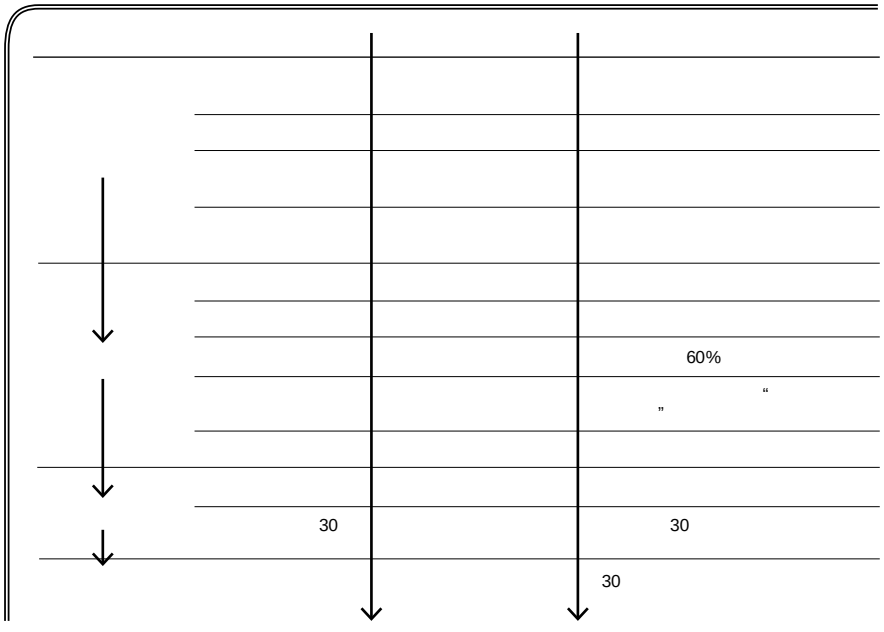
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1	480	28 482	440 441	12
48	6 504	287 851	210 572	849
4	732	—	144 087	0
1	316	25 834	40 187	504
170	29 045	2 353 174	1 314 080	4 147

778 130	194 979		178		
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358 592	76 866		227		
224 817					
	561 569	412 369	124	270	
	334 007	211 104	103	188	
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1995~2010 2

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	21.7	935 910	12 448	15 000	1	56 000	1	22 000	82 750	1 028 910
	62.4	2 282 788	28 960	611 968	8	257 480	6	291 722	90 450	3 494 358

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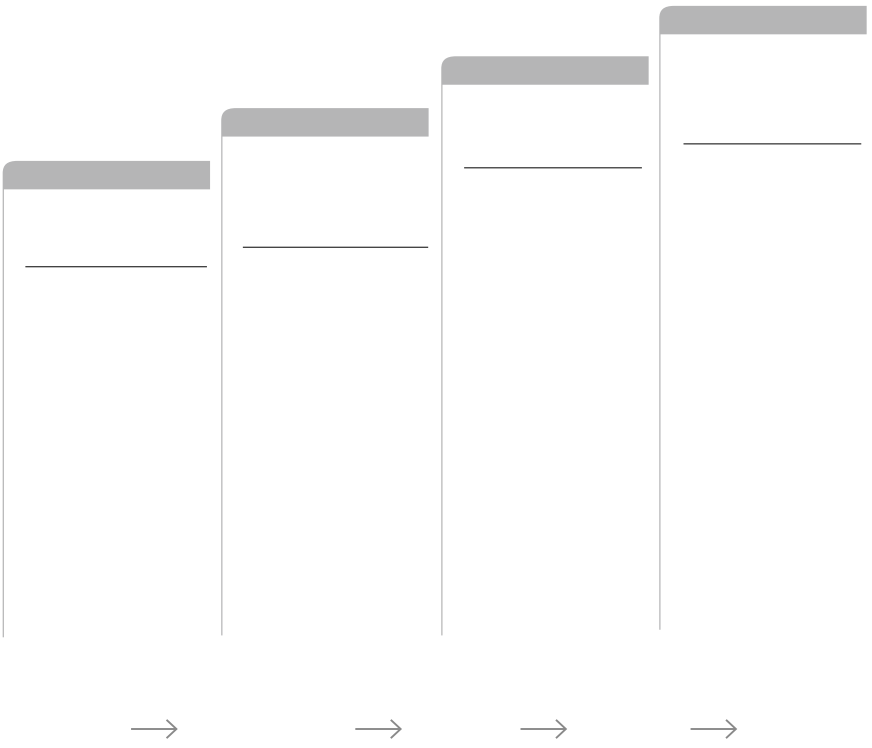

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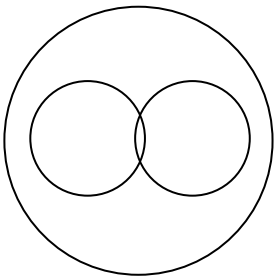

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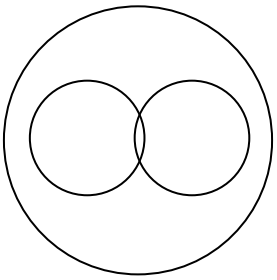

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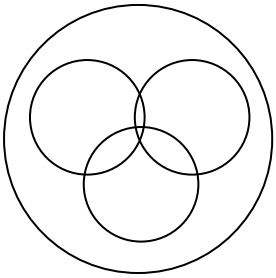

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16 . J . 2002 24 1 97-103.
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