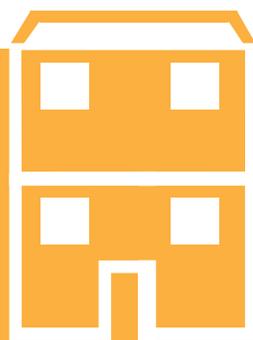


# Urban Renewal Plan for Kowloon City

## 九龍城市區更新計劃

Public Participatory 與民共議

People  
First  
以人為先



District-based 地區為本

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# **Background**

## **1. Introduction**

1.1 The Government promulgated the “Urban Renewal Strategy” (URS) in February 2011 adopting the “People First, District-based and Public Participatory” approach in undertaking urban renewal, and embracing the new proposal of setting up District Urban Renewal Forum (DURF) in old urban districts to strengthen the urban renewal planning at district level. In June 2011, the first pilot DURF was established in Kowloon City. The DURF is chaired by a professional who is familiar with urban renewal issues and its members are drawn from different professions and local organizations, including District Council / Area Committee Members, representatives from local non-government organisations, and representatives of relevant government bureau / departments and the Urban Renewal Authority (URA). The Planning Department provides secretariat and professional support to the DURF. Please refer to **Appendix I** for the composition and the terms of reference of the Kowloon City District Urban Renewal Forum (KC DURF).

1.2 The Urban Renewal Plan for Kowloon City (URP) consists of three major components, namely the Planning Study, the Social Impact Assessment (SIA) and the Public Engagement (PE). For the formulation of the URP, KC DURF commenced the Planning Study and SIA in May 2012, and undertook two stages of PE from August to September 2012 and from April to June 2013 respectively. The purpose of the PE is to collect views from local residents and different stakeholders on the URP. This Report gives an account of the background, formulation process and the proposals of the URP submitted to the Government for consideration. The Government could implement the URP with regard to the actual situation. The URP would also serve as a reference for the public and other organisations (including developers, the URA and owners), which could participate in the implementation of the URP.

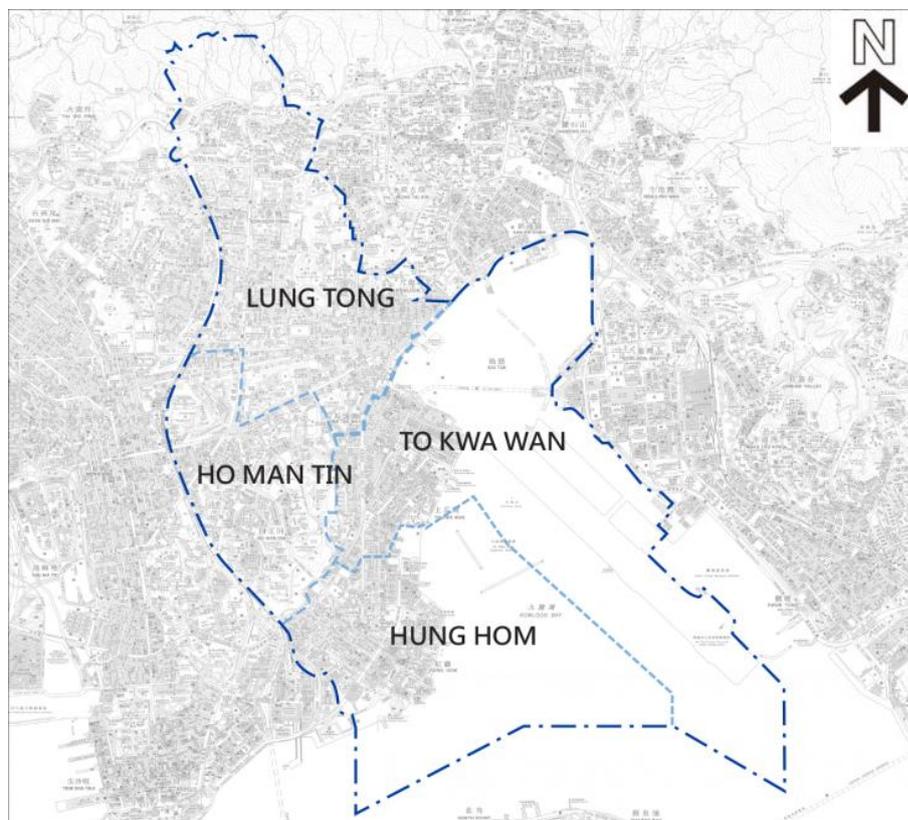
## **2. Objectives**

2.1 The URP provides the blueprint for the urban renewal work in the Kowloon City District. It aims to guide and facilitate the urban renewal works of the

district. With reference to the four main business strategies as identified in the URS, namely redevelopment, rehabilitation, revitalisation and heritage preservation, the URP proposes various appropriate urban renewal directions for the respective areas in the district. Based on the proposed directions, the urban renewal proposals intended to tackle the key issues identified in these areas. The URP also proposes feasible implementation mechanisms and timeframe, and SIA mitigation measures, so as to address the local residents' aspirations on urban renewal and improve the living environment of the district.

### 3. Overview of the Kowloon City District

3.1 The Kowloon City District is situated in the south-eastern part of the Kowloon Peninsula. It has an area of about 1,000 hectares with a population of about 337,350. It can be divided into four areas, namely To Kwa Wan (including the Kai Tak Development Area), Lung Tong (i.e. Kowloon City and Kowloon Tong), Hung Hum and Ho Man Tin (**Figure 1**). Its history can be dated back to the Southern Song Dynasty.



**Figure 1: Kowloon City District and Boundary of its Four Areas**

- 3.2 According to the findings of the 2011 Population Census conducted by the Census and Statistics Department, the ethnic minorities population, persons from the Mainland having resided in Hong Kong for less than 7 years, as well as elderly aged 65 years old or above in the Kowloon City District are higher than the territorial average.
- 3.3 There are more than 1,000 old buildings aged 50 years or above in the Kowloon City District, accounting for about one fourth of the total number of such buildings in the territory. Nearly 80% of the population lives in private housing. According to the Building Conditions Survey conducted by the URA in 2009-2010, there are a number of dilapidated and marked dilapidated buildings in the district. A consolidation of the above information shows that buildings with higher building age and poorer building conditions are mainly clustered at Lung Tong Nga Tsin Wai Road area, To Kwa Wan “5 Streets”, “13 Streets”, Kai Ming Street, Eight “Wan” Streets and Hung Hum Whampoa Street area.

#### **4. Formulation of the Urban Renewal Plan for Kowloon City**

- 4.1 For the formulation of the URP, KC DURF prepared the Preliminary Urban Renewal Proposals (PURPs) for Kowloon City (**Figure 2**). The PURPs have incorporated local views collected during the 2010 District Aspiration Study on Urban Renewal for Kowloon City conducted by the Kowloon City District Council, the findings and relevant comments from KC DURF members after a number of site visits, in accordance with the building age and building conditions within the Kowloon City District, to delineate different areas. Others factors for consideration included the living environment of the residents (such as environmental hygiene, air / noise pollution), the opportunities brought by the development of mass transportation systems (such as the railway station), local character, historical and cultural background of the district, etc. The PURPs have identified the focus area of urban renewal in the Kowloon City District, and proposed areas in the district for redevelopment, rehabilitation and revitalisation. The PURPs have also made recommendations on different aspects, including revitalisation of the waterfront and pier, designation of a walking trail, etc., which served as the basis for the Planning Study, SIA and PE.

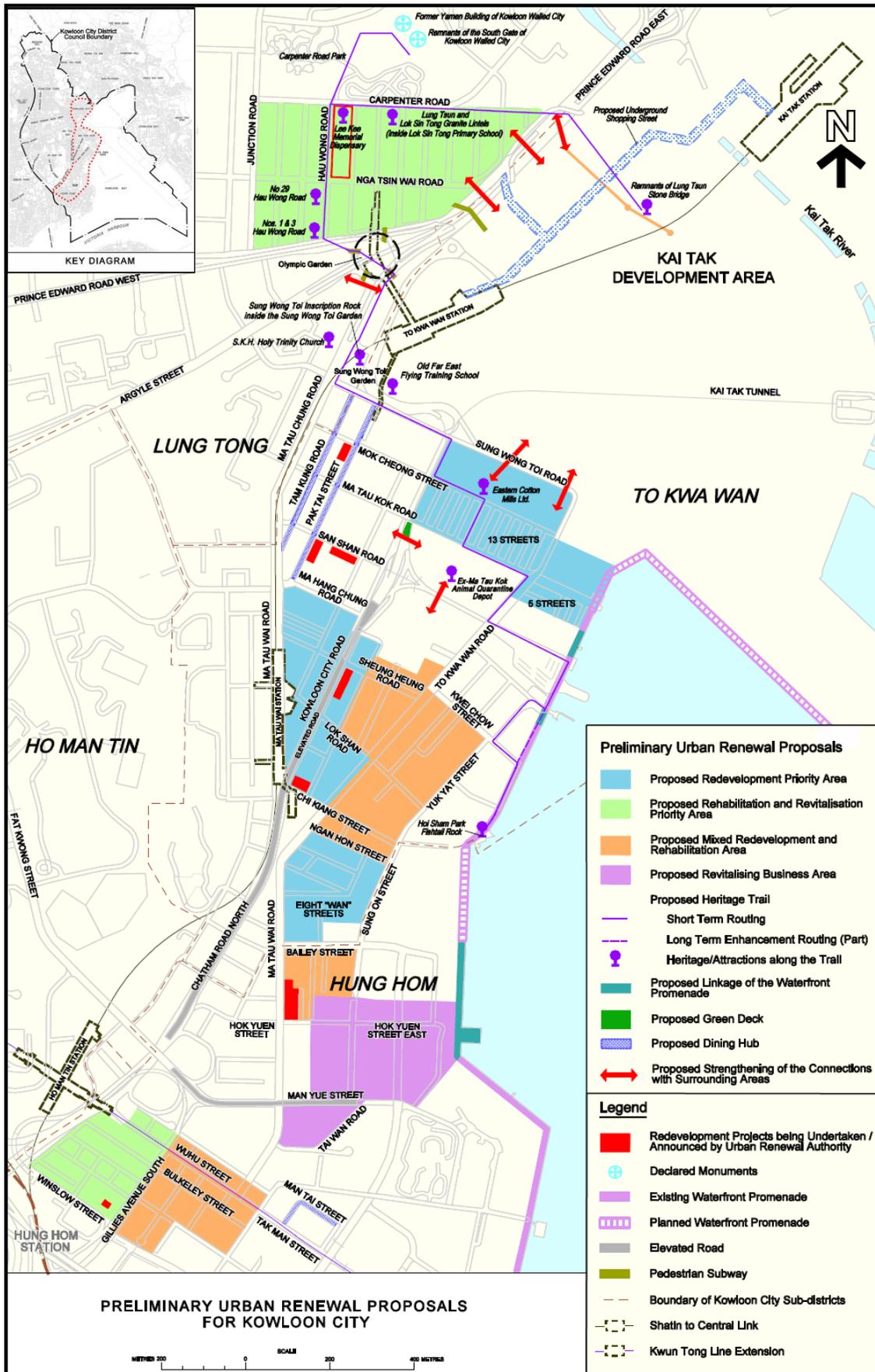
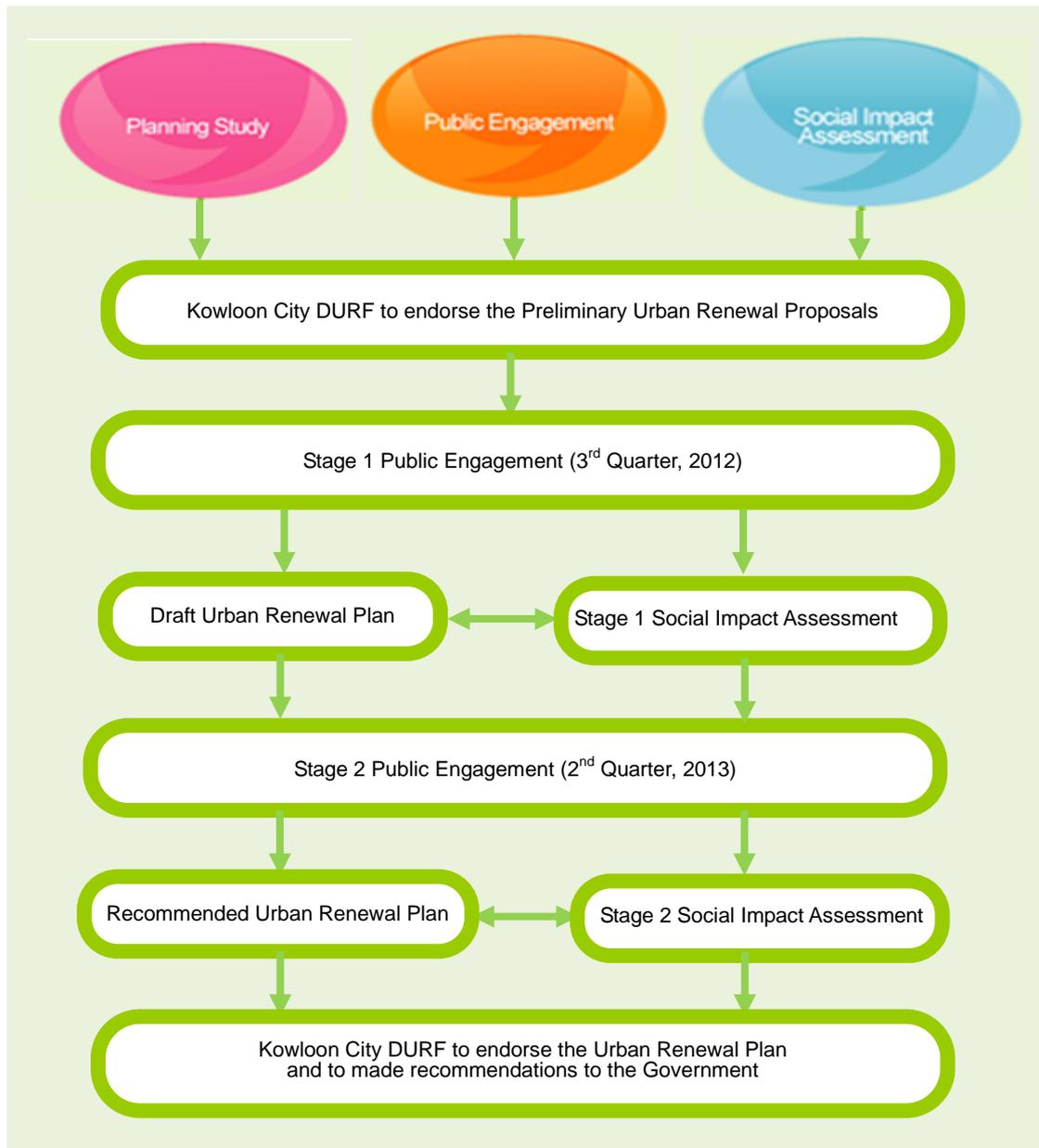


Figure 2: Preliminary Urban Renewal Proposals for Kowloon City

4.2 KC DURF commissioned Consultants to conduct the Planning Study, SIA and PE. As the studies were conducted simultaneously, the Consultants had to cooperate and provide timely input for other studies, so as to help KC DURF to put forward to the Government a blueprint for urban renewal in the Kowloon City District which encompasses local characteristics and reflects local aspirations and community interests at large (**Figure 3**).



**Figure 3: Formulation Process of the Urban Renewal Plan for Kowloon City**

### 4.3 **Planning Study**

- 4.3.1 The purpose of the Planning Study is to assist KC DURF in preparing the URP from a holistic and integrated perspective. The URP included advice on redevelopment and rehabilitation areas, plus preservation and revitalisation initiatives. Various urban renewal proposals in response to the key issues identified in these areas have been formulated, and feasible implementation mechanisms and timeframe have been suggested, so as to address local residents' aspirations on urban renewal and improve the living environment of the district.
- 4.3.2 Based on the PURPs, public views collected in the Stage 1 PE and the preliminary findings of the Stage 1 SIA conducted by the SIA Consultants, the Planning Consultants formulated the Draft Urban Renewal Plan (DURP) for Kowloon City (**Figure 4**). The DURP included the revision of areas for urban renewal as suggested in the PURPs, and comprised measures that could be implemented in the near future, the short term, the medium term and the long term in different areas. Moreover, Consultants have also conducted broad and qualitative technical assessments on relevant recommendations so as to ascertain their preliminary feasibility. The DURP served as the basis of the Stage 2 PE.

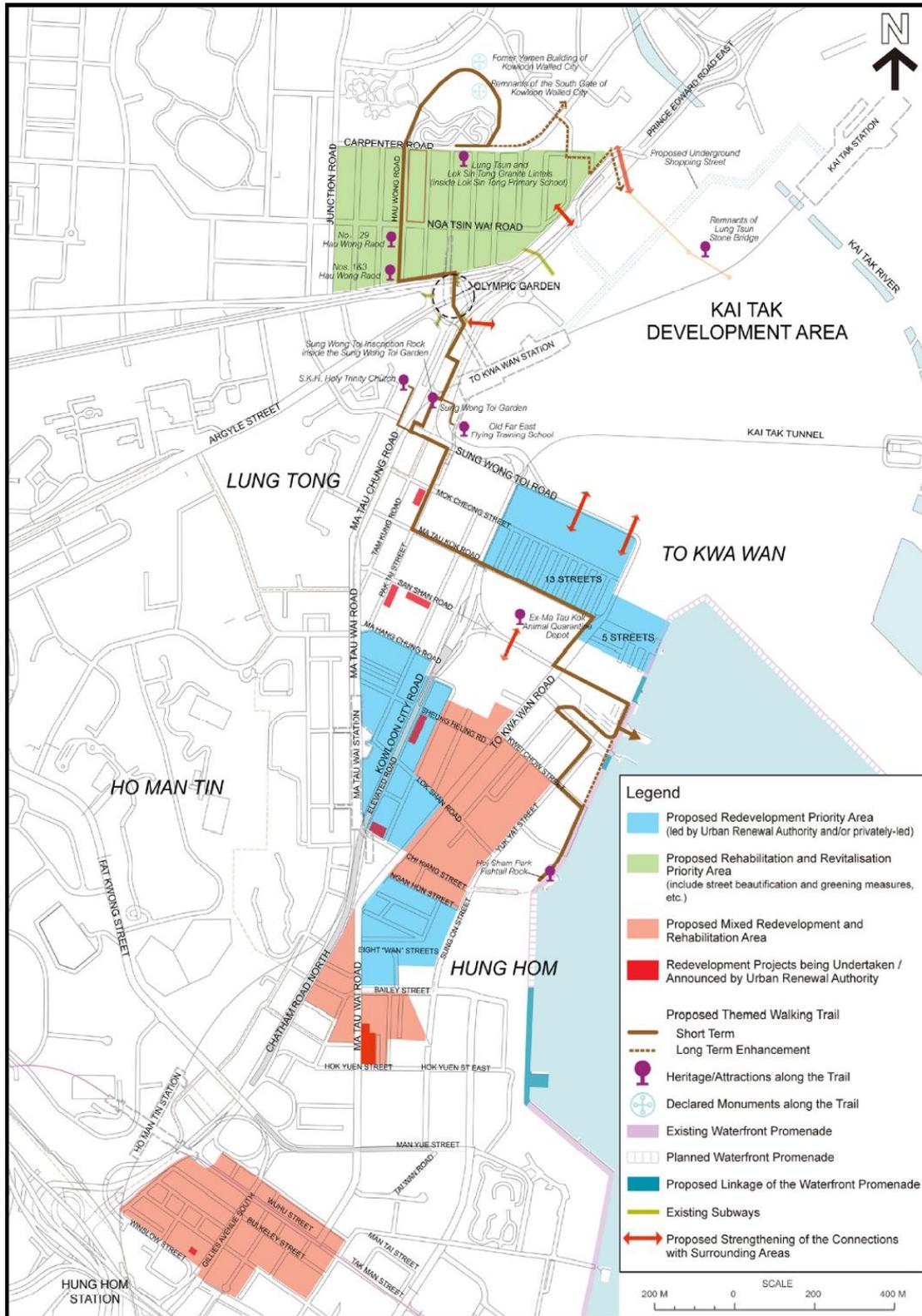


Figure 4: Draft Urban Renewal Plan for Kowloon City

4.3.3 With reference to the findings of the Stage 2 PE and the SIA, the Planning Consultants refined the DURP, and formulated the Recommended Urban Renewal Plan (RURP) for Kowloon City. As the proposed urban renewal areas were largely agreed by the public, the Planning Consultants have maintained most of the areas. The Planning Consultants also further approached relevant government departments and organisations to seek their views, and ascertained the feasibility of the proposals, before the formulation of the RURP.

#### 4.4 **Social Impact Assessment**

4.4.1 The objective of the SIA is to identify and assess the social impacts of the urban renewal plan proposed by the Planning Consultants, and to recommend social impact mitigation measures. The SIA is conducted in two stages.

##### *Stage 1 Social Impact Assessment*

4.4.2 The Stage 1 SIA comprised two parts, namely community profile and questionnaire survey:

- **Compilation of the Community Profile:** To conduct an analysis on the livelihood of people to be affected by the PURPs and solicit views of stakeholders on the PURPs. For compilation of the community profile, the Consultants not only analysed the data of 2011 Population Census, but also conducted 22 face-to-face interviews, 5 focus group meetings and 8 site visits. The interviewees included District Council members, social workers, leaders of business associations and religious leaders, local concern groups, residents (including rooftop dwellers and ethnic minorities), and operators of vehicle repair workshops, funeral, jewellery and catering industries in the district etc.
- **Questionnaire Survey:** A total of 1,138 questionnaires were received from residents and shop operators to assess the social impacts of the PURPs on the affected areas.

4.4.3 After analysing the community profile and the SIA questionnaire survey, the SIA Consultants submitted the findings to the Planning Consultants, who revised the urban renewal areas in the PURPs with reference to the relevant information. In addition, the SIA Consultants conducted focus group meetings with different stakeholders, and assisted the Planning Consultants to collect views from different industries (especially the funeral services and the vehicle repair industry) on the planning proposals, such as to investigate the feasibility of setting up a vehicle repair center or centralising the funeral services industry, so as to help the Planning Consultants to formulate suitable land use planning proposals.

4.4.4 The Stage 1 SIA revealed that the elderly, new arrivals, ethnic minorities and rooftop dwellers are more affected by the URP, and they can be classified into owners and tenants. The Consultants would further look into the actual difficulties of these groups, and explore the specific recommendations of the mitigation measures in the Stage 2 SIA.

#### ***Stage 2 Social Impact Assessment***

4.4.5 The Stage 2 SIA mainly comprised the following three parts:

- **Update the community profile:** The analysis of demographic statistics were updated on the basis of the revised urban renewal areas;
- **Collect comments from the concerned social groups:** Apart from analysing the data collected from the Stage 1 SIA focus groups and questionnaire survey, the Consultants also contacted the owners, tenants (including new arrivals), the elderly, ethnic minorities and rooftop dwellers within the affected areas, and conducted 8 focus group meetings. The Consultants also briefed the stakeholders and solicited the public views on the approaches of the mitigation measures during the Stage 2 PE. Besides, the Consultants distributed questionnaires to the participants of the community workshops to further consult them on the mitigation measures.
- **Review the existing supporting services and measures relating to urban renewal:** Seven face-to-face interviews with relevant government departments and local organisations were conducted, and information from other channels was collected, so as to analyse the inadequacy of the existing urban renewal related services and schemes, with a view to recommending the direction of enhancement.

4.4.6 After conducting the above-mentioned SIA, the Consultants proposed the social impact mitigation measures.

#### 4.5 **Public Engagement**

4.5.1 In order to achieve the “People First, District-based and Public Participatory” urban renewal approach, KC DURF conducted two stages of PE in formulating the URP, and collected views from different stakeholders. During preparation, the Planning Consultants and the SIA Consultants discussed with the PE Consultants the important issues of the consultation and assisted in drafting the necessary information such as the PE Digest, and helped explain to the public their respective proposals.

##### ***Stage 1 Public Engagement (14.8.2012 – 30.9.2012)***

4.5.2 The objectives of Stage 1 PE were to establish the urban renewal vision, identify potential affected stakeholders and gauge their views on the possible social impacts by PURPs. Nine focus group meetings, three walking tours cum workshops, two public forums and seven briefings sessions were held, with 690 participants in total. A series of mobile and roving exhibitions were also organised with 3,416 visitors. Moreover, the PE Consultants commissioned the Centre for Social Policy Studies of the Hong Kong Polytechnic University to conduct an on-street questionnaire survey, in order to study and analyse the views of local residents and the public on the PURPs. 1,222 questionnaires were collected, together with 301 written submissions collected through the dedicated URP website, email or other channels of submission. Commenters or organisations have provided specific opinions regarding the content and coverage of the PURPs, the arrangements and priority of urban renewal, community planning, public amenities, local environment and transportation. In addition, the public has expressed their views on the role of the Government, the URA and DURF in urban renewal.



***Stage 2 Public Engagement (29.4.2013 – 30.6.2013)***

4.5.3 The objectives of Stage 2 PE were to collect public views towards the DURP and the approach of the social impact mitigation measures. Apart from the PE Opening Ceremony, the PE Consultants also conducted 4 community workshops, 5 topical discussions, 1 public forum and 6 briefing sessions, with 940 participants in total. A series of mobile and roving exhibitions were also organised with 2,353 visitors. Moreover, the PE Consultants have collected 117 written submissions through the dedicated URP website, email or other channels of submission. The commenters did not express grave concern on the urban renewal areas in the DURP, but hoped for the early implementation of redevelopment projects and asked the Government to provide a redevelopment timetable. Many opined that the URA should initiate property acquisition and redevelopment, owners and residents affected by redevelopment should be rehoused in the same district so as to maintain the social network. In addition, the public have also commented on the content of DURP, and mainly agreed on the approach of the social impact mitigation measures.



4.5.4 Major public comments and responses collected in the two stages of PE were consolidated in the Stage 1 and Stage 2 SIA Report, which have been uploaded to the dedicated URP website.

4.5.5 After soliciting public views collected and the results of the studies, KC DURF has endorsed the part on Recommendations of the URP at its meeting in December 2013. The recommendations are listed out in Sections 5-8.

## Recommendations

### 5. Vision

- 5.1 The vision of the URP is “Conserve history and culture; Synergise with surrounding development; Optimise land resources; and, Create quality living environment.”

### 6. Recommendations of the Urban Renewal Plan

- 6.1 The recommendations of the URP (**Figure 5**) mainly include the basic framework, urban renewal proposals and the recommended implementation timeframe.

#### 6.2 Basic Framework

- 6.2.1. The basic framework illustrates appropriate areas in the district for promoting various urban renewal approaches. Details are as follows:

Urban Renewal Areas and Approaches	Summary
<b><u>Redevelopment Priority Area</u></b> <ul style="list-style-type: none"><li>• “5 Streets” and “13 Streets” Area, To Kwa Wan</li><li>• Kowloon City Road and Lok Shan Road Area, To Kwa Wan</li><li>• Eight “Wan” Streets / Ngan Hon Street / Sung On Street Area, To Kwa Wan</li></ul>	Buildings in the Area are mostly in dilapidated or markly dilapidated conditions and are generally aged 50 or above. While some buildings do not meet the above criteria on building conditions and age, they are also included in the Area as their residents are suffering from serious problems such as environmental hygiene, and air and noise pollution. Taking into account the above situations and weighing against the possible impacts of redevelopment and other urban renewal approaches, it is proposed that redevelopment should be given priority as the urban renewal approach for the

Urban Renewal Areas and Approaches	Summary
	Area.
<p><b><u>Rehabilitation and Revitalisation</u></b></p> <p><b><u>Priority Area</u></b></p> <ul style="list-style-type: none"> <li>• Nga Tsin Wai Road Area, Lung Tong</li> </ul>	<p>The Area covers communities with local character and revitalisation potential. It is proposed to adopt rehabilitation and revitalisation schemes to inject new vibrancy and to make environmental improvements to the Area, and also to preserve the local character during the renewal process. Such proposal does not place restriction on the redevelopment of individual old buildings in the Area.</p>
<p><b><u>Mixed Redevelopment and Rehabilitation Area</u></b></p> <ul style="list-style-type: none"> <li>• Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street Area, To Kwa Wan</li> <li>• Bailey Street / Chun Tin Street / San Wai Street / Chatham Road North, Hung Hom</li> <li>• Wuhu Street / Winslow Street / Gillies Avenue South, Hung Hom</li> </ul>	<p>There is a mixture of buildings in need of redevelopment and relatively new buildings in the Area. It is suggested that redevelopment and / or rehabilitation works are to be carried out at suitable locations having regard to the conditions of individual buildings.</p>

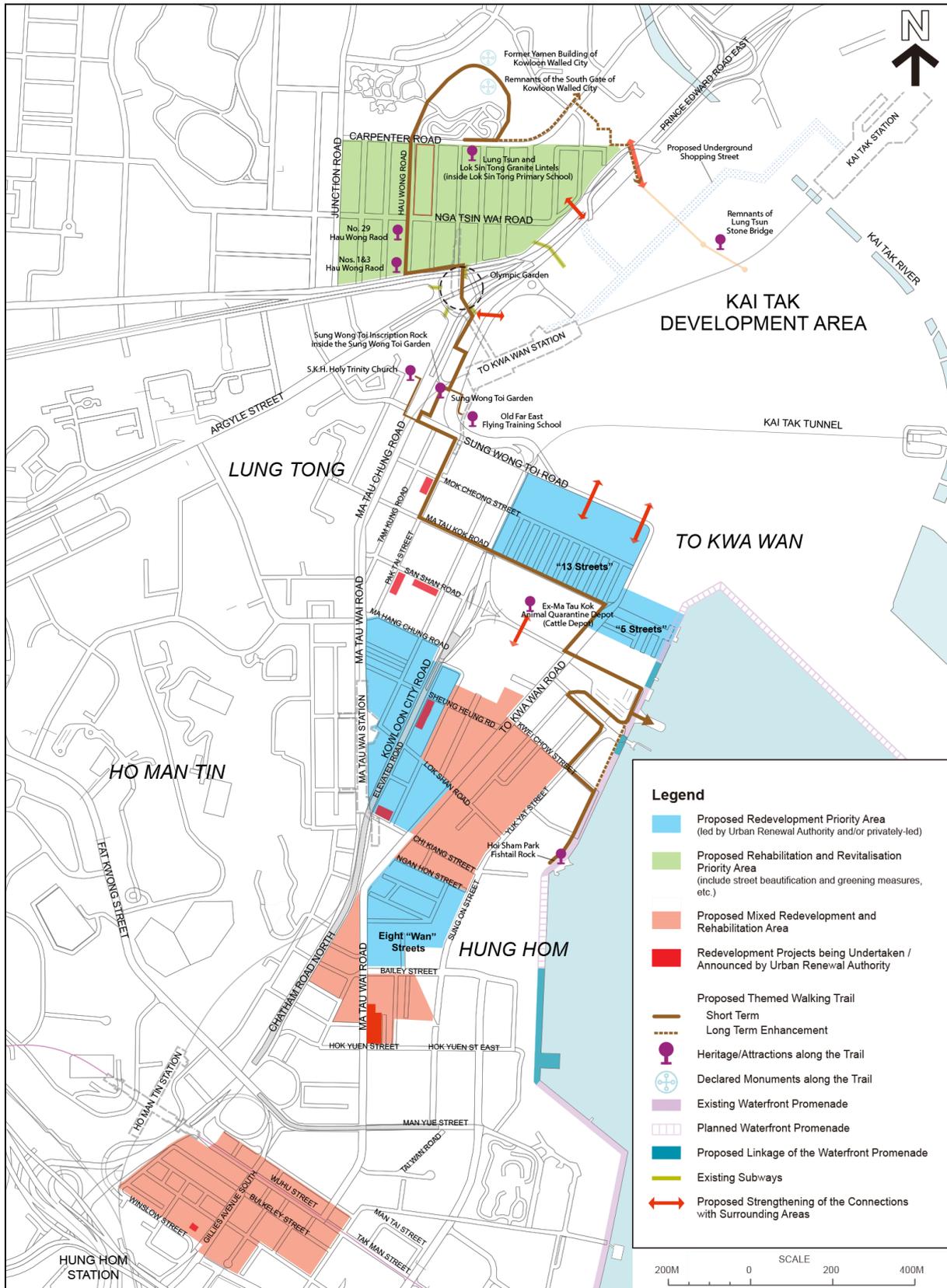


Figure 5: Recommendation of Urban Renewal Plan for Kowloon City

6.2.2 Based on the urban renewal approaches and boundaries proposed in the basic framework, the urban renewal proposals include measures in response to different local key issues and problems with a view to:

- Positioning the sub-areas in the district for shaping local character
- Revitalising cultural heritage and designation of a themed walking trail
- Enhancing the waterfront and district connectivity
- Optimising land resources for urban renewal

Please refer to Section 6.4 for the detailed content of the urban renewal proposals.

### 6.3 **Proposed Implementation Timeframe**

6.3.1 During the PE, the public generally requested a redevelopment timetable so as to speed up the implementation of redevelopment in the district. However, the implementation of the URP proposals by KC DURF would be considered by the Government according to the practical need. Relevant organisations (including the URA and private developers) could make reference to the proposals when implementing the urban renewal projects. In addition, the progress of the projects would also be affected by many factors during planning and redevelopment. As such, KC DURF would not suggest a concrete implementation timetable for the proposals. Nevertheless, in view of the complexity of the proposed measures, the proposals would be divided into measures for implementation in the near future, short-term, medium-term and long-term, to serve as reference for the relevant bodies.

#### Measures for implementation in the near future

- Refer to proposals that are relatively simple, non-controversial and can be implemented in a short timeframe with obvious outcome.

#### Short-term proposals

- Refer to proposals that are relatively simple, non-controversial and can be implemented in a short timeframe or complementary with measures for implementation in the near future.

### Medium-term proposals

- Refer to proposals that are relatively complicated; involve more government departments and organisations; require a longer timeframe for implementation; and are complementary with other long-term projects.

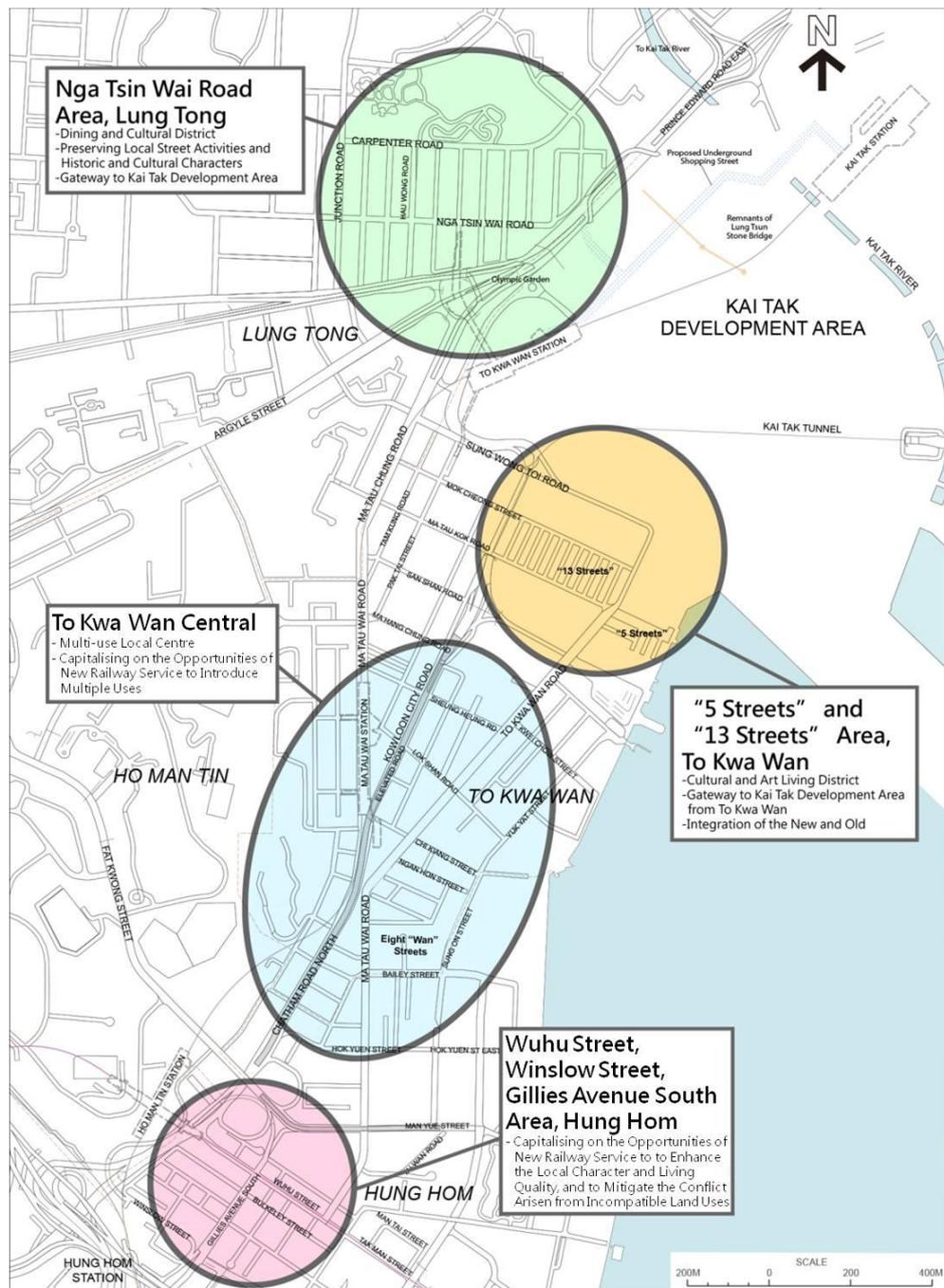
### Long-term proposals

- Refer to proposals that are relatively complicated; involve more government departments and organisations; require a longer timeframe for implementation; and require facilitation by relevant government policies.

## 6.4 Urban Renewal Proposals

### 6.4.1 Shaping District Character

6.4.1.1 The areas in the Kowloon City District have different characteristics. With the implementation of urban renewal proposals suggested in this report, the positioning of the different areas can be effectively developed. Thus, distinctive characters for the areas can be shaped (**Figure 6**).



**Figure 6 : Area Positioning and Characters**

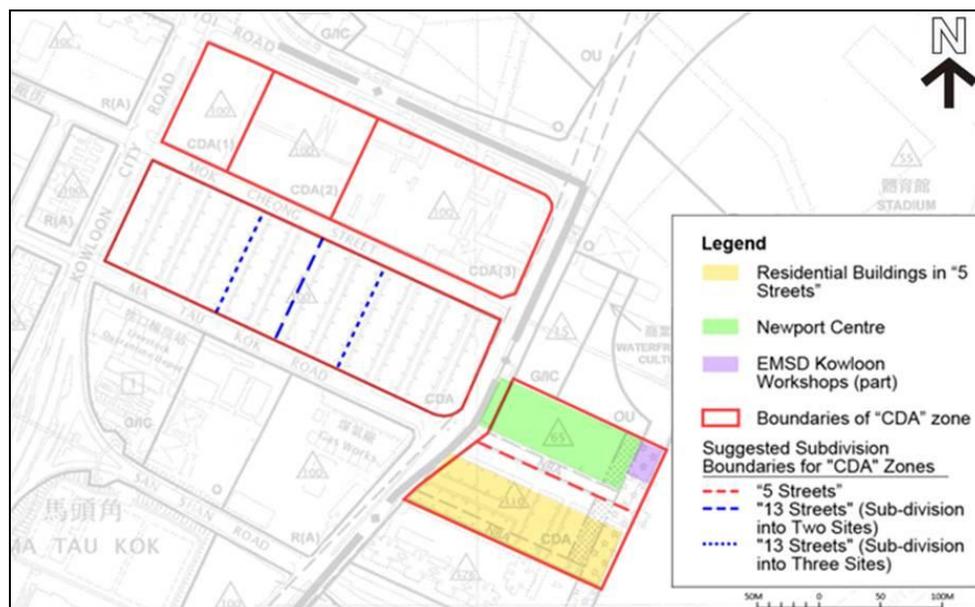
## 6.4.2 “5 Streets” and “13 Streets” Area, To Kwa Wan

6.4.2.1 The proposed Redevelopment Priority Area has been included in this Area. The positioning and the urban renewal visions are as follows:

- Cultural and Art Living District
- Gateway to the Kai Tak Development Area (KTDA) from To Kwa Wan
- Better integration between the new and old

### 6.4.2.2 *Subdivide the “Comprehensive Development Area” sites at “5 Streets” and “13 Streets” (Short-term proposal)*

The residential buildings in the Area are generally old and dilapidated, resulting in poor living environment. Most residents in the Area hope that “5 Streets” and “13 Streets” would be redeveloped as soon as possible. During the PE, the residents generally agree to sub-divide the “Comprehensive Development Area” (“CDA”) sites at “5 Streets” to expedite redevelopment pace. Taking into account the comments of the residents, it is proposed to sub-divide the “CDA” site at “5 Streets” into two portions based on the existing residential building portion and the industrial / commercial building portion. It is also suggested to increase the plot ratio of the residential building portion from 5 to 6.5. Other development restrictions, such as building height and maximum site coverage will remain unchanged so as to minimise the impact on the surroundings and the overall cityscape, and to create a descending building height profile towards the KTDA. Together with the other development requirements of the site, such as designation of waterfront promenade and non-building areas, the connectivity between the Area and waterfront can be strengthened upon redevelopment. A public waterfront promenade for leisure use at “5 Streets” can also be provided (**Figure 7**).



**Figure 7: Subdivide “Comprehensive Development Area” Sites at “5 Streets” and “13 Streets”**

6.4.2.3 The public held different views regarding the subdivision of the “CDA” site at “13 Streets”. Subdividing the site into smaller “CDA” sites can reduce the number of titles involved so as to lower the difficulties in acquisition and redevelopment. The subdivision can also provide flexibility on the redevelopment scale, allowing the development to be carried out by single or multiple agents and thus expediting the redevelopment pace. In order to strike a balance between satisfying housing needs of the district and maintaining a compatible urban environment, it is suggested that the current total gross floor area (GFA) and building height restrictions of the site stipulated in the Outline Zoning Plan (OZP) should remain unchanged.

6.4.2.4 In order to balance the objectives of reducing the difficulties in acquisition for redevelopment and upholding the planning intention of comprehensive development, it is preliminarily considered that the site could be divided into 2 to 3 “CDA” sites. Subdivision into 3 “CDA” sites can effectively reduce the difficulties in acquisition for redevelopment and thus expediting the redevelopment pace. However, the maximum permissible domestic and non-domestic GFA of the middle subdivided site stipulated in the current OZP (i.e. equivalent to domestic and non-domestic plot ratios of 7.5 and 1.5 respectively) may not be achieved. Minor adjustment on the ratio of permissible domestic and non-domestic GFA may be required in the OZP so as to achieve the current permissible total GFA, and fully utilise the development potential of the site. It is suggested that subject to further

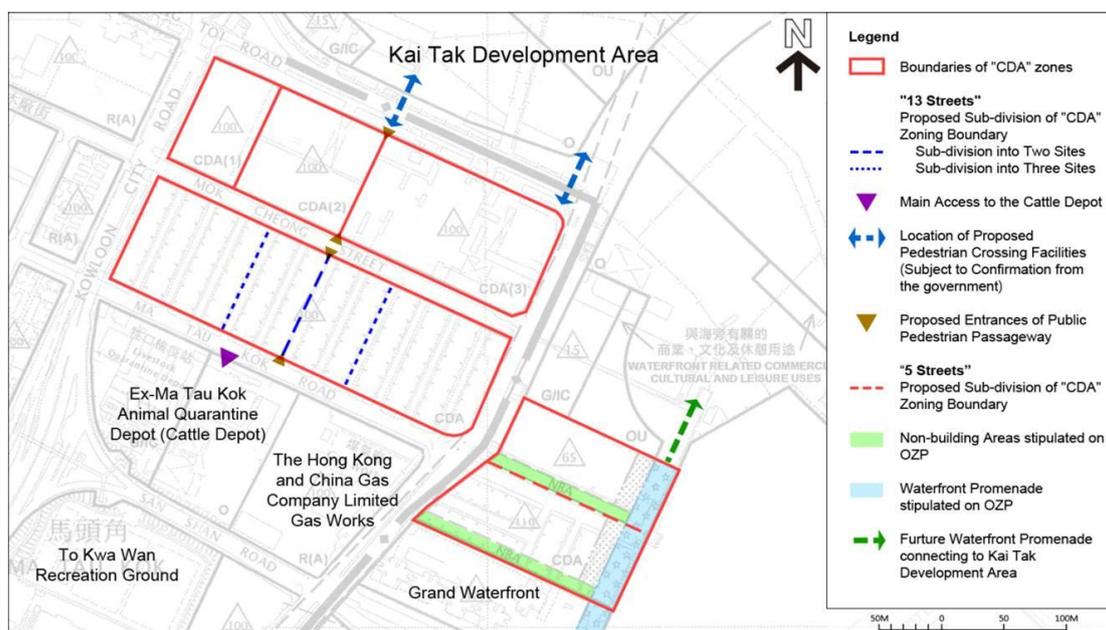
study, the Planning Department (PlanD) could propose the suitable number of “CDA” subdivision and submit relevant amendment proposals to the OZP for consideration by the Town Planning Board (TPB).

6.4.2.5 As the development of the sites may involve multiple agents and the development timeframe of individual sites may be different, it is suggested that PlanD should formulate an overall planning brief to coordinate the development requirements of the sites and handle the interface problems. The planning brief may include the following requirements:

- a. **Provision of public facilities and open space** – It is suggested that the future development should include elderly and rehabilitation related community facilities in order to satisfy the needs of the site and local residents. Noting that there are certain number of existing and planned public open space in the vicinity, such as To Kwa Wan Recreation Ground, the Cattle Depot, waterfront area and the proposed Sung Wong Toi Park in the KTDA, it is suggested that only private open space should be provided in the future development for its residents.
- b. **Designation of public pedestrian passageway** – Since the site is located between the Cattle Depot and the KTDA, it is suggested to include the requirement of “designation of public pedestrian passageway” in the planning brief of the site (**Figure 8**). Such requirement can facilitate the creation of a direct pedestrian passageway connecting the Cattle Depot and the KTDA, which can enhance the pedestrian linkage with the surroundings and strengthen the Area’s role as a gateway to the KTDA from To Kwa Wan area.
- c. **Provision of parking facilities** – The future development should provide sufficient parking facilities, such as parking spaces and loading/unloading facilities, to satisfy its own parking needs. If possible, it is suggested that different development agents may consolidate the provision of such facilities so as to minimise any unnecessary vehicular ingress/egress points and hence reducing the traffic impact on the surroundings.

6.4.2.6 PlanD is recommended to study and prepare the relevant amendments proposals to the OZP for consideration by the TPB regarding the proposed subdivision of the “CDA” sites at “5 Streets” and “13 Streets”. PlanD is

also recommended to prepare planning briefs set out the development requirements to guide the future redevelopment of “5 Streets” and “13 Streets”.



**Figure 8: Measures Improving Pedestrian Connection between "5 Streets" and "13 Streets" Area and KTDA**

#### 6.4.2.7 *Identify suitable relocation site for vehicle repair workshops (Medium to long term proposal)*

There are many small scale vehicle repair workshops in the “5 Streets” and “13 Streets” Area (**Figure 9**), and most of the operators are tenants. The nuisances affecting local residents created by the vehicle repair workshops, such as traffic, noise and air pollution, could be resolved through redevelopment of the Area. However, it is anticipated that the redevelopment would generate adverse impacts on the industry. Therefore, it is suggested to investigate the feasibility of developing a vehicle repair centre. As reflected by the industry at the focus group meetings for the operators organised by the SIA Consultants, they generally supported relocation to a vehicle repair centre, and hoped to continue their business in Kowloon with similar rent level. Based on the operators’ views on the preferred sites and the operation needs of the industry, a relocation site should meet the following criteria:

- Located within an industrial area of the urban area, far from residential area; and close to major roads;

- Sizable to fulfill the development and operation requirements of the centre;
- Available in relatively short timeframe for relocation purpose; and
- Affordable rent for operators.

6.4.2.8 Based the above site selection criteria, PlanD has identified industrial sites in Kwai Tsing District that may be suitable for the development of a vehicle repair centre. However, the implementation of the proposal will still involve some complicated issues, including the coordination between the development of the centre and the redevelopment program of “5 Streets” and “13 Streets”, financial arrangement and operation mode. Together with the difficulties in seeking interested investors for the development of the centre, the feasibility of the proposal would need to be further explored.



**Figure 9: Existing Small Scale Vehicle Repair Workshops at "5 Streets" and "13 Streets"**

### 6.4.3 Nga Tsin Wai Road Area, Lung Tong

6.4.3.1 The proposed Rehabilitation and Revitalisation Priority Area has been included in this Area. The positioning of the district and the urban renewal visions are as follows:

- Dining and Cultural District
- Preserving the local street life and its historic and cultural characters
- Gateway to the KTDA

*Explore the feasibility of flexibly adjusting or exempting car parking requirements for redevelopment sites, having regard to the size and condition of sites, to allow room for preserving the local street life and shop-lined street character of the Area (Short-term proposals)*

6.4.3.2 The public generally support the preservation of local street life and shop-lined street character in redeveloping the Area. In view of the adjacent Shatin to Central Link (SCL) railway development, Transport Department is suggested to consider flexibly adjusting or exempting the car parking and loading / unloading requirements for individual redevelopment sites having regard to the site conditions (including location, size, shape traffic condition etc.), so as to allow sufficient space for street frontage shops upon redevelopment and hence preserve the street life and ambience (**Figure 10**). The impact on the supply of car parking and loading/unloading spaces as well as the vehicular circulation should be taken into consideration. The changes in pedestrian and vehicular flow upon the opening of the SCL should also be studied with a view to striking a balance between preserving local street life and satisfying parking needs. The proposal should also be implemented along with the exploration of the provision of public car park in the Area suggested in this URP, so as to ensure sufficient supply of parking spaces in the Area. If the proposal is implemented, it is suggested to consider providing loading / unloading spaces at appropriate locations to meet the need for such spaces. PlanD could reflect the planning intention of preserving the local street life and ambience of the Area and propose measures to achieve the intention when opportunity for amendment of the OZP arises.



**Figure 10: The Area Clustering On-street Shops, Shaping Unique Street Ambience**

***Streetscape enhancement at Nam Kok Road (Short-term proposal)***

6.4.3.3 The public generally support the streetscape enhancement proposals so as to improve the pedestrian walking environment in the Area. Based on the public comments, the proposed enhancement measures include the introduction of special paving, installation of planters and planting trees at the future SCL station entrance/exit at Nam Kok Road, so as to strengthen the location as the gateway of the Area (**Figure 11**).



**Figure 11 : Location of Special Paving, Planters and Tree Planting**

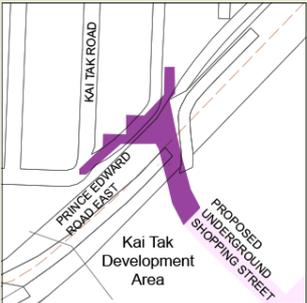
6.4.3.4 It is considered more suitable for the Highways Department (HyD) to take up the paving works of the enhancement proposal, and the Leisure and Cultural Services Department (LCSD) to take up the greening works.

*Enhance the pedestrian subways in the Area and propose comprehensive residential / commercial development to the east of Kai Tak Road, so as to strengthen the connection with the KTDA (Short to medium-term proposal)*

6.4.3.5 The public can use the existing and the planned pedestrian subways at the south of the Area to travel across Prince Edward Road East to To Kwa Wan and the KTDA (**Figure 12**). In order to tie in with the enhancement works of the existing pedestrian subways and the works of the planned pedestrian

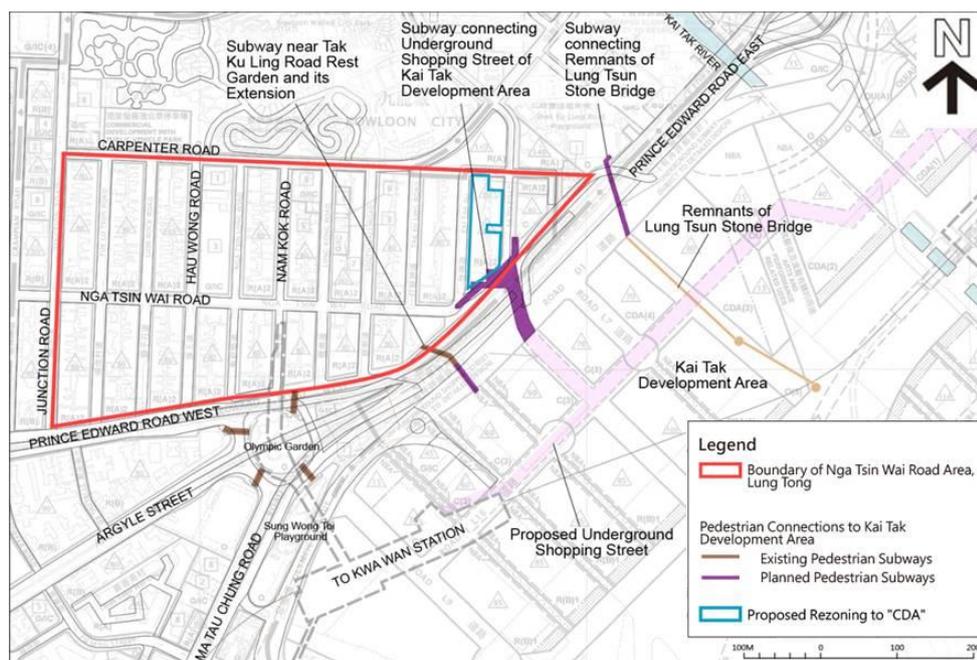
subways by the relevant organisations, it is proposed to include barrier-free access facilities, such as elevators and ramps, in the pedestrian subways for physically immobile persons. In view of the rich local character of the Area, it is also suggested to introduce decoration and exhibition displays on the wall of the subways to showcase local history and character, and to upgrade the subways to make in an interesting and attractive manner. The decoration themes, content, as well as the implementation departments / organisations are proposed as follows:

Proposed Decoration Themes and Content	Proposed Implementation Departments / Organisations
<p><u>A. Subways connecting Olympic Garden</u></p> <ul style="list-style-type: none"> <li>As the proposed Themed Walking Trail in the URP will pass by the subways, it is suggested to showcase content related to the theme of the Trail, such as history and old photos of Kowloon City and Kowloon Walled City.</li> <li>Besides the themed exhibition, it is also suggested to consider setting up removable panels displaying information of the community with regular updates, so that visitors can obtain the latest community situation and enjoy the novelty displays of the subways.</li> </ul> 	<ul style="list-style-type: none"> <li>As the MTR Corporation Limited (MTRCL) has now taken up Olympic Garden as the works area of the SCL and has planned to beautify the Garden and convert the two subways at the western end into part of the station entrances/exits upon completion, MTRCL is suggested to undertake the enhancement works of the concerned subways.</li> <li>For the remaining two subways, Kowloon Development Office (KDevO) of Civil Engineering and Development Department (CEDD) would be responsible for the decoration and exhibition displays on the subway walls to tie in with the progress of the SCL works, Kai Tak development programme and HyD's plan to include barrier-free access facilities in the subways.</li> <li>Interested departments or organisations could consider setting up removable panels for display purpose.</li> </ul>

Proposed Decoration Themes and Content	Proposed Implementation Departments / Organisations
<p data-bbox="252 320 852 398"><u>B. Subway near Tak Ku Ling Road Rest Garden and its extension</u></p> <ul data-bbox="256 432 852 517" style="list-style-type: none"> <li>• It is suggested to display the history and photos related to the old Kai Tak Airport.</li> </ul> <div data-bbox="248 575 858 878">  </div>	<ul data-bbox="879 432 1359 1099" style="list-style-type: none"> <li>• HyD has planned to include barrier-free access facilities in the subway.</li> <li>• The subway will be extended to the KTDA. As the implementation works have been coordinated by KDevO of CEDD, and the office has commenced the design works for the infrastructure development at the former North Apron adjacent to the Area, it is suggested the office could be responsible for setting up the decoration and exhibition displays on the subway walls.</li> </ul>
<p data-bbox="252 1158 852 1236"><u>C. Proposed subway connecting Underground Shopping Street of the KTDA</u></p> <ul data-bbox="256 1270 852 1355" style="list-style-type: none"> <li>• It is suggested to display the history and photos related to the old Kai Tak Airport.</li> </ul> <div data-bbox="400 1368 707 1671">  </div>	<ul data-bbox="879 1270 1359 1449" style="list-style-type: none"> <li>• KDevO of CEDD could be responsible for setting up the decoration and exhibition displays on the subway walls.</li> </ul>
<p data-bbox="252 1700 852 1778"><u>D. Proposed subway connecting the remnants of Lung Tsun Stone Bridge</u></p> <ul data-bbox="256 1812 852 1991" style="list-style-type: none"> <li>• Along with the future extension of the Themed Walking Trail, the history and photos related to the remnants of Lung Tsun Stone Bridge could be displayed.</li> </ul>	<ul data-bbox="879 1812 1359 1991" style="list-style-type: none"> <li>• KDevO of CEDD could be responsible for setting up the decoration and exhibition displays on the subway walls.</li> </ul>

Proposed Decoration Themes and Content	Proposed Implementation Departments / Organisations
<ul style="list-style-type: none"> <li>Besides the themed exhibition, it is also suggested to consider setting up removable panels displaying information of the community with regular updates, so that visitors can obtain the latest community situation and enjoy the novelty displays of the subways.</li> </ul> 	<ul style="list-style-type: none"> <li>Interested departments or organisations could consider setting up removable panels for display purpose.</li> </ul>

6.4.3.6 In order to strengthen the connection with the KTDA, local residents generally agree to dedicate the area to the east of Kai Tak Road for comprehensive residential / commercial development. The proposal is to rezone the current “Residential (Group A) 2” site at Sa Po Road to “CDA” zone for mixed development with commercial, community and residential uses (**Figure 12**). A planning brief should be prepared to guide the comprehensive redevelopment of the site. In formulating the development parameters, the impacts on the surroundings, such as traffic, urban landscape and air ventilation have to be carefully considered. The recommendation could facilitate the transformation of the area to the east of Kai Tak Road to a gateway leading to KTDA with seamless integration with its Underground Shopping Street.



**Figure 12 : Existing and Planned Pedestrian Subways Connecting the Area and KTDA**

6.4.3.7 It is suggested the planning brief for the “CDA” site at Sa Po Road to include the following requirements:

- Connections with the Underground Shopping Street and its passageways leading to the ground level should be provided in the future development. An area near its entrance should be reserved for an entrance plaza (suggest to occupy around 10% to 15% of the site, i.e. around 500m<sup>2</sup> to 700m<sup>2</sup>), so as to tie in with the proposed connection with the Underground Shopping Street and to serve as a gateway to create a sense of arrival; and
- Certain GFA for commercial and community facilities use (such as multi-function rooms and elderly / rehabilitation related community facilities) should be included in the future development, as well as a public car park in order to address the demand for such facilities within the Area.

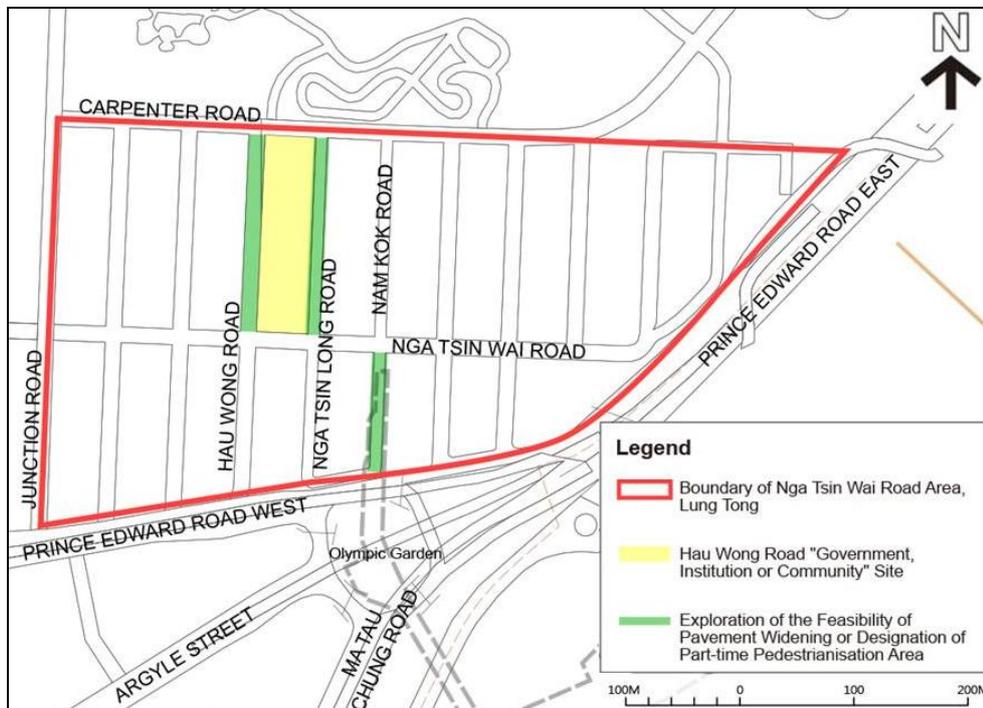
6.4.3.8 PlanD could study the relevant proposals and prepare the relevant amendment proposals to the OZP for consideration by the TPB.

*Explore the feasibility of widening the pavement or designating part-time pedestrianisation area at streets with distinctive character and high pedestrian flow, including Nam Kok Road, Hau Wong Road and Nga Tsin Long Road (Medium-term proposal)*

6.4.3.9 The public generally agrees to designate part-time pedestrianisation area. However, some opposing views concerning about the noise nuisances to the nearby residents were also received. In view of the public views and the development of the railway system, it is anticipated that more visitors may choose to visit the Area by railway in the future, which may lead to reduction of the demand for road transport. While some streets in the Area have distinctive character with concentration of commercial activities and high pedestrian flow, it is suggested to explore the feasibility of widening the pavement or designating part-time pedestrianisation area at the following streets upon the completion of SCL (**Figure 13**):

- Portion of Nam Kok Road to the south of Nga Tsin Wai Road
- Portions of Hau Wong Road and Nga Tsin Long Road to the north of Nga Tsin Wai Road

The proposal aims to improve the walking environment of the streets and highlight their street character and unique street ambience.



**Figure 13 : Streets Proposed for Pavement Widening or Designation of Part-time Pedestrianisation Area**

- 6.4.3.10 The impacts of the proposal on traffic in the Area and the loading/unloading facilities for the nearby shops should be investigated in the further studies. Views from relevant stakeholders should also be solicited in order to ascertain the needs. Appropriate management and enforcement action should also be adopted to minimise its impacts on the nearby residents.
- 6.4.3.11 The Transport Department (TD) could explore the feasibility of widening the pavement or designating part-time pedestrianisation area upon the commissioning of the SCL.

***Explore the need of the provision of public car park in the Area so as to increase the supply of parking spaces (Medium-term proposal)***

- 6.4.3.12 There is a strong demand for parking spaces in the Area. Noting that there is no vacant government land available in the Area for temporary car park use and it is difficult to provide more roadside parking spaces, it is therefore suggested to provide a public car park at appropriate location to increase the supply of parking spaces. The Kowloon City District Council has previously discussed the issues of insufficient provision of parking spaces in the Area, and suggested to provide a car park in the redevelopment of Kowloon City Municipal Services Building and its adjacent government sites (including Kowloon City Elderly Health Centre and Lee Kee Memorial Dispensary), or an underground car park at Carpenter Road Park.
- 6.4.3.13 Local residents' views on the above two sites were varied and there was no consensus on the preferred site. Having compared the pros and cons of the two potential sites, it is considered that a car park could be provided should the future redevelopment of the Kowloon City Municipal Services Building and its adjacent government sites be pursued, so as to meet the parking demand of the Area effectively. As such, even though there is no urgent redevelopment need for the Kowloon City Municipal Services Building, it is suggested to further explore the feasibility of providing a car park at the site. On the contrary, the Carpenter Road Park site is far away from the centre of the Area. The provision of a car park there may not be able to satisfy the parking demand of the Area and its needs have not been ascertained. It is suggested to consider this site upon the completion of the SCL in light of the then traffic condition of the Area.

6.4.3.14 Although the Government does not have relevant policies regarding the construction and management of a new public car park at present, it is suggested that the Transport and Housing Bureau and TD to monitor the parking spaces supply in the Area and explore possible means to increase parking spaces, including the feasibility of providing public car park by private developers.

***Redevelop the “Government, Institution or Community” site at Hau Wong Road (Medium to long-term proposal)***

6.4.3.15 The “Government, Institution or Community” (“G/IC”) site at Hau Wong Road, accommodating Kowloon City Municipal Services Building, Kowloon City Elderly Health Centre and Lee Kee Memorial Dispensary, is the cluster of community facilities in the Area (**Figure 14**). The existing buildings at the site are only 1 to 3 storeys tall and there is room for further intensification when compared with the development intensity in its vicinity. As such, it is suggested to consider redeveloping the site to accommodate more facilities as well as to provide new community facilities to meet local needs. Local residents generally agree to increase the provision of community facilities through redevelopment of the Kowloon City Municipal Services Building and the adjacent government sites.

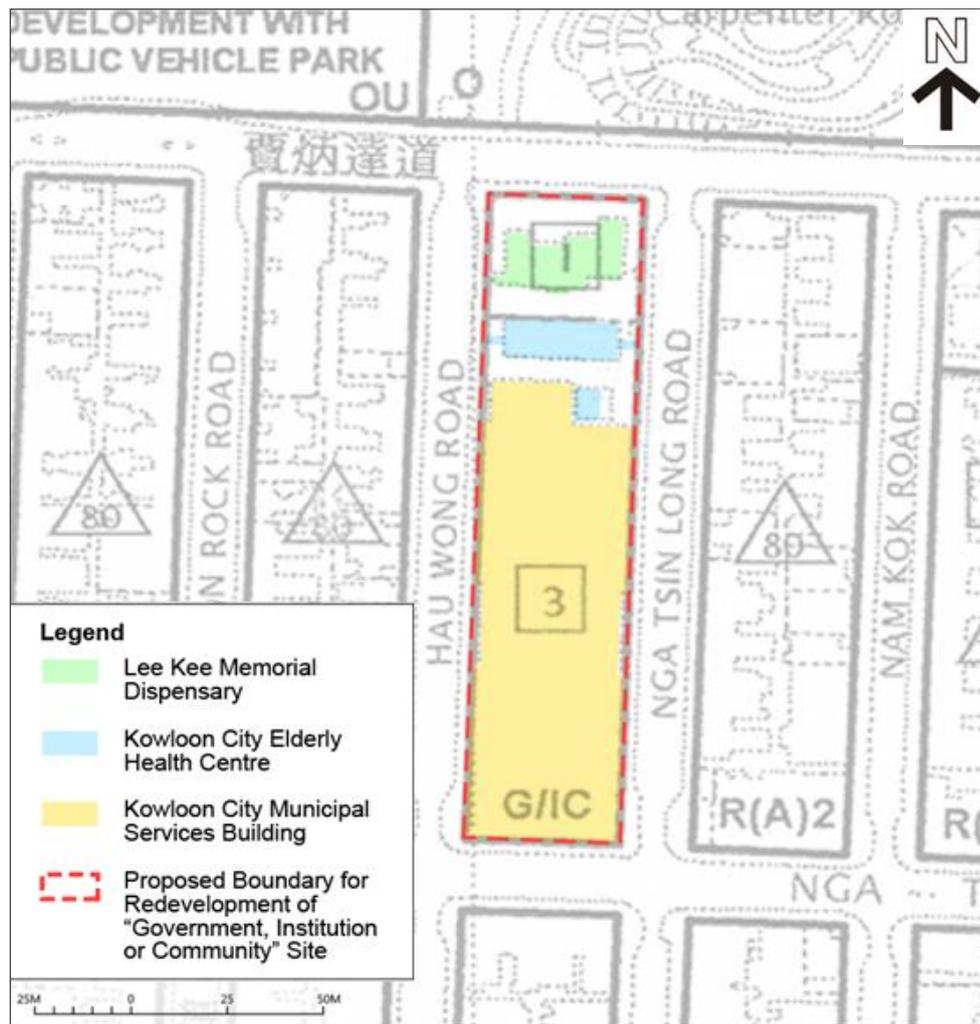


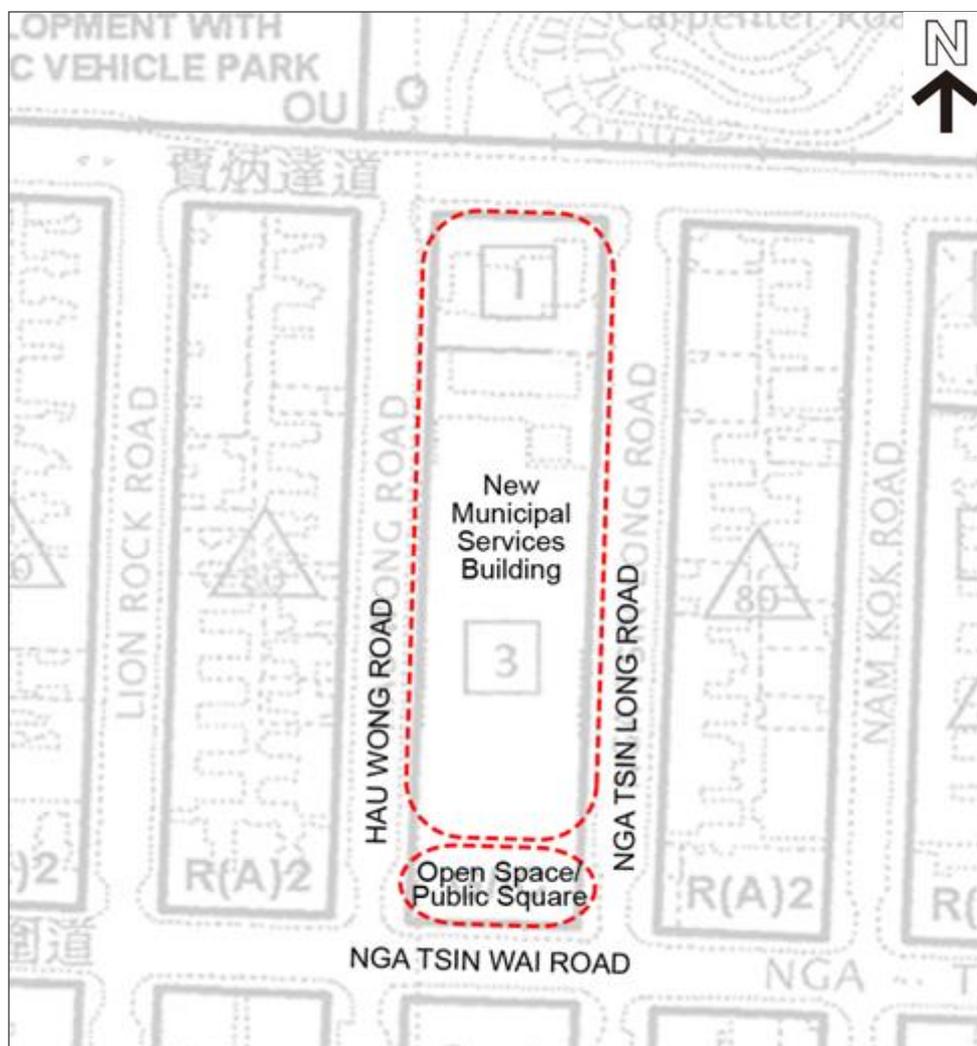
Figure 14 : “G/IC” Site at Hau Wong Road

6.4.3.16 With reference to the views of residents on the provision of community facilities during PE, it is suggested to provide the following community facilities upon redevelopment:

- Multi-function rooms for various community activities and gatherings
- A larger library
- Self-study rooms
- A public car park

6.4.3.17 In addition, in response to future local needs, the Social Welfare Department suggested that, upon redevelopment, the site should include some elderly and rehabilitation related community facilities to meet local residents’ needs.

6.4.3.18 Moreover, in response to residents' request for more open space in the Area, the future development is suggested to be set back from Nga Tsin Wai Road for 10m in order to provide an open space / public square (around 400 sq. m. in size) serving as a meeting place for residents in the Area (**Figure 15**).



**Figure 15 : Proposed Location for Provision of Open Space/Public Square upon Redevelopment**

6.4.3.19 Based on the above facilities proposed, it is estimated that an addition of a minimum of 6,500m<sup>2</sup> floor area is needed upon redevelopment. On the other hand, the existing facilities will also be expanded to meet prevailing floor area standard and future needs upon redevelopment. It is suggested that the building height restriction of the site to be relaxed from 3 storeys to 5 storeys in order to provide room and flexibility to accommodate the concerned facilities.

6.4.3.20 There is no urgent need for redeveloping the above-mentioned “G/IC” site, which involves a number of government departments and community facilities. Support and facilitation from different parties should be secured during the planning and implementation stages of the redevelopment with due consideration on its potential impact. In particular, the temporary relocation, closure, and interim reprovision of some necessary facilities should be considered. It is suggested that a holistic redevelopment plan should be formulated with due consideration given to the redevelopment mode (whether by single or multiple phases) and the redevelopment size. Respective interim or temporary reprovision arrangements should also be made, so as to balance the demand for community facilities and the impact from the redevelopment process on different stakeholders.

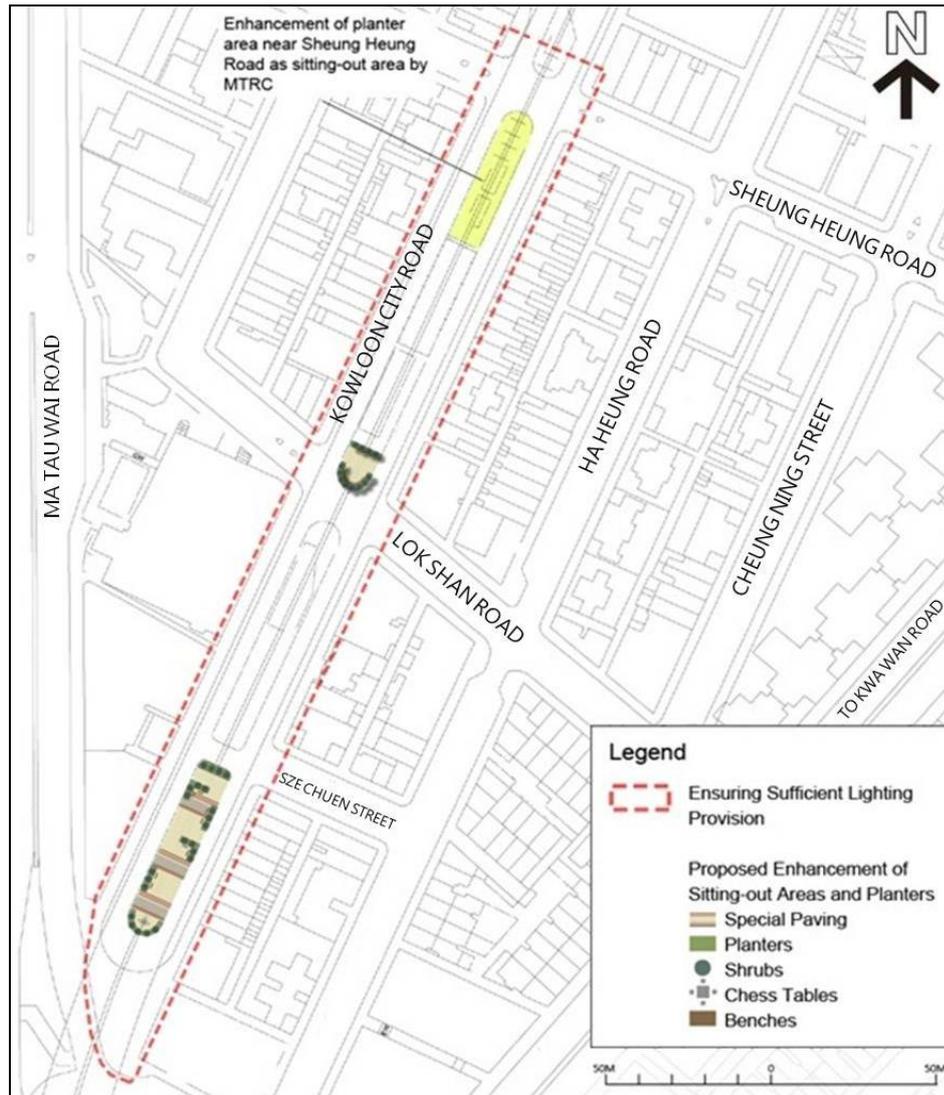
#### 6.4.4 To Kwa Wan Central

6.4.4.1 The proposed Redevelopment Priority Area and the proposed Rehabilitation and Revitalisation Priority Area have been included in this Area. The positioning of the district and the urban renewal visions are as follows:

- A Multi-use Local Centre
- Capitalising on the opportunities of new railway service to introduce multiple uses

#### *Enhance the streetscape underneath East Kowloon Corridor (Measure for implementation in the near future)*

6.4.4.2 Local residents generally support to improve the dim environment and basic facilities underneath the East Kowloon Corridor (EKC). It is suggested that the Government should ensure sufficient lighting provision. It is also suggested to enhance the existing sitting-out area near Lok Shan Road and the planter area near Sze Chuen Street by better utilising the areas with the provision of more seats (for the elderly in particular) and greening (**Figures 16 and 17**). Decorations in warm colour tone should be adopted in the sitting-out areas in order to create a harmonious atmosphere, with paving in brighter colour to improve the environment. As there are limited sunlight underneath the EKC, tree planting there is not preferable. It is suggested to introduce suitable species as recommended in the Greening Master Plan for the Kowloon City District to the sitting-out areas.



**Figure 16 : Proposed Streetscape Improvement Underneath EKC**



**Figure 17 : Environment of Planter Area Near Sze Chuen Street with Benches and Greening (photomontage)**

- 6.4.3.3 HyD is recommended to ensure sufficient lighting provision underneath the EKC, and the LCSD is recommended to be responsible for the follow-up of the sitting-out area at Lok Shan Road and the enhancement works on the planter area near Sze Chuen Street.

***Rezone land along East Kowloon Corridor to “Other Specified Uses” annotated “Mixed Use” (Short-term proposal)***

- 6.4.4.4 The section of the EKC along Kowloon City Road is close to the adjacent residential dwellings. The residents are seriously impacted by the noise and air pollution caused by the passing vehicles. The land along the EKC is currently zoned “Residential (Group A)” or “Residential (Group E)” under the OZP (**Figures 18 and 19**), which provides for domestic and non-domestic development with or without TPB’s approval<sup>1</sup>. In order to mitigate the environmental problem caused by the EKC, future developments could be restricted to uses which are non-sensitive to noise and air quality. However, since there is strong demand for housing in both local and territorial-levels, with consideration that the Area is dominated by residential use with limited demand for non-domestic uses, rezoning of the area solely for non-domestic uses is considered not the most appropriate solution. Therefore, it is suggested to rezone the land to “Other Specified Uses” annotated “Mixed Use” (“OU(Mixed Use)”) (**Figure 20**) so as to allow greater flexibility for non-domestic development in order to minimise the nuisances of the EKC on the nearby residential use. In addition, with greater development flexibility, the redevelopment pace of the Area could be expedited. This could facilitate the transformation of the Area into a multi-use local centre. The maximum plot ratio for a composite residential building stipulated under the OZP is 9, which is higher than that of a building exclusively for residential purpose. The maximum total permissible plot ratio of the proposed rezoning is therefore suggested to be 9, so that the current development potential of the concerned land will be remained unchanged.
- 6.4.4.5 PlanD is recommended to prepare the relevant amendment proposals to the OZP for consideration by the TPB. In processing planning applications for non-domestic uses within the area prior to rezoning, the TPB could give

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<sup>1</sup> Some uses requires planning permission from the TPB.

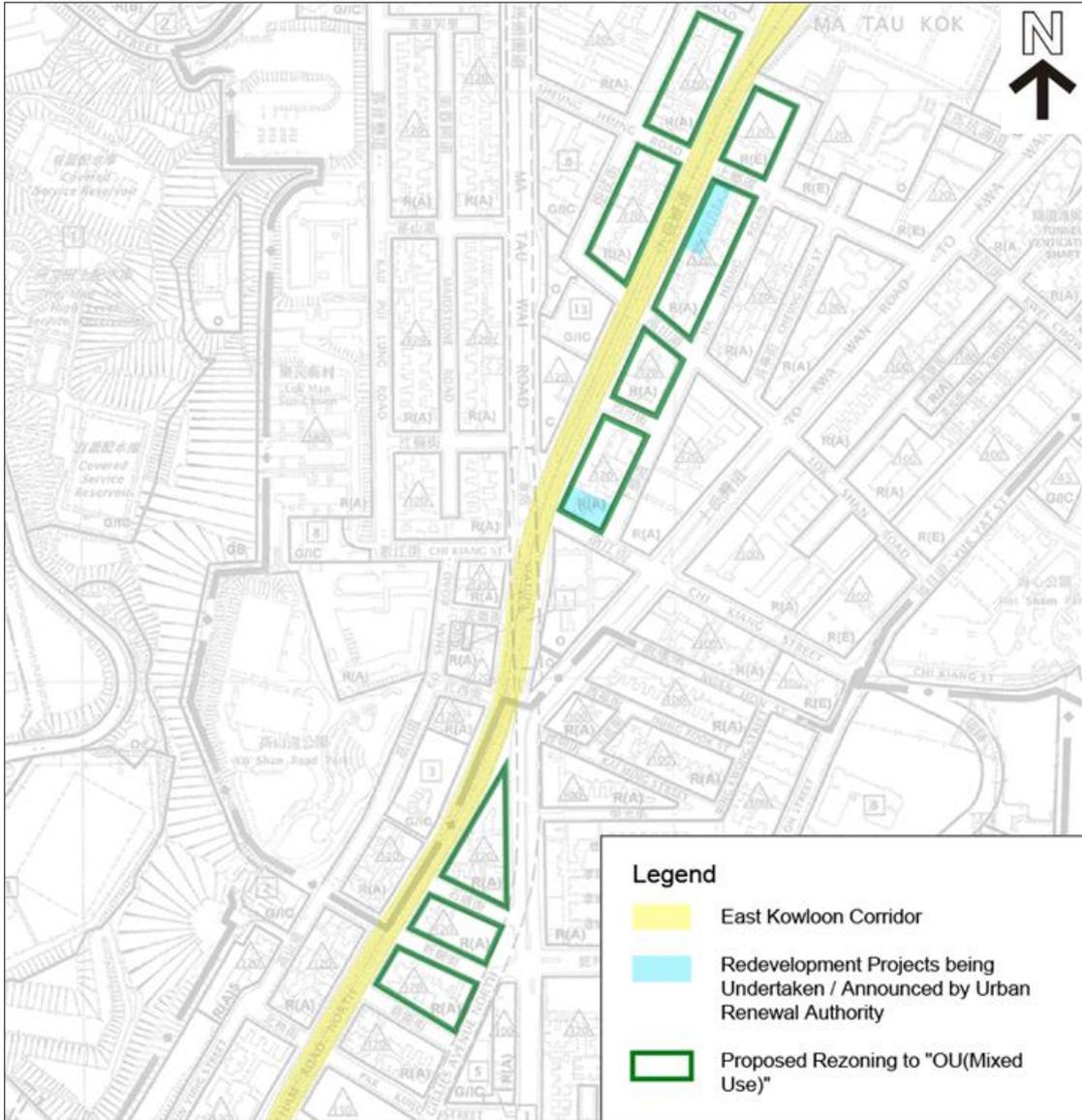
favourable consideration to the applications that would not generate adverse infrastructural and traffic impacts.



**Figure 18 : EKC is Close to Residential Dwellings (Kowloon City Road)**



**Figure 19 : EKC is Close to Residential Dwellings (Chatham Road North)**



**Figure 20 : Proposed Sites for Rezoning to "OU(Mixed Use)"**

#### 6.4.5 Wuhu Street / Winslow Street / Gillies Avenue South Area, Hung Hom

6.4.5.1 The proposed Mixed Redevelopment and Rehabilitation Area has been included in this Area. The positioning of the district and the urban renewal visions are as follows:

- Enhance local character and the living quality by capitalising on the opportunities of new railway service so as to mitigate the conflict of incompatible land uses

6.4.5.2 Winslow Street and Gillies Avenue South in the Area is clustered with a number of funeral and related businesses (**Figure 21**), creating nuisances to the nearby residents, including on-street hearse parking in the Area causing traffic problem and psychological impact on the local residents. Moreover, some undertakers in the Area allow their customers to store their ancestors' ashes in their shop, and also the on-street sacrificial rites and joss paper burning activities. During the PE, the public generally suggested to relocate the funeral and related businesses away from Hung Hom.



**Figure 21 : Existing Condition of Wuhu Street, Winslow Street, Gillies Avenue South Area, Hung Hom**

*Explore feasible measures to address the incompatibility of funeral parlours with surrounding land uses (Long-term proposal)*

6.4.5.3 It is understood that the funeral parlours have been established in Hung Hom for years. Apart from the Grand Peace Funeral Parlour currently operating under tender agreement with the Government, the other two are

privately owned and operated on private lots. Although there are a lot of public views suggesting to relocate the funeral parlours, it is difficult to identify reprovisioning site with convenient transport connection and acceptable to both the locals and the public. Besides, the two privately owned funeral parlours are situated on private lots. There is uncertainty of whether the concerned parlours are willing to be relocated, even if appropriate reprovisioning sites can be identified. As such, the relocation of funeral parlours is a complicated issue that could not be easily resolved. In the long term, after taking into account the changes brought by the new railway services, the Government could review the land use of the Area and explore possible measures to resolve the conflicts caused by incompatible land uses, so as to strike a balance between public needs for funeral related facilities and the nuisances brought to local residents. For the short and medium term, mitigation measures to minimise nuisances are proposed.

***Enhance the free furnace service to the public for burning joss paper and confine the burning activities (Short-term proposal)***

- 6.4.5.4 The current operation of Grand Peace Funeral Parlour is bounded by the terms and conditions stipulated in the tender agreement signed between the Government and the parlour operator in 2012. In particular, the conditions require the operator to provide free furnace service for public around the Ching Ming and Chung Yeung Festivals so as to address the great demand for joss paper burning on such period. In order to address the nuisances to local residents other than the Ching Ming and Chung Yeung Festivals period, it is suggested the Government to consider liaising the Grand Peace Funeral Parlour to increase the opening hours of public furnace service under the remaining period of the current operation agreement. Special opening arrangement is suggested to be introduced during peak hours for funeral procession as well as the Ching Ming and Chung Yeung Festivals in order to encourage more people to use the service and enforcement action should also be stepped up. It is also suggested that the Government, upon expiry of the current agreement (i.e. 2017), to include the condition of “provision of public furnace service in normal days” in the new agreement. Together with effective enforcement action, it is hoped that the nuisances to residents could be mitigated. The Food and Environmental Hygiene Department (FEHD) is suggested to follow-up the proposal.

***Stop issuing new Undertaker's Licence in the Area (Short-term proposal)***

- 6.4.5.5 At present, the FEHD is responsible for handling the Undertaker's Licence applications. After initial assessment on the application documents, the FEHD will seek comments on the applications from relevant departments (including Home Affairs Department, Lands Department and PlanD). The concerned District Office would undertake public consultation on the application. The FEHD will consider comments from different departments and the local residents in order to decide on the issuance of the licence, and whether special conditions would be imposed.
- 6.4.5.6 There are a large number of undertaker businesses in Hung Hom currently occupying shopfront that can provide daily necessities to local residents. Local residents and Kowloon City District Councilors are strongly opposed to the issuance of new Undertaker's Licence. Noting that PlanD does not support new licence application in the Area, it is suggested that the FEHD should consider not processing the relevant applications and decline the applications once received objections from the concerned departments (including PlanD) during consultation.

***Provision of additional light goods vehicle (including hearses) parking spaces at funeral and related businesses cluster in Hung Hom (Medium-term proposal)***

- 6.4.5.7 In order to minimise the on-street hearse parking demand near residential area and to mitigate its psychological impacts on nearby residents, it is proposed to increase parking spaces to confine hearse parking in the vicinity of funeral parlours. After consulting the funeral industry and relevant departments regarding the site requirements of hearse parking, it is suggested to provide parking spaces for hearse parking at a site to the northwest of Kowloon Public Mortuary (**Figure 22**). The site is currently zoned "G/IC" under the OZP. It was formerly a temporary open car park and is currently taken up as the SCL works area. It is anticipated that the site would be released for other uses upon completion of the SCL works in around 2018.
- 6.4.5.8 In the future the above-mentioned site could be let as a temporary open car park by the LandsD through short term tenancy, under which the operator is

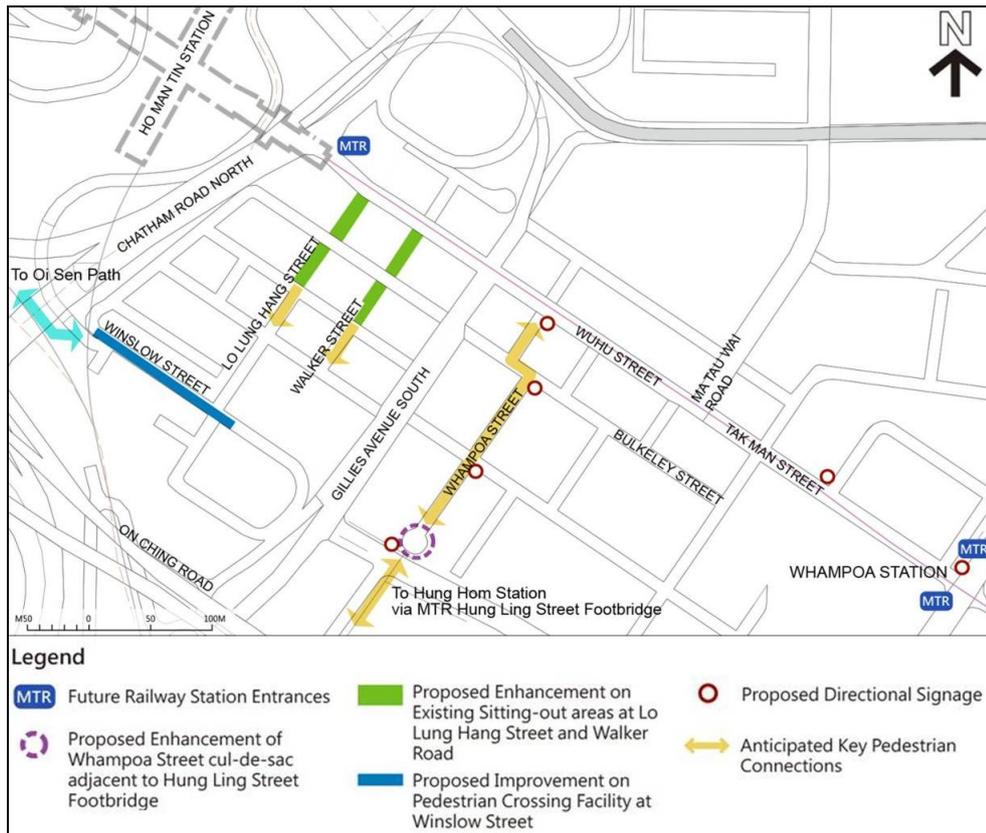
required to reserve at least 5 light goods vehicle parking spaces for hearse parking. Besides, some members of the public in the PE also suggested to consider making use of the Hung Hom Station Car Park for hearse parking. After discussion with the MTRCL (the car park owner) and its operator, it is learnt that there are only private vehicles parking spaces in the Car Park and its utilisation rate is currently very high. There are very few vacancies and the majority of the current users are opposed to allowing hearses parking there. As such, it is considered difficult to designate light goods vehicle parking spaces for hearse parking at Hung Hom Station Car Park at this stage. Instead, it is suggested to closely monitor the parking demand and to explore the feasibility of increasing light goods vehicle parking spaces in the Area.



**Figure 22 : Proposed Site for Hearse Parking to the Northwest of Kowloon Public Mortuary**

Improving the Pedestrian Environment and Connectivity

6.4.5.9 Apart from the above-mentioned short and medium-term proposals which would minimise the nuisances caused by the funeral parlours and funeral related businesses on the local residents, it is suggested to improving the environment and connectivity of pedestrian walkways with a view to improve the image of the Area by capitalising on the opportunities of new railway service. The relevant urban renewal proposals are as follows:



**Figure 23 : Measures for Improving Pedestrian Environment and Connectivity**

***Streetscape enhancement of Whampoa Street near Hung Ling Street Footbridge (Measure for implementation in the near future)***

6.4.5.10 Noting that HyD is undertaking feasibility study of installing elevator in this location, it is suggested to adopt streetscape enhancement including improvement on street paving design and tree planting at pavement so as to create a sense of arrival and highlight its function as a gateway of the Area (Figures 24 and 25).

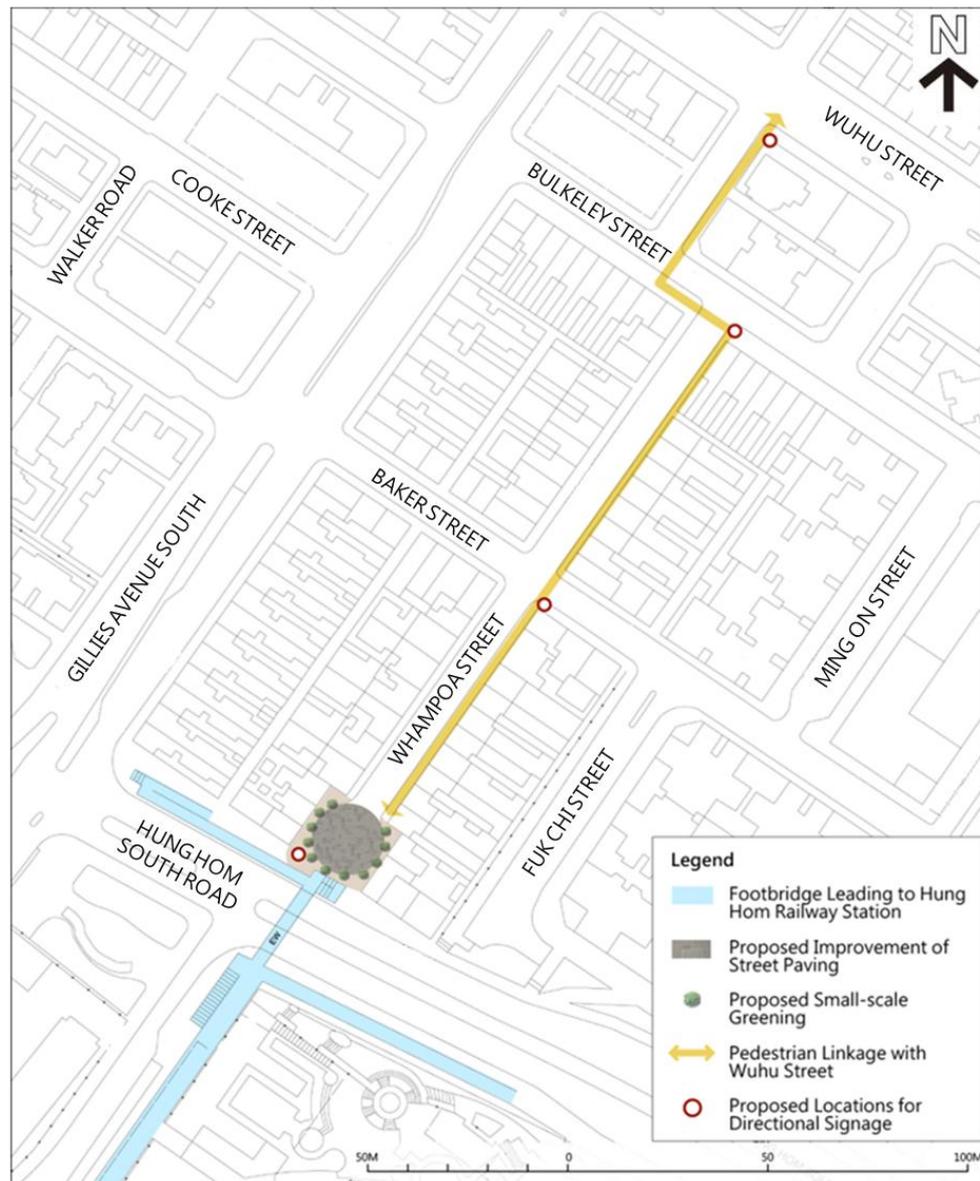


**Figure 24 : Existing Street Environment of Whampoa Street near Hung Ling Street Footbridge**



**Figure 25 : Footbridge Entrance Area at Whampoa Street After Enhancement (Photomontage)**

6.4.5.11 Besides, it is suggested to provide directional signage along Whampoa Street so as to strengthen the pedestrian orientation of the Area. By connecting Wuhu Street with the enhanced Whampoa Street, the walking environment of the major pedestrian walkways in the Area can thus be improved (Figure 26).

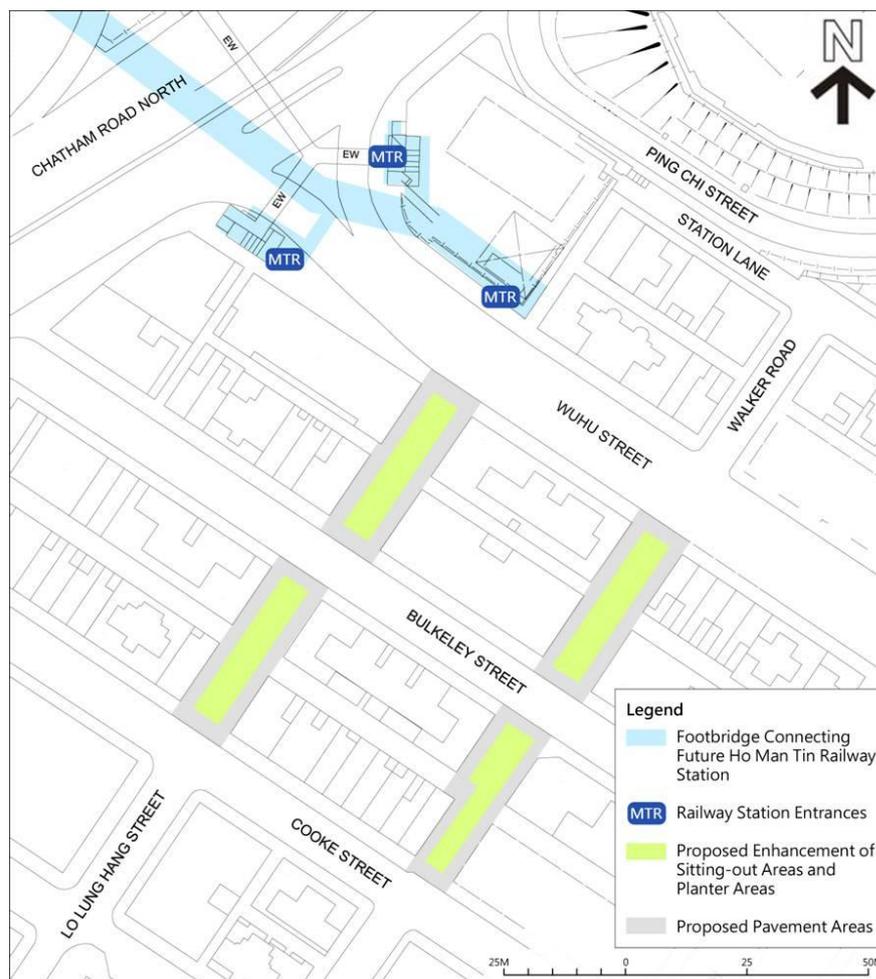


**Figure 26 : Proposed Enhancement at Whampoa Street**

6.4.5.12 It is considered more suitable for the LCSD to implement the greening works, HyD to implement the road paving works, while TD and HyD to implement the directional signage works.

***Enhancement of sitting-out areas at Lo Lung Hang Street and Walker Road (Measure for implementation in the near future)***

- 6.4.5.13 Enhancement measures include changing the existing paving and seats, converting part of the sitting-out area into lawn or providing colourful potted plants, and demarcating the sitting-out area and the pavements (**Figure 27**), such as using warm colour paving in the sitting-out areas, planting trees for shading purpose, and planting shrubs near the pavement areas to create a warm and comfortable atmosphere for public enjoyment.
- 6.4.5.14 Together with enforcement against illegal occupation, the proposal would enhance the sitting-out areas, being a facade of Wuhu Street and would contribute to improvement of local character to guide visitors from Ho Man Tin Railway Station to Hung Hom via the sitting-out areas.
- 6.4.5.15 The LCSD could take up the sitting-out area enhancement programme. The FEHD could be responsible for enforcement action against illegal deposition of miscellaneous items by nearby shops.



**Figure 27 : Proposed Enhancement of Sitting-out Areas**

***Improve pedestrian crossing facilities at Winslow Street for better pedestrian connectivity with Ho Man Tin area (Measure for implementation in the near future)***

6.4.5.16 As the local residents usually visit Ho Man Tin Area via Oi Sen Path from Winslow Street, it is thus suggested to enhance the road control marking of Winslow Street near the tunnel leading to Chatham Road North, to remind vehicles to slow down when passing by the area.

6.4.5.17 Along with the pedestrian crossing facility improvement plan at the junction of Winslow Street and Lo Lung Hang Street initiated by TD, it is also suggested to put up fences along the pavement of Winslow Street near Wing Fung Building so as to prevent jaywalking at dangerous section of the street and to channel them to cross the street at proper location. The road safety of this location can thus be improved (**Figures 28 to 30**).

6.4.5.18 The proposal involves the adjustment of road control marking at Winslow Street and installation of fences along the pavement so as to improve road safety. TD and HyD could take up the improvement works.



**Figure 28 : Existing Road Condition of Winslow Street**

**Figure 29 : Winslow Street with Fences Installed and Road Control Marking Adjusted (Photomontage)**

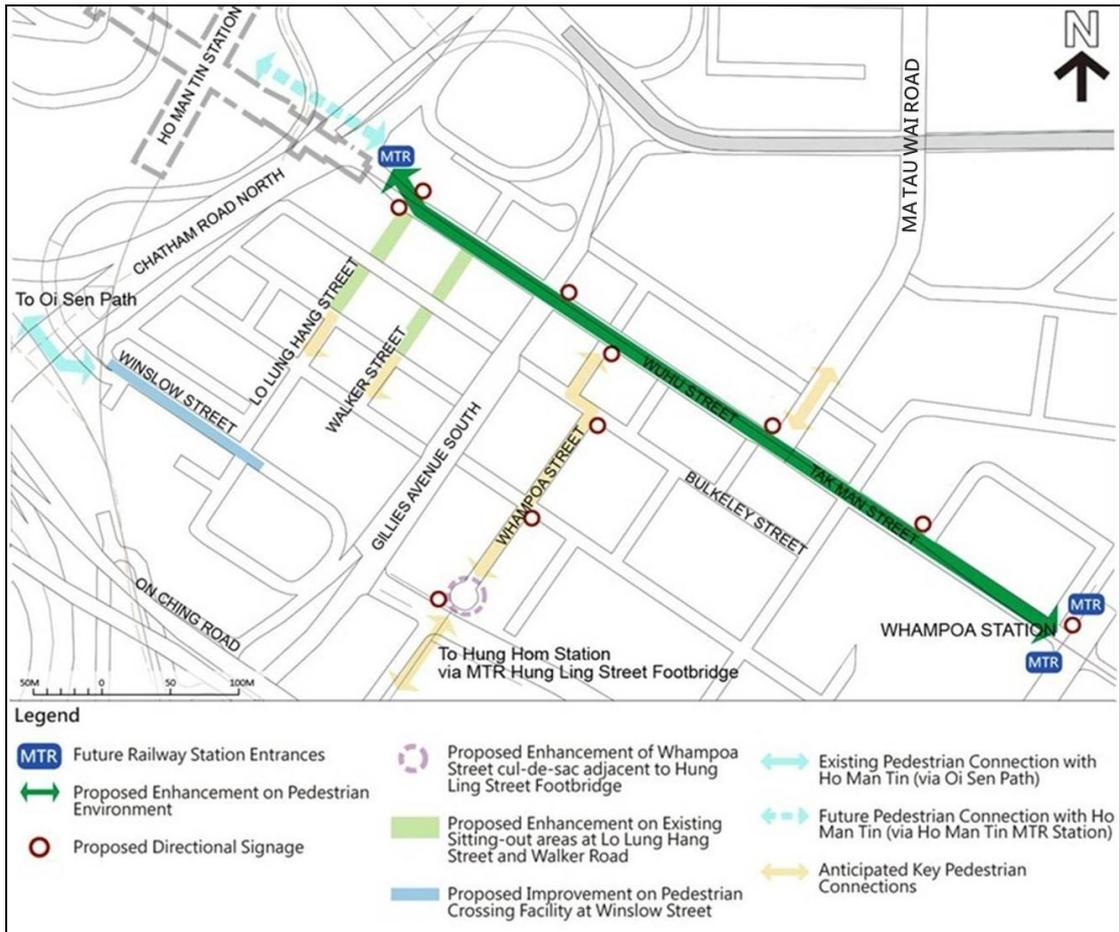


**Figure 30 : Proposed Locations for Pedestrian Crossing Facilities Improvement**

*In line with Kwun Tong Line Extension project, improve the environment and connectivity of pedestrian walkway at the part of Wuhu Street and Tak Man Street between the Ho Man Tin and Whampoa railway stations (Short-term proposal)*

6.4.5.19 Upon the completion of Kwun Tong Line Extension in 2015, there will be two railway stations, i.e. Ho Man Tin and Whampoa stations in Hung Hom. While Wuhu Street and Tak Man Street are the major streets between the two stations, they will become the key pathways for railway passengers.

6.4.5.20 This proposal suggests to enhance the pedestrian environment along Wuhu Street and Tak Man Street. By hanging potted plant along fences and introducing special paving, it aims to improve the environment of key transport nodes and enhance local character. Besides, it is suggested to set up directional signage at entrances of railway stations and along the streets in order to lead visitors to their destinations, such as Hung Hom Municipal Services Building, funeral parlours, Hung Hom railway stations and To Kwa Wan Area. This can help establishing a convenient and pleasant pedestrian network for effective diversion of pedestrian flow (**Figure 31**).



**Figure 31 : Proposed Pedestrian Network Improvement in Hung Hom**

6.4.5.21 It is considered more suitable for the LCSD to implement the greening works, HyD to implement the road paving works, and TD and HyD to implement the directional signage works.

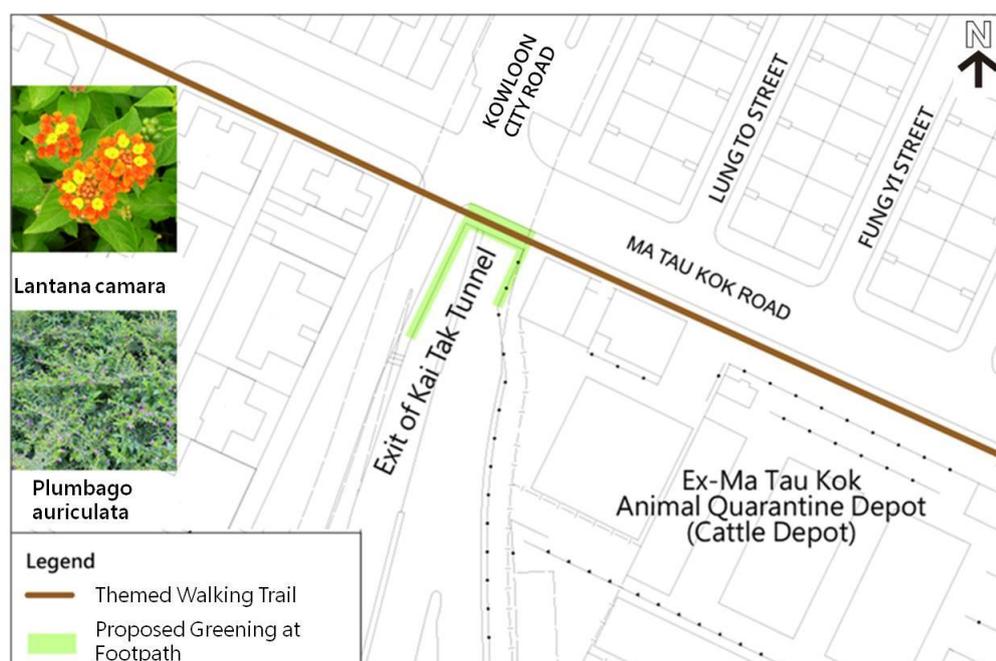
## 6.4.6 Revitalising Heritage and Designation of Themed Walking Trail

6.4.6.1 The Kowloon City District is rich in its historic and cultural resources. However, such resources are scattered in different locations, and some of them are currently not attractive to potential visitors. It is proposed to strengthen and highlight the historic and cultural characters of the district through revitalisation of heritage buildings and designation of a themed walking trail, hence creating a distinctive image for the district.

### *Greening of the footpath leading from the exit of Kai Tak Tunnel to the Cattle Depot (Measure for implementation in the near future)*

6.4.6.2 The proposal suggests to introduce greening to the footpath at the exit of Kai Tak Tunnel, which includes the footpath along Ma Tau Kok Road, Ma Tau Kok Road Public Toilet and Kowloon City Road. Taken into account the width of the existing footpath and in order not to create obstruction along the route, it is suggested to put up potted plant hanging on the existing fence (**Figures 32 and 33**) so as to enhance the streetscape and pedestrian environment leading to the Cattle Depot along the themed walking trail.

6.4.6.3 It is considered more suitable for the LCSD to be responsible for the implementation of the proposal.



**Figure 32 : Proposed Footpath Greening**



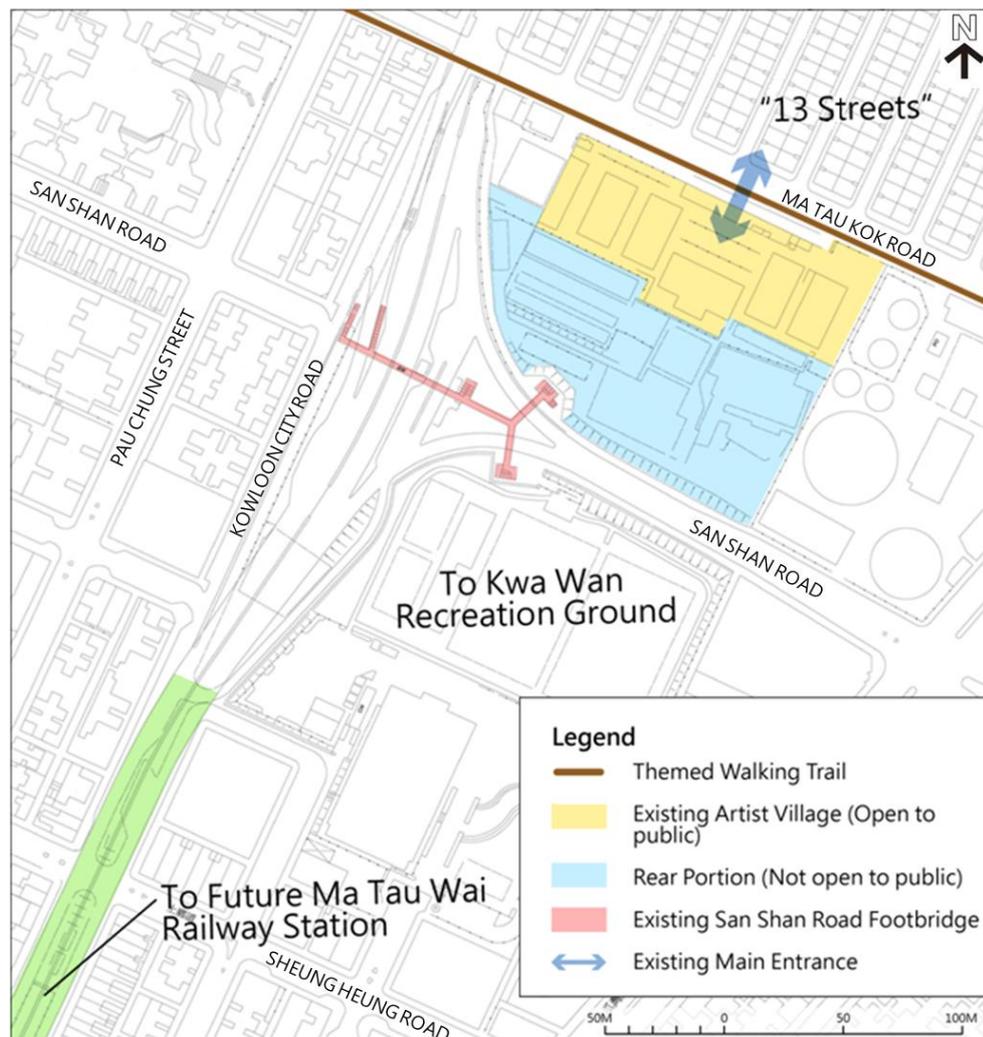
Figure 33 : Pedestrian Environment after Greening (Photomontage)

*Further revitalise the Cattle Depot for arts, cultural and community related uses, with the provision of public open space (Medium to long-term proposal)*

- 6.4.6.4 The public hoped that the Cattle Depot would be further open up and be revitalised for arts, cultural and community related uses with the provision of public open space. The public also supported the addition of new facilities, such as exhibition space, performance venues, public space and community facilities, so as to revitalise the Cattle Depot into a local focal point. In addition, the public also agreed to establish more entrances for the Cattle Depot so as to enhance its accessibility, to allow convenient access to the Cattle Depot by the nearby residents and visitors, to enjoy its future facilities and participate its arts and cultural activities.
- 6.4.6.5 While relevant government departments have been discussing the future uses and management issues of the Cattle Depot, it is suggested that public views, visions and suggested uses for revitalising the Cattle Depot should be taken as references when formulating its future uses. After confirming the development uses, the relevant statutory plan can be amended to reflect such uses.
- 6.4.6.6 Besides, there is a footbridge at the south of the Cattle Depot connecting to the To Kwa Wan Recreation Ground (**Figure 34**), but not to the Cattle Depot. Taken into account the San Shan Road footbridge improvement works and the Signature Project Scheme of the Kowloon City District Council for the provision of public open space at the back portion of the

Cattle Depot, it is suggested that flexibility be provided for future connection to the footbridge when designating the open space. The proposal has to be studied and implemented jointly by concerned departments.

6.4.6.7 Along with the SCL operation, it is suggested to set up directional signage along the footpath from Ma Tau Wai Railway Station to the Cattle Depot in order to guide visitors from the railway station to the Cattle Depot. Furthermore, the existing entrance/exit of the Cattle Depot at Ma Tau Wai Road is far away from the pedestrian crossing facilities (**Figure 35**). Therefore, it is suggested to provide pedestrian crossing facilities near the Cattle Depot entrance/exit so that the nearby residents can access the Cattle Depot via a more direct route. It is considered more suitable for TD and HyD to implement the proposals.



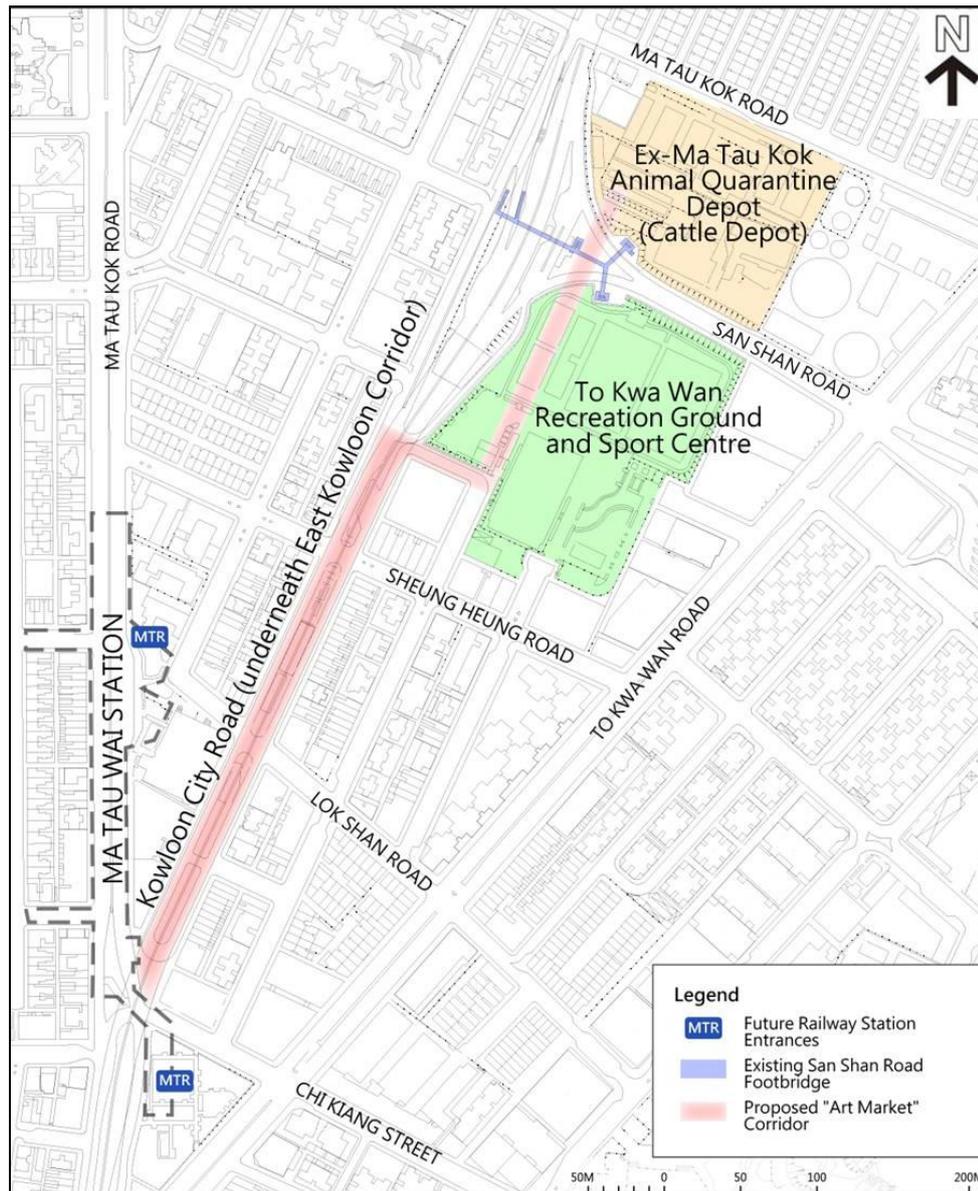
**Figure 34 : Existing Entrance/Exit of Cattle Depot and Adjacent San Shan Road Footbridge**



**Figure 35 : The Existing Entrance/Exit of Cattle Depot at Ma Tau Wai Road is Far Away from Pedestrian Crossing Facilities**

*Streetscape enhancement underneath the East Kowloon Corridor and creation of an “Art Market” themed corridor (Medium to long-term proposal)*

- 6.4.6.8 It is suggested to strengthen the function of the space underneath the EKC as connection between the future Ma Tau Wai Railway Station and To Kwa Wan Recreation Ground. It serves to guide visitors from the railway station to To Kwa Wan Recreation Ground and the Cattle Depot.
- 6.4.6.9 In order to provide a better walking experience for residents and visitors, it is suggested to further enhance the space underneath the EKC through the introduction of vertical greening and featured lighting design. Together with the enhancement of sitting-out areas and planter areas implemented in an earlier stage, an “Art Market” themed corridor can be created. The corridor can be decorated with bright colour, artistic paving and street installation design, such as street lamps, fences and poles with special design features. With these decorations, the art element of the Cattle Depot can then merge with the space, showcasing art creation with strong local character of To Kwa Wan and thus transforming the space into the “Living Room of Art” for the nearby residential communities (**Figure 36**).
- 6.4.6.10 It is considered more suitable for LCSD, HyD and TD etc. to assist in the implementation of the proposals for a themed corridor.



**Figure 36 : Proposed "Art Market" Corridor**

***Setting up a themed walking trail (Measure for implementation in the near future)***

6.4.6.11 The URP suggests to set up a themed walking trail to connect and consolidate existing and planned major historic and cultural facilities, as well as public activity space and transportation nodes (**Figure 37**). As a result of the concentration of attractions in the To Kwa Wan and Nga Tsin Wai Road Areas, the alignment of the trail was formed along these attractions. By introducing appropriate installations for pedestrians along the trail, such as signage, information panel, maps etc., the historical and background information of the attractions can be presented to visitors. Directional signage and special paving design, such as different iconic tiles

and paving colour related to the theme of the trail, can be introduced in the street corners along the trails so as to provide a strong sense of pedestrian orientation and enhance the pedestrian environment for an interesting walking experience.

- 6.4.6.12 The themed walking trail is divided into four sub-trails in accordance with the characters along it, including Waterfront Leisure Walk, Community Art Walk, Local Cultural Walk and Walled City Historical Walk. Each sub-trail is connected with the adjacent activity nodes and public transport facilities so that visitors can tour Kowloon City along the trail in a leisure and convenient manner.

#### Waterfront Leisure Walk

- 6.4.6.13 The theme of this sub-trail is To Kwa Wan waterfront. It aims to showcase the past scene of the waterfront area, such as coastline change, and to introduce the past and present social function of the waterfront to visitors, including the history of water transport development.

- 6.4.6.14 As the sub-trail is located along the waterfront area and overlaps with the waterfront promenade, it is suggested to introduce paving design related to the harbour, such as tiles with “sea wave” and “ship” patterns and in blue colour tone. Apart from this, information panels introducing the changes of coastline and water transport could be included. Directional signage could be provided to guide visitors to the inland area of To Kwa Wan Area, the future SCL Ma Tau Wai Railway Station and the nearby Kowloon City Ferry Pier Public Transport Interchange.

#### Community Art Walk

- 6.4.6.15 The Cattle Depot is the major focal point of this sub-trail. The theme of the sub-trail is historical and art element.

- 6.4.6.16 In view of the history of the Cattle Depot and its existing use, it is suggested to decorate the sub-trail with a “cattle” and “art” theme. Featured tiles, such as artistic tiles engraved with historical information and patterns, can be used in order to highlight the theme. In addition, directional signage and maps can be set up to guide visitors to the adjacent railway station entrance/exit, Kowloon City Ferry Pier and the Public Transport Interchange.

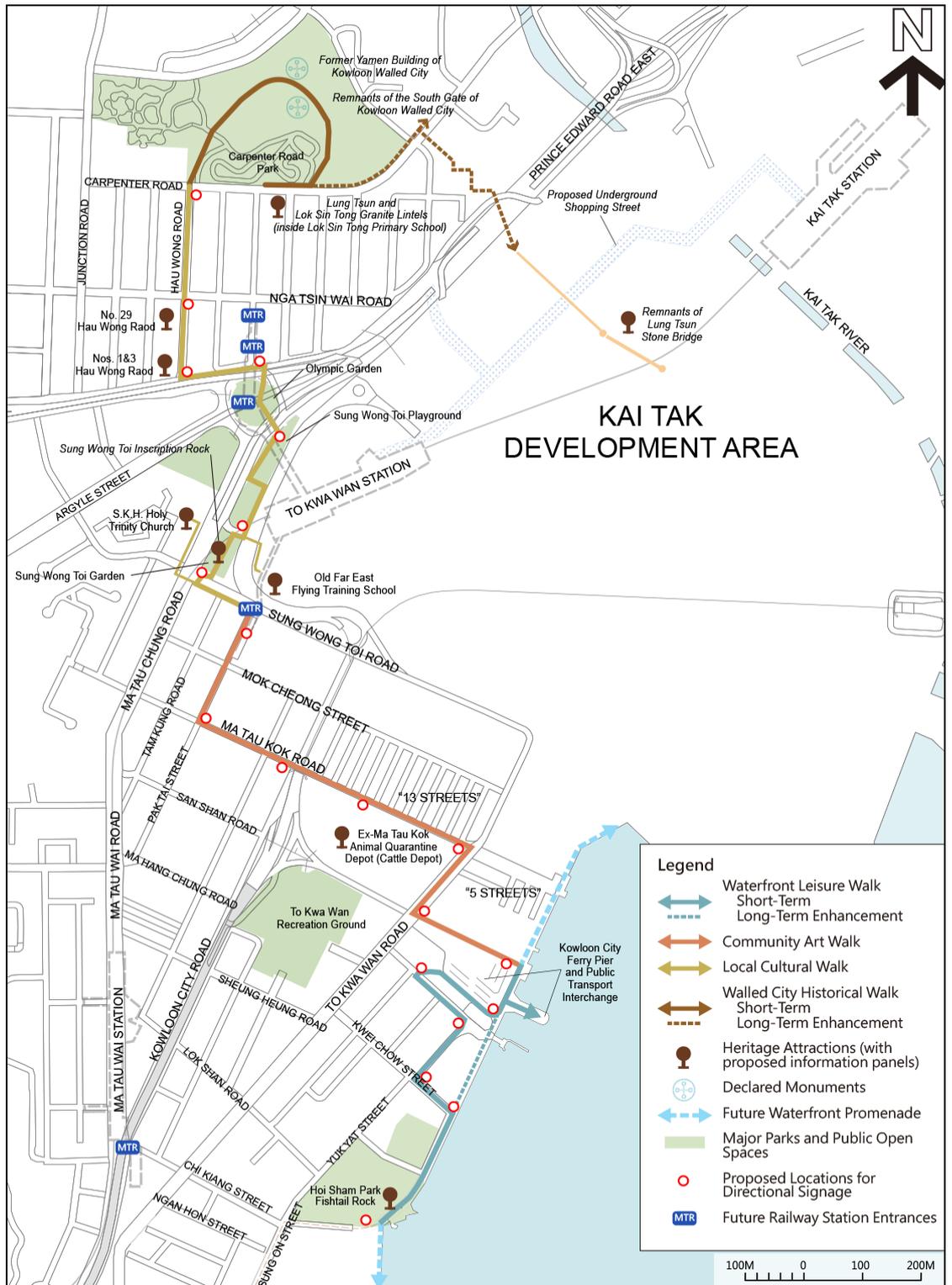


Figure 37 : The Themed Walking Trail

### Local Cultural Walk

- 6.4.6.17 This sub-trail aims to showcase the close relationship between the Kowloon City District and the local history, and to let visitors to understand the important role used to play by the district in the aviation history of Hong Kong. As the former site of the Kai Tak Airport has been transforming into KTDA, the sub-trail will introduce this important part of history with existing heritage and historic buildings.
- 6.4.6.18 In order to showcase the legend that the two emperors of Southern Song Dynasty once stayed in the District as well as the aviation history of Hong Kong, it is suggested to set up decoration related to the history of Song Dynasty and aviation in Sung Wong Toi Garden and Sung Wong Toi Playground along the sub-trail, such as sculptures of famous people in Song Dynasty, stone tablets and other park installations engraved with the above history for visitors' reminiscence. Other than that, it is also suggested to introduce exhibits showing life in Song Dynasty, for example, the models of the tools used for sea salt production. With the above installations, the past days would be vividly presented to the visitors.
- 6.4.6.19 On the other hand, as the area is related to the aviation history of Hong Kong, it is suggested to include decoration related to aviation along the sub-trail, such as sculptures of old aeroplane models and fences with aeroplane design.
- 6.4.6.20 For the section of Kowloon City old area, the pedestrian flow is high and its pavement is generally narrow. It is suggested to only introduce new paving tiles and directional signage at street corners along the trail so as to indicate the locations of nearby historic attractions and the To Kwa Wan Railway Station entrances/exits.

### Walled City Historical Walk

- 6.4.6.21 This sub-trail showcases the history of Kowloon Walled City, including the stationing of its troops and consular section in Kowloon City during the colonial times by the Qing Dynasty government. The area had subsequently turned into a "No Man's Land" after the end of Qing Dynasty, and a unique residential community emerged afterwards. Upon the implementation of the future pedestrian connection to KTDA, the sub-trail

can possibly be extended to the remnants of Lung Tsun Stone Bridge. On the other hand, it can also be extended to the nearby attractions, including Kai Tak River and Wong Tai Sin District.

6.4.6.22 At present, there are a number of supporting facilities for Kowloon Walled City Park, including historic exhibition halls, information panels, maps and directional signage. It is suggested to include more visual materials showing the unique living situation of the residents in the past and set up tourist kiosk offering information related to the trail and supporting service for guided tours. More seats and barrier-free access facilities, such as ramps, audio guiding system and tiles for the blind, should also be provided. Besides, as Kowloon Walled City Park is located to the north of Carpenter Road Park and its location is less prominent, it is suggested to introduce decoration related to the history of the Kowloon Walled City at the entrances of Carpenter Road Park at Carpenter Road so remind visitors their presence at the scene to create a sense of arrival and attract them to tour the park.

6.4.6.23 After the major attractions are linked up by the trail, it is suggested that the functions of activity nodes and their integration with the community should be enhanced. Taken into account the future development of the district, the alignment and attractions of the trail can be further adjusted so as to improve walking experience and enrich its content.

6.4.6.24 In order to show the walking trail, it is considered more suitable for HyD, Tourism Commission and Kowloon City District Office etc. to assist with the implementation of the proposals, including provision of information panels, maps, directional signage and special paving patterns. In addition, Antiquities and Monuments Office of the LCSD could be invited to provide background information of concerned historic buildings and technical advices to the implementing departments.

***Enhancement of the subways connecting Olympic Garden (Short-term proposal)***

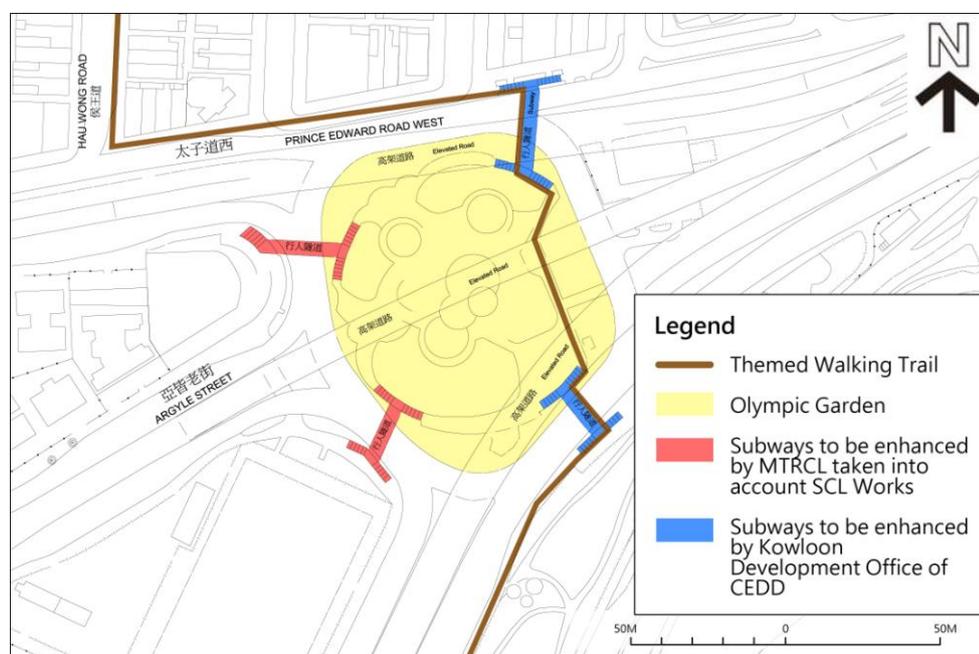
6.4.6.25 The proposal suggests to enhance the subways connecting Olympic Garden (**Figure 38**). The enhancement works include improvement on paving design, provision of more lighting and enhancement of lighting design. It is also suggested to introduce removable exhibition displays on the walls of subways to showcase the local history, including historical information and

old photos of Kowloon City and Kowloon Walled City. This can help promoting the local history and character and allowing visitors to have a better understanding and a deeper impression of the communities. It is also suggested to install removable panels displaying regular community updates so that visitors can obtain the latest community situation and enjoy the novelty displays of the subways.

6.4.6.26 As the MTRCL has temporarily taken up the Olympic Garden as the works area of the SCL and has planned to beautify the Garden and convert the two subways at the western end into part of the station exits upon completion, the MTRCL is suggested to undertake the enhancement works of the concerned subways.

6.4.6.27 For the remaining two subways at the eastern end of the Garden, it is suggested that KDevO of the CEDD could be responsible for the enhancement proposals so as to in line with the progress of the SCL works, Kai Tak development programme and HyD’s plan to include barrier-free access facilities in the subways.

6.4.6.28 Interested Government departments or organisations could consider setting up removable panels for display purpose.



**Figure 38 : The Four Subways Connecting Olympic Garden**

*Extension of the themed walking trail to the Lung Tsun Stone Bridge relic or walking trails in other districts (Medium to long-term proposal)*

- 6.4.6.29 Along with the gradual connectivity enhancement of the different pedestrian walkways in the district, it is suggested to enhance the alignment of the trail continuously. For instance, the trail could be extended to the Lung Tsun Stone Bridge relic and KTDA after the opening of the planned subway connecting Nga Tsin Wai Road Area and Kai Tak. It is also recommended that the trail could also be extended to the revitalised Kai Tak River and other walking trails in Wong Tai Sin District. In addition, along with the proposal to link up the waterfront under the URP, the Waterfront Leisure Walk could be enhanced progressively so that visitors could travel to Kai Tai Development Area and Hung Hom Area via the waterfront promenade in the future (**Figure 39**).
- 6.4.6.30 Relevant departments could explore the possibility of extending the trail in future along with the future development of the district.



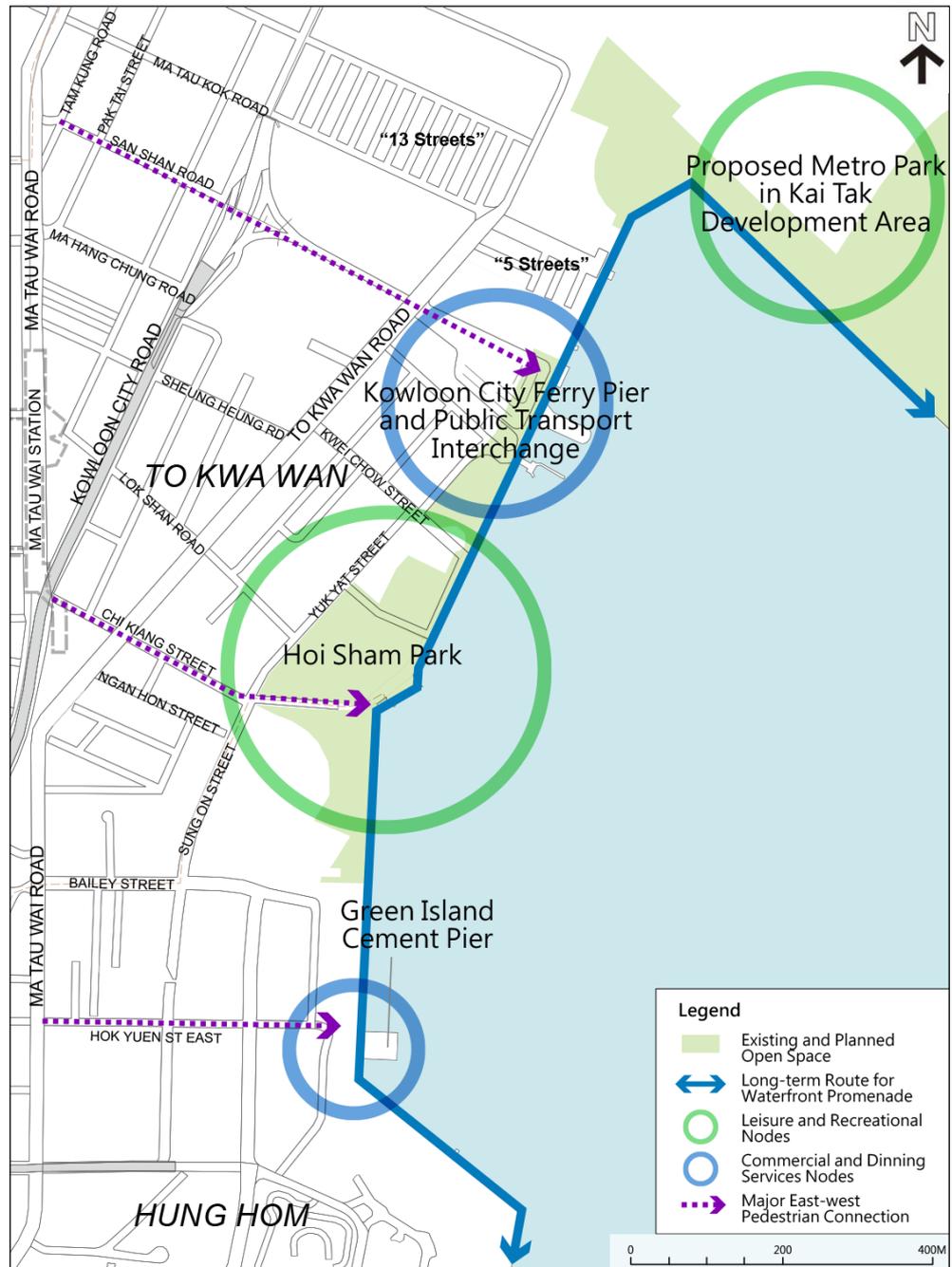
**Legend**

- |  |   |                                       |  |
|--|---|---------------------------------------|--|
|  | Waterfront Leisure Walk                                   |                                       | Extension of Trail to the Remnants of Lung Tsun Stone Bridge or Walking Trails in Other Districts  |
|  | Community Art Walk  |                                       | Enhancement of Linkage with Kai Tak Development Area   |
|  | Local Cultural Walk                                       | <u>Revitalising the Cattle Depot:</u> |  |
|  | Walled City Historical Walk                               |                                       | Taking into account the future development of Cattle Depot, further revitalise the Cattle Depot for arts, cultural and community related uses, with the provision of public open space and additional entrances to enhance the accessibility |
|  | Heritage Attractions (with proposed information panels)   |                                       | Streetscape enhancement underneath EKC and creation of an "Art Market" themed corridor to attract visitors from the future Ma Tau Kok Railway Station to Cattle Depot  |
|  | Declared Monuments  |                                       |  |
|  | Future Waterfront Promenade                               |                                       |  |
|  | Major Pedestrian Connections with Future Railway Stations |                                       |  |
|  | Major Parks and Public Open Spaces                        |                                       |  |
|  | Future Railway Station Entrances                          |                                       |  |

**Figure 39 : Themed Walking Trail – Medium to Long-term Proposals**

## 6.4.7 Enhancing Waterfront and District Connectivity

6.4.7.1 The Kowloon City District has a beautiful coastline, but the waterfront areas are currently segmented and blocked by different existing uses. To link up the waterfront areas currently blocked and to create an accessible and continuous waterfront promenade connecting different districts, the government is exploring the feasibility of removing some of the facilities causing blockage, or opening the waterfront portion of the facilities. For example, the Energizing Kowloon East Office of Development Bureau is coordinating the feasibility study of the relocation of the To Kwa Wan Vehicle Examination Centre, while the Drainage Services Department is exploring the feasibility of opening up the waterfront emergency vehicle access of the To Kwa Wan Preliminary Treatment Works on a part time basis. Taking into account the government's plan and effort in linking up the waterfront, the URP further suggests waterfront enhancement proposals with a view to connect the segmented waterfront areas and enhancing the promenade environment. Interim alternative routes have also been proposed to link up waterfront areas to where connection could not be effected in the short term with a view to enhance the connectivity between waterfront and surrounding areas, especially the east-west pedestrian connectivity along key distributors.



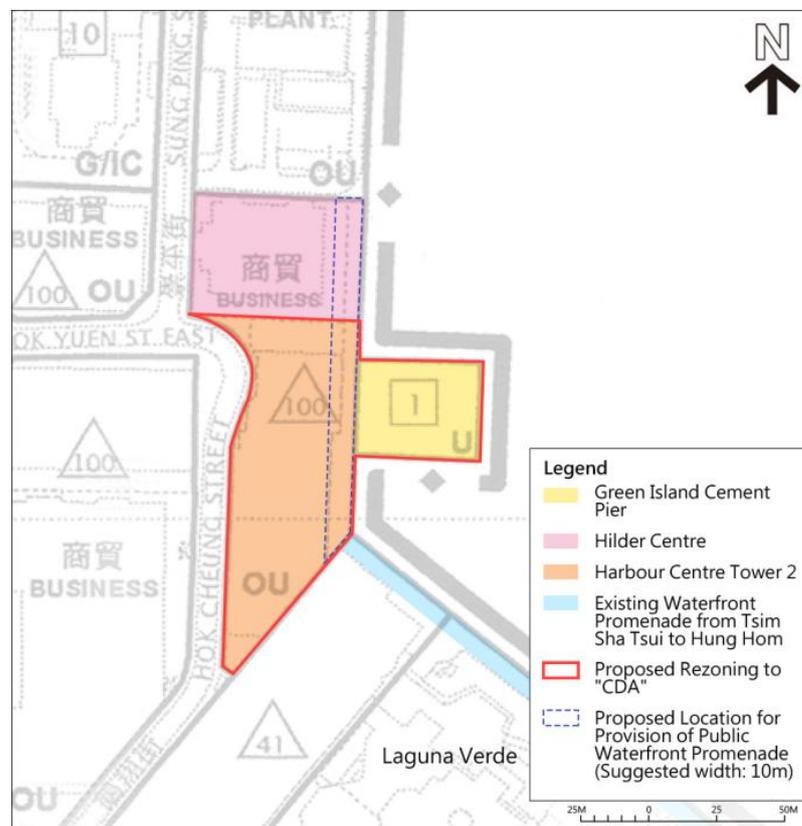
**Figure 40 : Waterfront Enhancement Proposals**

***Rezoning of Green Island Cement Pier and Harbour Centre Tower 2 sites to “CDA”, with provision of promenade linking up sites along the waterfront upon redevelopment (Short-term proposal)***

6.4.7.2 It is suggested to rezone the Green Island Cement Pier and Harbour Centre Tower 2 sites to “CDA” for business and waterfront uses on redevelopment. In particular, it is suggests that the pier portion could develop non-domestic uses including ‘Shop and Services’ and ‘Eating Place’ uses. In addition, it

is suggested to stipulate special requirement under the OZP, requiring the provision of public waterfront promenade upon redevelopment to connect to the existing waterfront promenade in Hung Hom (**Figure 41**). As the planning intention of the sites and the adjacent area is for business related uses and there may be odour nuisances generated by the adjacent To Kwa Wan Preliminary Treatment Works, it is suggested the proposed “CDA” zone should not be considered for domestic use.

- 6.4.7.3 The building height restriction for the existing pier portion should be imposed. It is suggested a maximum building height of 15mPD or 1 to 2 storeys should be considered with a view to maintaining a compatible building height profile along the waterfront area and minimising any visual impact generated. For Harbour Centre Tower 2 site, it is suggested that its building height restriction should remain unchanged.
- 6.4.7.4 For Hilder Centre, it is suggested to impose requirement for provision of waterfront promenade under the OZP so as to facilitate development of promenade connecting to adjacent waterfront area upon redevelopment.
- 6.4.7.5 It is suggested that PlanD could prepare the relevant amendment proposals to the OZP for consideration by the TPB.

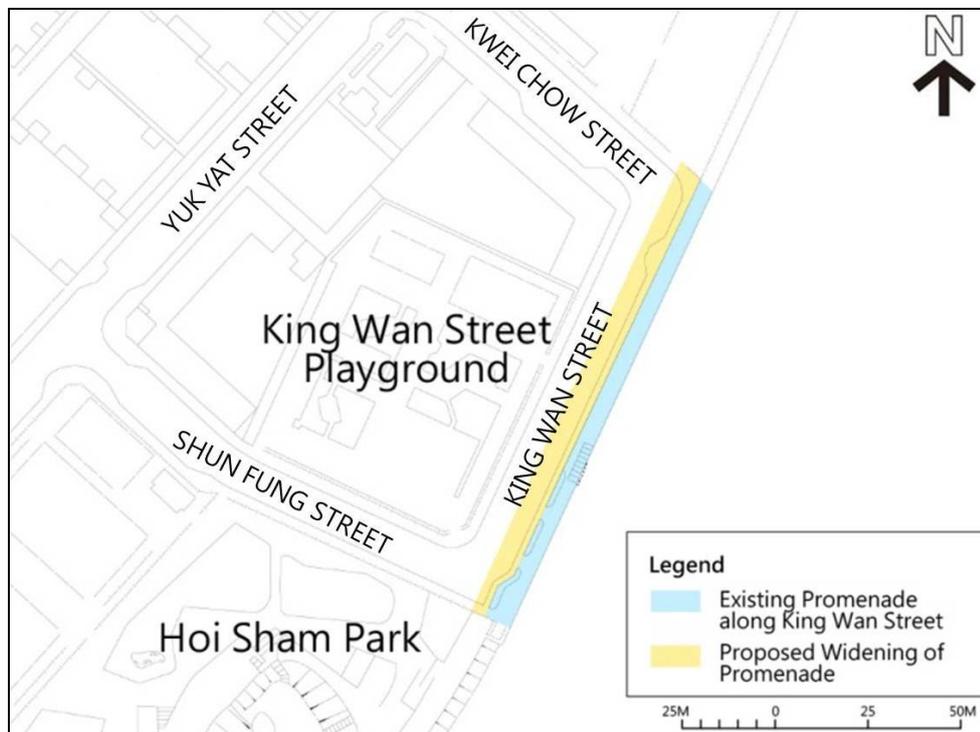


**Figure 41 : Proposed Location for Rezoning to "CDA"**

***Widening the existing promenade along King Wan Street  
(Short-term proposal)***

6.4.7.6 The proposal suggests to widen the existing waterfront promenade along King Wan Street in order to release more space for promenade and open space use (**Figure 42**). Together with the adjacent Hoi Sham Park and King Wan Street Playground, sizable activity space and facilities could be provided for residents, such as space for weekend flea market. With the implementation of the themed walking trail, small scale exhibition facilities could be provided to show changes of coastline and water transport of the district to visitors.

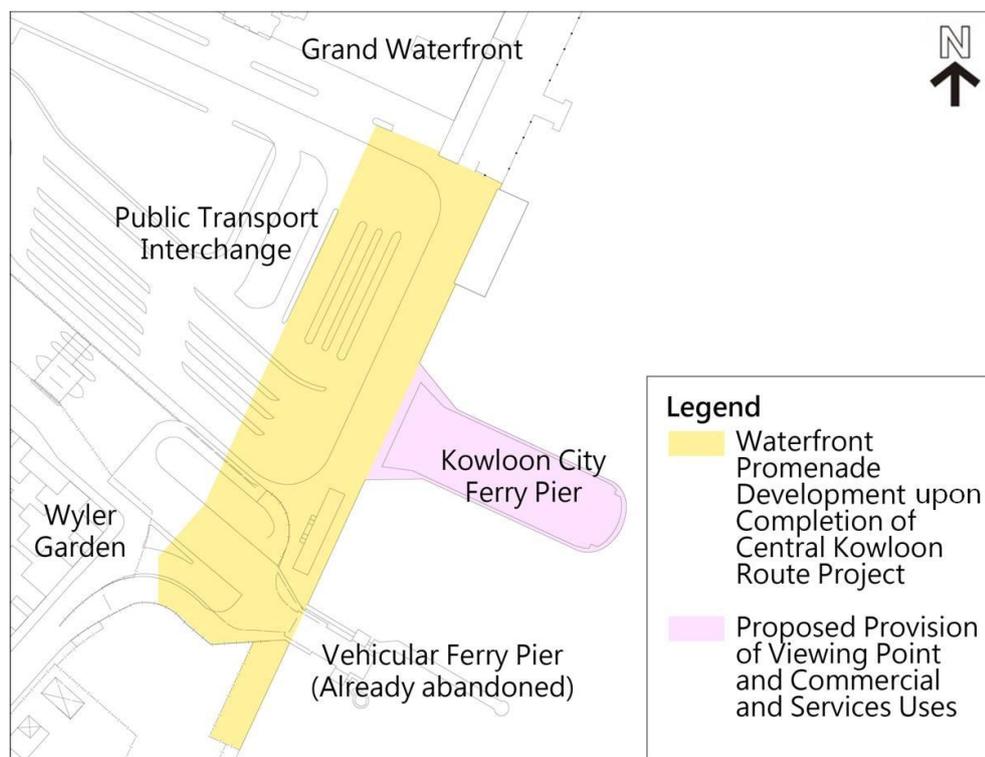
6.4.7.7 The LCSD could implement the proposal.



**Figure 42 : Proposed Location for Waterfront Promenade Widening**

***Revitalise Kowloon City Ferry Pier in line with the Central Kowloon Route Project (Medium to long-term proposal)***

- 6.4.7.8 According to the construction plan of the Central Kowloon Route (CKR) Project, the Public Transport Interchange (PTI) beside the Kowloon City Ferry Pier will be used as works area and will be restored with provision of waterfront promenade upon the completion of the project (**Figure 43**). Besides, a study on the revitalisation of the Vehicular Ferry Pier is now being undertaken by the relevant policy bureau and department. Taken into account the above projects, it is suggested to revitalise Kowloon City Ferry Pier including using part of the pier as viewing points and introducing commercial and services uses permitted under the OZP, such as kiosks and restaurants, so as to transform the area into a major commercial and dining services node of the waterfront area.
- 6.4.7.9 Relevant bureau or department could coordinate the implementation of the proposal.



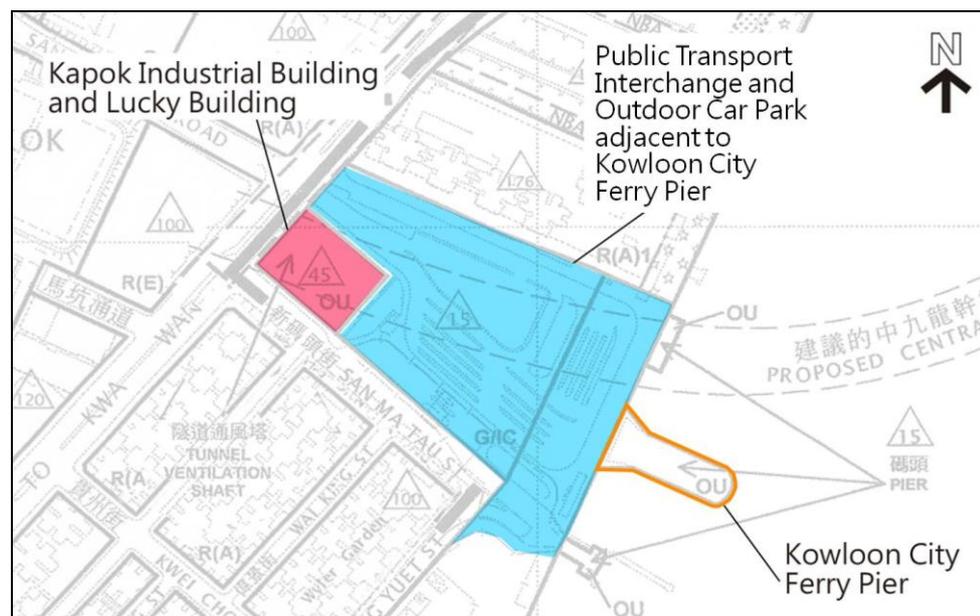
**Figure 43 : Waterfront Promenade Enhancement and Kowloon City Ferry Pier Revitalisation**

*The industrial buildings and the adjoining Kowloon City Ferry Pier Public Transport Interchange have potential for comprehensive planning for the provision of parking spaces for private cars and coaches to meet local needs (Medium to long-term proposal)*

6.4.7.10 Capitalising on the opportunities of CKR Project, it is suggested to improve the existing transport facilities of the Kowloon City Ferry Pier PTI (**Figure 44**), and provide additional uses and facilities, such as open space etc. to tie in with local needs and waterfront development. In addition, the two industrial buildings (namely, Kapok Industrial Building and Lucky Building) adjacent to the PTI are no longer required for vent shaft use under the CKR Project. Thus, other uses can be considered with the objective to optimise the land resource.

6.4.7.11 In view of this, it is suggested that a comprehensive review on the future uses of the PTI and the two industrial buildings sites could be made, so as to optimise the advantages and potential of the waterfront site. Taken into account the waterfront enhancement proposals to be implemented under the CKR Project, it is suggested to comprehensively plan the area for mixed residential and commercial development.

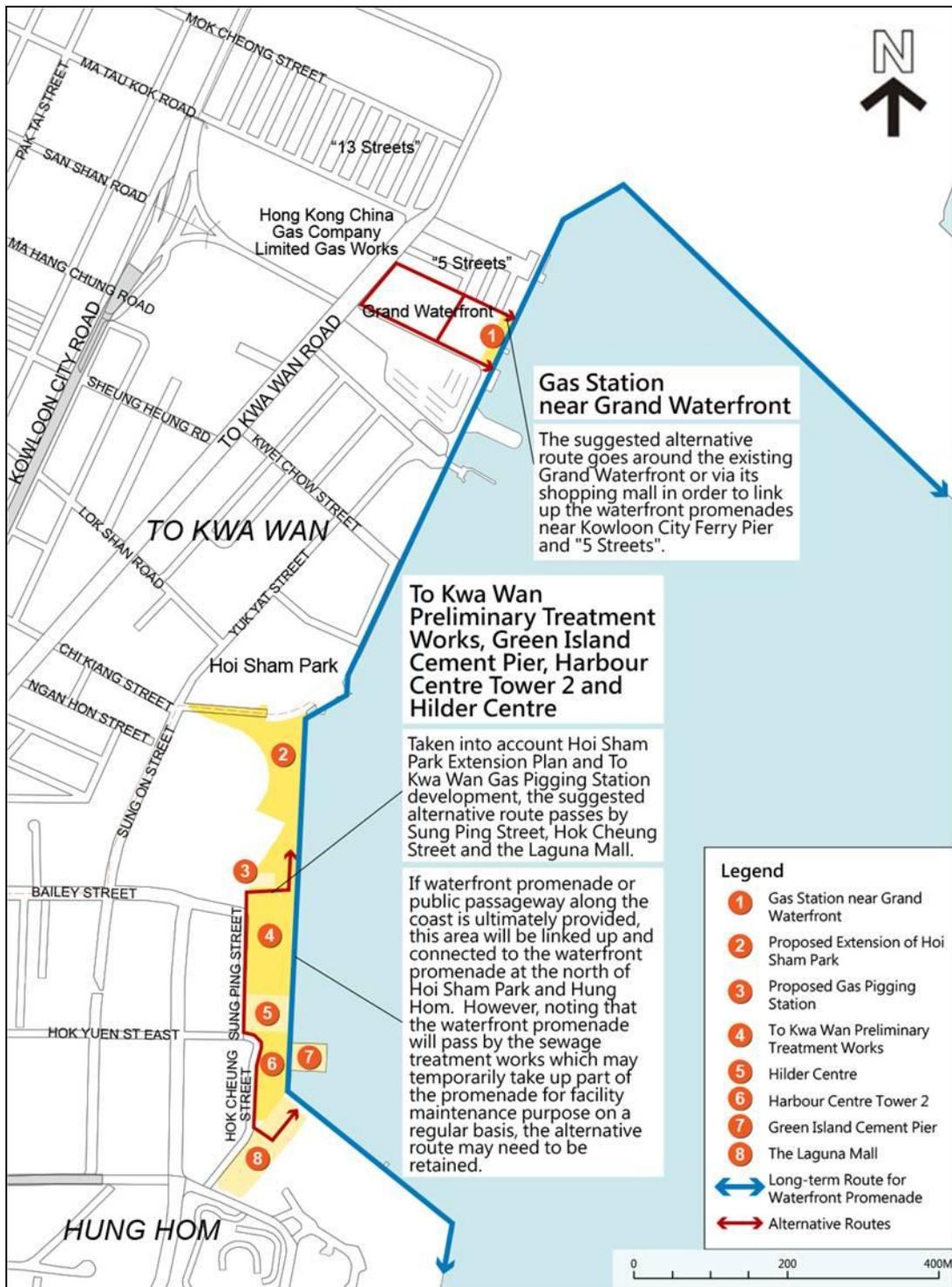
6.4.7.12 PlanD could study the future development of the site and liaise with relevant departments, such as HyD and TD, to plan for the future land use and development requirements. As for the change of land use planning, PlanD could prepare the relevant proposed OZP amendments for consideration by the TPB.



**Figure 44 : Locations of Public Transport Interchange and Industrial Buildings**

*To link up the disconnected waterfront area by alternative routes (Medium to long-term proposal)*

6.4.7.13 Since it is anticipated that connection of some waterfront areas may not be effected in the short term, it is suggested to consider interim alternative routes to link up the disconnected areas. Please refer to **Figure 45** for details.



**Figure 45 : Suggested Alternative Routes Linking up the Blocked Waterfront Area**

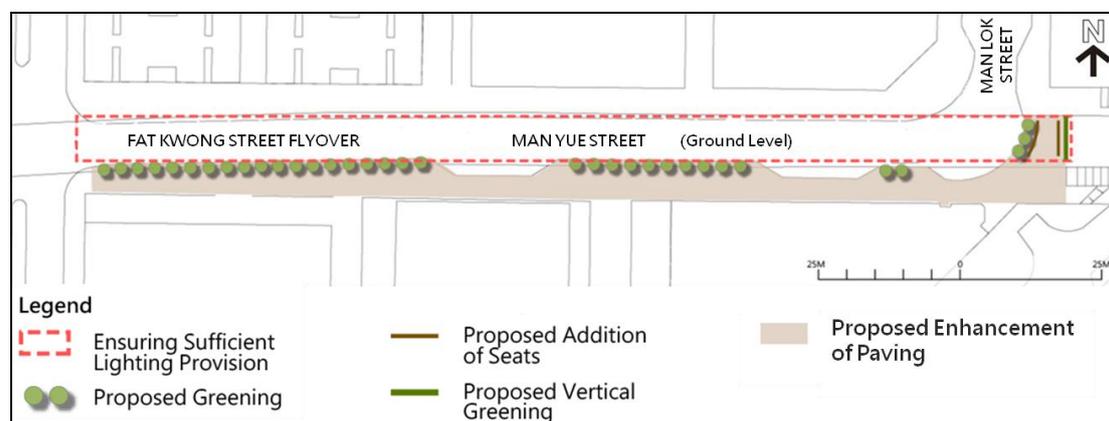
## District Connectivity Enhancement

6.4.7.14 Along with the waterfront enhancement proposals, various street environment enhancement proposals were suggested to strengthen the connectivity between the waterfront and its hinterland by enhancing the east-west pedestrian connection. These proposals that can be implemented in the near future include:

### ***Streetscape enhancement underneath Man Yue Street Flyover (Measure for implementation in the near future)***

6.4.7.15 The proposal to enhance the streetscape underneath Man Yue Street Flyover includes ensuring sufficient lighting provision to create a brighter environment, planting trees and enhancing paving so as to improve the pedestrian environment and walking experience. In addition, there is a sitting-out area for leisure use at the junction of Man Yue Street and Man Lok Street. It is suggested to provide more seats for visitors' and residents' use, and introduce vertical greening to the bridge column (**Figure 46**). It is suggested HyD to ensure sufficient lighting provision underneath the flyover and the LCS D be responsible for the implementation of the proposals on greening and provision of additional seats.

6.4.7.16 On the other hand, the roads are always occupied by tourist coaches, and traffic congestion and illegal parking are commonly found in the area. It is suggested to strengthen the enforcement action against illegal parking so as to improve the traffic condition of the relevant road sections. As for the suggestion on creating a through vehicular passage to connect Sung On Street and Man Lok Street to improve accessibility, it is suggested TD to consider taking measures to closely monitor the traffic conditions of the area and make appropriate traffic enhancement arrangements.

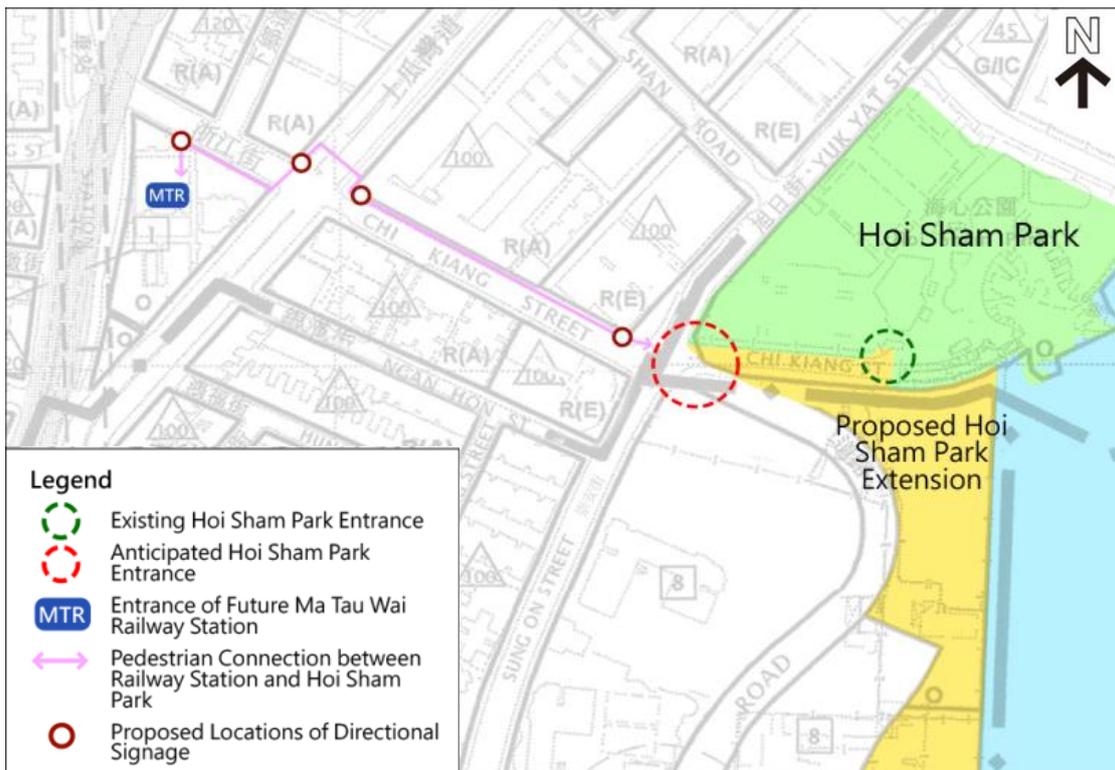


**Figure 46 : Proposed Enhancement Location underneath the Flyover**

*In line with the Hoi Sham Park Extension programme, enhance the streetscape of Chi Kiang Street from the future Ma Tau Wai Station to Hoi Sham Park (Short-term proposal)*

6.4.7.17 With regard to the Hoi Sham Park Extension programme, it is suggested to enhance the streetscape of Chi Kiang Street from the future Ma Tau Wai Railway Station to Hoi Sham Park (**Figure 47**), which would help to guide visitors to the park and the waterfront area from the railway station and to improve its “Gateway” function to the park and waterfront area as well as to highlight the character of the park. Enhancement measures include adopting paving tiles with style similar to those of Hoi Sham Park and the waterfront promenade and installing directional signage along the way.

6.4.7.18 It is considered more suitable for HyD to implement street paving work outside Hoi Sham Park and LCSD for paving the tiles inside the park, while TD and HyD could implement the proposal of erecting directional signage.



**Figure 47 : Proposed Streetscape Enhancement Locations**

### ***Greening of key distributors in the district (Short-term proposal)***

- 6.4.7.19 It is suggested to introduce greening at key distributors in the district to be in line with the Greening Master Plan for the Kowloon City District, so as to improve street environment and to create a distinctive pedestrian and vehicular network. The key distributors identified include To Kwa Wan Road, Ma Tau Wai Road, Ma Tau Chung Road, Sung Wong Toi Road, Chatham Road North and Gillies Avenue South (**Figure 48**).
- 6.4.7.20 Based on the actual condition of the distributors, different types of greening can be considered. If the pavement is wide enough (3.5m above), it is suggested to provide tree pits and potted plant. For pavement that is less than 3.5m wide, potted plant that can be hung at fences or lamp poles can be considered so that the proposed greening would not obstruct the pavement. Besides, tiles paved along the pavements can also be used so as to highlight the above mentioned key distributors.
- 6.4.7.21 The relevant implementation departments should make reference to the Greening Master Plan for the Kowloon City District in implementing the greening proposal. It is considered more suitable for HyD to implement the proposal on paving the tiles of the pavements.

### ***Further enhancing the pavement environment of adjoining streets after greening of key distributors (short to medium-term proposal)***

- 6.4.7.22 A clear pavement network is in place after greening the key distributors in the district. Enhancement of the pavement environment of adjoining streets including Pak Tai Street, Ma Tau Kok Road, San Shan Road, Pau Chung Street, Sheung Heung Road, Kwei Chow Street, Lok Shan Road, Yuk Yat Street, Sung On Street, Bailey Street etc. (**Figure 48**) is suggested. The enhancement measures include small scale greening works such as small potted plants hung on the fences and directional signage at the corner of the streets so as to improve connectivity between the future railway station and the waterfront promenade.
- 6.4.7.23 The relevant implementation departments should make reference to the Greening Master Plan for the Kowloon City District in implementing the greening proposal. It is considered more suitable for TD and HyD to implement the proposal on erecting directional signage.

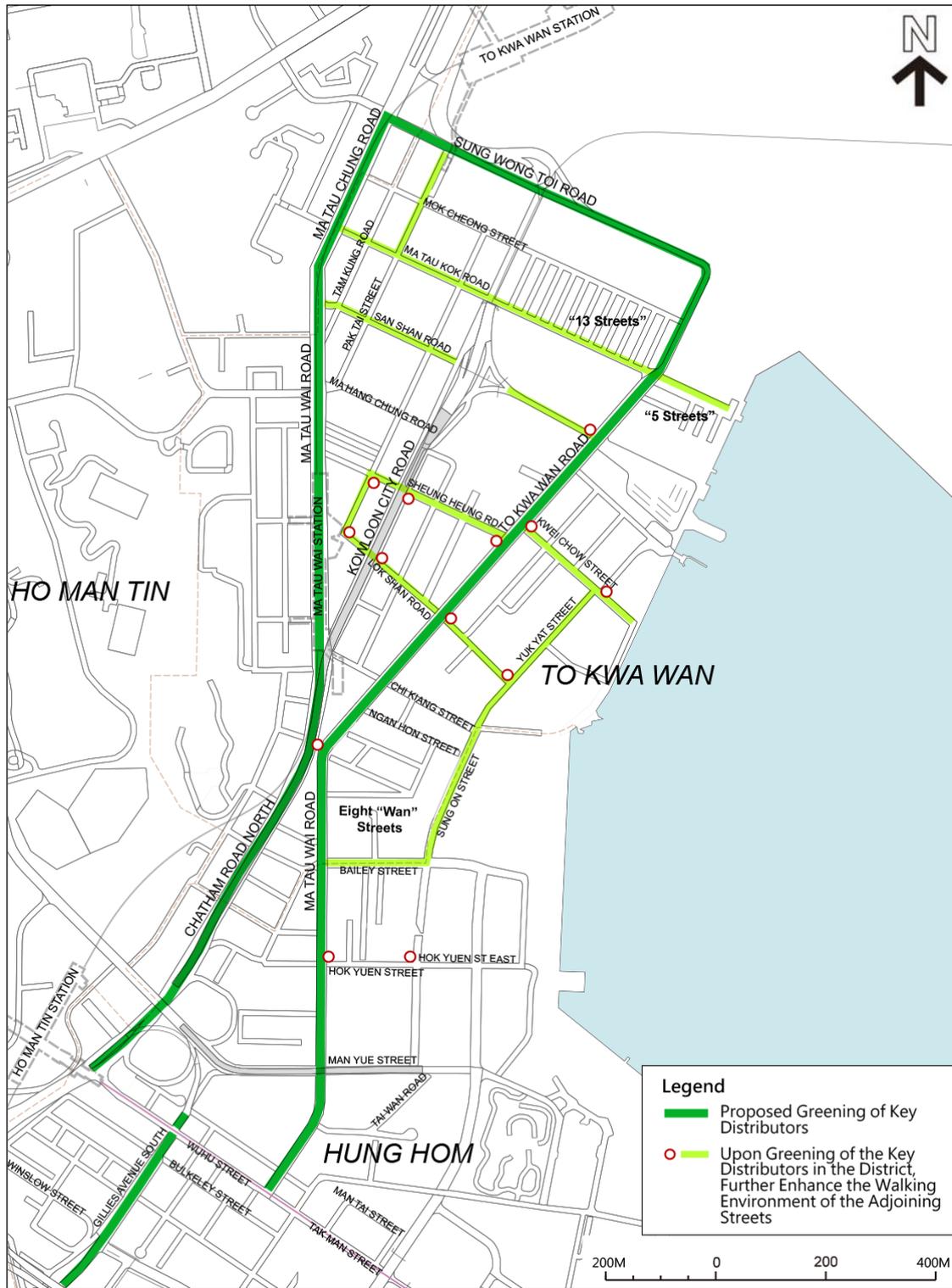


Figure 48 : Proposed Greening Locations and adjoining Streets

## 6.4.8 Optimising Land Resources for Urban Renewal

6.4.8.1 Well-established neighborhoods had been developed in the Kowloon City District which is home of people of different social strata for years. Strong community networks had been formed through years. The URP aims to optimise the land resources within the district so as to increase the supply of different housing types. Hence, more rehousing options for residents affected by redevelopment could be provided and thus reducing the social impacts caused by redevelopment. The long-term proposals are as follows:

### ***Increase supply of housing units for “Flat-for-Flat” arrangement in the district (Long-term proposal)***

6.4.8.2 In accordance with the “Urban Renewal Strategy” promulgated in 2011, the URA has introduced “Flat-for-Flat” arrangement for their redevelopment projects in recent years so as to provide, apart from monetary compensation, another rehousing option to affected owner-occupiers. The URA is suggested to carry on and enhance their “Flat-for-Flat” arrangement, and reserve more housing units in their redevelopment projects in the Kowloon City District, so as to provide option for owner-occupiers affected by the URA’s redevelopment projects to move back. Upon the gradual completion of such units in the future, there would be more units available for rehousing under the “flat for flat” arrangement to suit the needs of affected residents.

6.4.8.3 In addition, as the ratio of elderly population in the district is higher than that of other districts, it is suggested that the URA and other organisations, should consider providing elderly units to suit their daily needs in their redevelopment or new development projects in the district. Elderly communal facilities should also be provided to assist potential elderly residents to adapt to the new living environment.

### ***Increase supply of public housing for rehousing residents affected by redevelopment (Long-term proposal)***

6.4.8.4 Noting that the district has a relatively low ratio of public housing and there is certain demand for subsidised housing in the district, it is suggested to increase the public housing supply in the district. Other than the public housing development in KTDA, there are currently some relatively old and

low density public housing estates in the district, such as Chun Seen Mei Chuen and Lok Man Sun Chuen. It is suggested to explore the feasibility of their redevelopment, and optimise the development potential of the concerned sites to increase supply of rental or subsidised public housing. Besides, public facilities could also be provided in the redeveloped estates to satisfy local needs.

- 6.4.8.5 The Hong Kong Housing Society and the Hong Kong Housing Authority could explore the feasibility of redeveloping their old and low density public housing estates in the district. As land resources in the urban area are scarce and competition between different land uses are keen, identifying suitable sites for new public housing development for rehousing the affected residents is a challenging exercise.

***Exploration of the feasibility of relocating the Ma Tau Kok Gas Works (Long-term proposal)***

- 6.4.8.6 The Ma Tau Kok Gas Works (Gas Works) (**Figure 49**), which is adjacent to “5 Streets” and “13 Streets”, is still in operation. Findings of PE revealed that the public requested the relocation of the Gas Works. Although there is no concrete plan for redevelopment, the site has already been zoned “Residential (Group A)” with a planning intention for residential use upon redevelopment. As the relocation of the Gas Works has to be initiated by Hong Kong and China Gas Company and it involves the issue of district-wide energy supply, it is anticipated that residential development on that site may require a long time to realise.
- 6.4.8.7 PlanD may consult the Hong Kong and China Gas Company on the feasibility of relocating the existing facilities and undertake the necessary planning action to facilitate the relocation as far as practicable.



**Figure 49 : Ma Tau Kok Gas Works adjacent to "5 Streets" and "13 Streets"**

6.4.8.8 In view of the different implementation timeframe, the gist of urban renewal proposals mentioned in Sections 6.4.2.1 - 6.4.8.7 are listed out in **Appendix II**.

## **7. Social Impact Mitigation Measures**

7.1 After conducting two stages of SIA, it was found during the urban renewal process that the stakeholders affected generally include the property owners and tenants. In these two categories, the elderly, new arrivals, ethnic minority and rooftop dwellers are the vulnerable groups that require more assistance. Based on their potential difficulties encountered during the urban renewal process, their expectation of the mitigation measures as well as the services gaps, the following mitigation measures were proposed:

### **Information Kit on Urban Renewal**

7.2 Currently, information related to urban renewal is disseminated through different channels. However, the general public finds it difficult to obtain comprehensive information on related supporting schemes and services, especially the information regarding private-led redevelopment. To facilitate the provision of relevant information to the public to help them handle problems related to redevelopment and rehabilitation and seek supporting services, the Development Bureau, with the assistance of the relevant Government departments and organisations, is suggested to consolidate all related information and compile an “Information Kit on Urban Renewal” for distribution at the District Offices of Home Affairs Department, Urban Renewal Resource Centre / Neighborhood Centres of the URA and other relevant non-government organizations. After further consultation with relevant Government departments already servicing the ethnic minorities, such as the Social Welfare Department, Labour Department, Housing Department and Home Affairs Department, some materials of the information kit could be translated into ethnic minority languages where appropriate.

### **One-stop Information and Services Centre**

7.3 To facilitate the future urban renewal in the Kowloon City District, the Consultants have proposed to set up a trustworthy, professional and comprehensive “one-stop centre”. This centre will provide the residents with enquiry or other services on redevelopment and rehabilitation to ease their worries and reduce the social impact on them during the urban renewal process. The services include two categories, namely information and referral services:

**a. Information Services**

The “one-stop centre” can help disseminate information of redevelopment projects through different channels, such as telephone hotline, internet or services booths at the centre to answer enquiries related to urban renewal; to distribute urban renewal related materials, including the “Information Kit on Urban Renewal” mentioned above; to conduct publicity and educational activities, such as community lectures, themed workshops, group meetings, sharing, etc., which can be conducted through outreach services with local organizations; and to provide venue for urban renewal related activities, such as meetings.

**b. Referral Services**

As supporting services of urban renewal are provided by different Government departments and organizations, the “one-stop centre” can refer the stakeholders to relevant Government departments or organizations for follow-ups relating to redevelopment or rehabilitation in accordance with their needs. The “one-stop centre” is suggested to establish a communication network in the district and foster collaborative partnership.

7.4 The URA is a statutory body with creditability and professional knowledge to promote urban renewal. It has proactively and extensively cooperated with different non-government organizations such as District Councils, local organizations and professional groups in recent years, to promote community participation and collaboration projects, and build a comprehensive community network. Furthermore, the URA will expand its assistance schemes on building rehabilitation to all over Hong Kong in 2015, and has accumulated experience in establishing and operating the Urban Renewal Resource Centre (URRC). All these make a “one-stop centre” affiliating with the URA a practical and efficient way to avoid the overlap of services. Thus, the URA is suggested to set up and operate a “one-stop centre” in Kowloon City District, in order to provide efficient support to residents who encounter problems in urban renewal.

7.5 The “one-stop centre” operated by the URA, can disseminate general information related to redevelopment, such as the Information Kit on Urban Renewal consolidated by the Development Bureau. With a good liaison network between the centre and other relevant departments and service

agencies, it could assist affected residents in resolving their problems or seeking appropriate supports. The operation mode of the “one-stop centre”, including the details of its services, could be further worked out in the future.

## **Promote and Enhance the Existing Supporting Services and Measures**

### *Promote the Existing Supporting Services and Measures*

- 7.6 While conducting the SIA, it is found that some stakeholders in the affected areas had limited knowledge of the supporting services and measures provided during the urban renewal process. In order to effectively mitigate the social impact of urban renewal on the stakeholders, it is proposed the Government and the URA to further promoting the existing services and measures, based on the stakeholders’ needs.
- 7.7 As for tenants’ problems in facing urban renewal, especially among the ethnic minority groups and new arrivals, the Home Affairs Department is suggested to enhance its outreach services targeting ethnic minorities and new arrivals taking into account the need of the Kowloon City District - such as “Ambassador Scheme<sup>2</sup>”, the ambassadors can introduce the “one-stop centre” and other social welfare services, while they are visiting the inactive or hidden tenants.
- 7.8 The low-income tenants affected by redevelopment would face difficulties in finding new rental accommodations. The long-term solution is to provide more public rental housing. During the transitional period, it is recommended that the tenants affected by the URA-led projects should seek help from the Urban Renewal Social Service Team, to seek appropriate accommodation in private flats; and other affected tenants could seek help from relevant departments such as Social Welfare Department or other

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<sup>2</sup> Ambassador Scheme: Two non-government organizations (International Social Service Hong Kong Branch and New Home Association) have been commissioned by the Government to provide outreach services to ethnic minorities and new arrivals from mainland China. Ambassadors with similar background and experience are assigned to their target clients through home visits and street interviews to the ethnic minorities and new arrivals, organize exhibitions and lectures, and introduce the services provided by the Government. Referral services to relevant Government department for follow-ups are provided, when necessary. For details, please visit [http://www.had.gov.hk/tc/public\\_services/services\\_for\\_new\\_arrivals\\_from\\_the\\_mainland/ambassador.htm](http://www.had.gov.hk/tc/public_services/services_for_new_arrivals_from_the_mainland/ambassador.htm)

social welfare organizations. Moreover, the Light Home Programme<sup>3</sup> under the social enterprise Light be (Social Realty) Co. Ltd. allows property-owners to lease their flats through the social enterprise to vulnerable groups who face pressing housing problems.

*Enhance the Existing Supporting Services and Measures*

- 7.9 In addition, the Government and URA have carried out several pilot supporting programmes related to urban renewal, such as the Flat-for-Flat, Demand-led Redevelopment Project and Facilitating Services launched by URA; the Pilot Scheme on Outreach Support Service for Elderly Owners; and the Land (Compulsory Sale for Redevelopment) Ordinance Pilot Mediation Scheme launched by the Development Bureau. They have been proven to be effective at the pilot stage. It is recommended to review these schemes when necessary, and enhance the relevant programmes basing on the result of the review in order to reduce the social impact of urban renewal on stakeholders more effectively.

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<sup>3</sup> Light Home Programme is operated by social enterprise Light be (Social Realty) Co. Ltd.. Its mission is to help property-owners to make flexible use of their properties, to lease them to vulnerable groups with urgent housing needs.

## **8. Conclusion**

- 8.1 The URP formulated by KC DURF has reflected and consolidated the comments from the residents of the Kowloon City District and the public in the two stages of PE. KC DURF suggested the Government to consider and take appropriate follow up actions on the URP, including the conduct of further studies or concrete planning works.

# Appendices



**Composition and Terms of Reference of Kowloon City  
District Urban Renewal Forum**

**List of Members**

Chairman:

- Dr Greg Wong Chak-yan

Non-official members:

- Mr James Mathew Fong
- Ms May Fung Mei-wah
- Mr Ho Hin Ming
- Rev Hor Yiu-man
- Ms Christine Kwok Mun-yee
- Mr Daniel Lau King-shing
- Mr Timothy Ma Kam-wah
- Dr Lawrence Poon Wing-cheung
- Ms Peggy Poon Wing-yin
- Ms Siu Yuen-sheung
- Dr Tang Bo-sin
- Mr Wen Choy-bon
- Ms Connie Wong Wai-ching
- Mr Wong Kam-sing (1.6.2011 – 30.6.2012)

Official members:

- Executive Director (Planning and Project Control), Urban Renewal Authority or representative
- District Officer (Kowloon City), Home Affairs Department or representative
- District Planning Officer / Kowloon, Planning Department or representative
- Chief Traffic Engineer / Kowloon, Transport Department or representative
- Principal Assistant Secretary (Planning and Lands) 4, Development Bureau or representative

Secretariat services provided by Planning Department

## **Terms of Reference**

- To advise the Government through the Secretary for Development on urban renewal plans within the Kowloon City area from a holistic and integrated perspective, having regard to the Urban Renewal Strategy promulgated in 2011, including advice on redevelopment and rehabilitation areas in tandem with the Urban Renewal Authority's core business, plus preservation and revitalisation initiatives contributing to a quality city environment;
- To conduct and oversee, with funding support from the Urban Renewal Trust Fund, broad-based public engagement exercises, planning studies, social impact assessments and other related studies, in the process;
- To monitor progress of implementation of the identified redevelopment, rehabilitation, preservation and revitalisation projects to be taken forward; and
- To assume a public education role through an outreach programme to all the relevant stakeholders with a view to fostering district partnership in urban renewal work.

**Summary of Kowloon City Urban Renewal Proposals**

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
<b>Shaping Areas’ Identity</b>	<b>“5 Streets” and “13 Streets” Area (To Kwa Wan)</b>		
	Short-term	Subdivide the “Comprehensive Development Area” (“CDA”) sites at “5 Streets” and “13 Streets”	<ul style="list-style-type: none"> <li>• Planning Department (PlanD) to study the proposal and prepare the relevant amendment proposals to the outline zoning plan for consideration by the Town Planning Board (TPB)</li> </ul>
	Medium to Long-term	Explore the feasibility of the development of a vehicle repair centre to accommodate the affected vehicle repair workshops upon redevelopment in the area	<ul style="list-style-type: none"> <li>• The feasibility of the proposal should be further explored</li> </ul>
	<b>Nga Tsin Wai Road Area (Lung Tong)</b>		
	Short-term	Explore the feasibility of flexibly adjusting or exempting car parking requirements for redevelopment sites, having regard to the size and condition of sites, to allow room for preserving the vibrant street life and shop-lined street character of the area	<ul style="list-style-type: none"> <li>• Transport Department (TD) to consider the proposal</li> <li>• PlanD to reflect the planning intention of preserving the vibrant street life and ambience of the area and propose measures to achieve the intention when opportunity for amendment of the outline zoning plan arises</li> </ul>
		Streetscape enhancement at Nam Kok Road	<ul style="list-style-type: none"> <li>• Highways Department (HyD) to consider taking up the paving works</li> <li>• Leisure and Cultural Services Department (LCSD) to consider taking up the greening works</li> </ul>
	Short to Medium-term	Strengthen the connection with the Kai Tak Development Area (KTDA) by enhancing pedestrian subways in the area; and propose an area to the east of Kai Tak Road for comprehensive residential/commercial uses. The proposed area will connect with the underground shopping streets in KTDA	<ul style="list-style-type: none"> <li>• PlanD to study the rezoning proposal and prepare the relevant amendment proposal to the outline zoning plan for consideration by the TPB</li> <li>• Kowloon Development Office of Civil Engineering and Development Department (CEDD) and HyD to enhance the pedestrian subways connecting the eastern end of Olympic Garden and the three existing and proposed pedestrian subways connecting KTDA</li> <li>• Government departments or organisations to consider using the subway walls for display purpose</li> </ul>

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
	Medium-term	Explore the feasibility of widening the pavement or designating part-time pedestrianisation area at streets with distinctive character and high pedestrian flow, including Nam Kok Road, Hau Wong Road and Nga Tsin Long Road	<ul style="list-style-type: none"> <li>• TD to explore the feasibility of widening pavement or designating part-time pedestrianisation area upon the opening of Shatin to Central Link</li> </ul>
		Explore the need of the provision of public car park in the area so as to increase the supply of parking spaces	<ul style="list-style-type: none"> <li>• THB and TD to monitor the supply of parking spaces in the area and explore possible ways to increase parking spaces, including considering the feasibility of providing public car park by private developers</li> </ul>
	Medium to Long-term	With suitable interim reprovisioning sites identified, to redevelop the Hau Wong Road “G/IC” site, including the Kowloon City Municipal Services Building and the adjoining Lee Kee Memorial Dispensary and Lions Clubs Health Centre	<ul style="list-style-type: none"> <li>• The implementation of the proposal requires the co-ordination of various government departments, such as Food and Environmental Hygiene Department (FEHD), LCSD, Department of Health and Hospital Authority</li> </ul>
<b>To Kwa Wan Central</b>			
	Implementable in the near future	Improve streetscape underneath East Kowloon Corridor (EKC) by providing seating and greenery to both the sitting-out area near Lok Shan Road and the planter area near Sze Chuen Street, and ensuring sufficient lighting provision under the flyover	<ul style="list-style-type: none"> <li>• HyD to ensure sufficient lighting provision underneath the EKC</li> <li>• LCSD to take up the proposal of enhancing sitting-out area and planter area</li> </ul>
	Short-term	Rezone land along EKC to “Other Specified Uses” annotated “Mixed Use”	<ul style="list-style-type: none"> <li>• PlanD to prepare the relevant amendment proposal to the outline zoning plan for consideration by the TPB</li> <li>• In processing planning applications for non-residential uses within the area prior to rezoning, the TPB could give favourable consideration to the applications that would not generate adverse infrastructural and traffic impacts</li> </ul>
<b>Wuhu Street/ Winslow Street/ Gillies Avenue South Area (Hung Hom)</b>			
<i>1. Mitigating Impacts Generated by Funeral and Related Businesses to Local Residents</i>			
	Short-term	Enhance free furnace service to the public for burning joss paper and confine the burning activities	<ul style="list-style-type: none"> <li>• FEHD to liaise with the operator of the Grand Peace Funeral Parlour to extend the opening hours of their free furnace service to the public, and to step up enforcement action against nuisance caused by joss paper burning. For the new</li> </ul>

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
			tender, FEHD to consider including in the tender agreement additional terms and conditions requiring the future operator to provide free furnace service to the public on days other than the two ancestor-worship festivals
		Stop issuing new Undertaker's Licence in the area	<ul style="list-style-type: none"> <li>FEHD to consider not issuing any new Undertaker's Licence once objections are received from the concerned departments during consultation of subject application</li> </ul>
	Medium-term	Provision of additional light goods vehicle (including hearses) parking spaces in areas of Hung Hom where funeral and related businesses cluster	<ul style="list-style-type: none"> <li>LandsD to let out the land northwest of Kowloon Public Mortuary when it is vacated by the current allocatee of the existing temporary government land allocation for temporary public car park purpose with the provision of light good vehicle parking spaces</li> <li>TD to monitor the supply of vehicle parking spaces in the area to cater for the need for hearse parking</li> </ul>
	Long-term	Explore the feasibility of measures to resolve the incompatibility of funeral parlours with surrounding land uses	<ul style="list-style-type: none"> <li>PlanD and relevant departments to follow up on exploring the feasibility of measures to resolve the incompatibility problem in the long term</li> </ul>
<i>2. Improving the Environment and Connectivity of Pedestrian Walkway</i>			
Implementable in the near future		Streetscape enhancement of Whampoa Street near Hung Ling Street Footbridge	<ul style="list-style-type: none"> <li>LCSD to consider implementing the greening works, HyD to consider implementing the road paving works, and TD and HyD to consider implementing the directional signage works</li> </ul>
		Enhancement of sitting-out areas at Lo Lung Hang Street and Walker Road	<ul style="list-style-type: none"> <li>LCSD to take up the sitting-out area enhancement works</li> <li>FEHD to take enforcement action against illegal shop extension by nearby shops</li> </ul>
		Improve pedestrian crossing facilities at Winslow Street for better pedestrian connectivity with Ho Man Tin area	<ul style="list-style-type: none"> <li>TD and HyD to take up the improvement works</li> </ul>
Short-term		Riding on the Kwun Tong Line Extension project, improve the environment and connectivity of pedestrian walkway at the part of Wuhu Street and Tak Man Street between the Ho Man Tin and Whampoa railway stations	<ul style="list-style-type: none"> <li>LCSD to consider implementing the greening works, HyD to consider implementing the road paving works, and TD and HyD to consider implementing the directional signage works</li> </ul>

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
<b>Revitalising Heritage and Designation of Themed Walking Trail</b>	<i>1. Revitalising the Cattle Depot</i>		
	Implementable in the near future	Greening of the footpath leading from the exit of Kai Tak Tunnel to Cattle Depot	<ul style="list-style-type: none"> <li>• LCSD to consider implementation of the proposal</li> </ul>
	Medium to Long-term	Taking into account the future development of Cattle Depot, further revitalise the Cattle Depot for arts, cultural and community related uses, with the provision of public open space and additional entrances to enhance the accessibility	<ul style="list-style-type: none"> <li>• The relevant bureaux/departments responsible for the future revitalisation or management of the Cattle Depot should take into account the public views and aspiration (i.e. to use the site as art, cultural and community related uses with the provision of public open space) when deciding on the future use of the site. The proposal to extend San Shan Road Footbridge to Cattle Depot has to be studied and implemented jointly by concerned departments</li> <li>• TD and HyD to consider implementing the proposal of adding directional signs and pedestrian crossing facilities</li> </ul>
		Streetscape enhancement underneath EKC and creation of an “Art Market” themed corridor to attract visitors from the future Ma Tau Kok Railway Station to Cattle Depot	<ul style="list-style-type: none"> <li>• LCSD, HyD and TD etc. to assist in the implementation of the proposals</li> </ul>
	<i>2. Themed Walking Trail</i>		
	Implementable in the near future	Setting up a themed walking trail	<ul style="list-style-type: none"> <li>• HyD, Tourism Commission and Kowloon City District Office etc. to assist in the implementation of the themed walking trail</li> <li>• Antiquities and Monuments Office of LCSD to provide background information of concerned historic buildings and technical advices to the implementing departments</li> </ul>
	<i>3. Enhancing Connectivity of the Themed Walking Trail</i>		
	Short-term	Enhancement of the subways connecting Olympic Garden	<ul style="list-style-type: none"> <li>• Kowloon Development Office of CEDD and HyD to implement the proposal</li> <li>• Government departments or organisations to consider using the subway walls for display purpose</li> </ul>
	Medium-term to Long-term	Extension of the themed walking trail to the Lung Tsun Stone Bridge relic or walking trails in other districts	<ul style="list-style-type: none"> <li>• Appropriate departments to explore the possibility of extending the walking trail in future taking into account the future development of the district</li> </ul>

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
<b>Enhancing Waterfront and District Connectivity</b>	<i>1. Waterfront Enhancement</i>		
	Short-term	Rezoning of Green Island Cement Pier and Harbour Centre Tower 2 sites to “CDA”, with designated promenade linking up sites along the waterfront upon redevelopment	<ul style="list-style-type: none"> <li>PlanD to prepare the relevant amendment proposal to the outline zoning plan for consideration by the TPB</li> </ul>
		Widening the existing promenade along King Wan Street	<ul style="list-style-type: none"> <li>LCSD to implement the proposal</li> </ul>
	Medium-term to Long-term	Revitalise Kowloon City Ferry Pier in line with the Central Kowloon Route project	<ul style="list-style-type: none"> <li>Relevant bureau / departments to coordinate the implementation of the proposal</li> </ul>
		The industrial buildings and the adjoining Kowloon City Ferry Pier Public Transport Interchange have potential for comprehensive development, which could incorporate the provision of parking spaces for private cars and coaches to meet local needs	<ul style="list-style-type: none"> <li>PlanD to study the future development of the site and cooperate with relevant departments such as HyD and TD to plan for the future use of the land and development requirements</li> <li>PlanD to prepare the relevant amendment proposal to the outline zoning plan for consideration by the TPB</li> </ul>
		To link up the disconnected waterfront area by alternative routes	<ul style="list-style-type: none"> <li>Appropriate departments to explore the proposal taking into account the future development of the waterfront</li> </ul>
	<i>2. District Connectivity Enhancement</i>		
	Implementable in the near future	Streetscape enhancement underneath Man Yue Street Flyover	<ul style="list-style-type: none"> <li>HyD to ensure sufficient lighting provision underneath the flyover</li> <li>LCSD to take up implementation of the proposals on greening and provision of additional seats</li> <li>Hong Kong Police Force to step up enforcement action against illegal parking so as to improve the traffic condition of the relevant road sections. In the long term, TD would continue to monitor the traffic condition and consider implementing appropriate traffic enhancement measures</li> </ul>
	Short-term	In line with the Hoi Sham Park Extension programme, enhance the streetscape of Chi Kiang Street from the future Ma Tau Wai Station to Hoi Sham Park	<ul style="list-style-type: none"> <li>HyD to consider the implementation of street paving works and LCSD to consider the implementation of the paving works inside Hoi Sham Park.</li> <li>TD and HyD to consider implementing the proposal of erecting directional</li> </ul>

Theme	Implementation Timeframe*	Proposals	Proposed Implementation Departments / Organisations and Mechanisms
			signage
		Greening of key distributors in the district	<ul style="list-style-type: none"> <li>The relevant departments should make reference to the Greening Master Plan for the Kowloon City District in implementing the greening proposal</li> <li>HyD to consider taking up the improvement of paving works</li> </ul>
	Medium-term to Long-term	Upon greening of the key distributors in the district, further enhance the walking environment of the adjoining streets	<ul style="list-style-type: none"> <li>The relevant departments should make reference to the Greening Master Plan for the Kowloon City District in implementing the greening proposal</li> <li>TD and HyD to consider implementing the proposal of erecting directional signage</li> </ul>
<b>Optimising Land Resources</b>	Long-term	Increase supply of housing units for “Flat-for-Flat” arrangement in the district	<ul style="list-style-type: none"> <li>Urban Renewal Authority to continue with the “Flat-for Flat” arrangement and enhance detailed arrangements based on past implementation experiences, including provision of more rehousing options to facilitate residents to be rehoused in the same district</li> </ul>
		Increase supply of public housing for rehousing residents affected by redevelopment	<ul style="list-style-type: none"> <li>Hong Kong Housing Society and Hong Kong Housing Authority to explore the feasibility of redeveloping their public housing estates in the district and identification of suitable sites for building new public housing units to rehouse the affected residents before redevelopment of public housing</li> </ul>
		Exploration of the feasibility of relocating the Ma Tau Kok Gas Works in the long term	<ul style="list-style-type: none"> <li>PlanD to consider consulting the Hong Kong and China Gas Company on the feasibility of relocating the existing facilities and undertake the necessary planning action to facilitate the relocation as far as practicable</li> </ul>

\* Implementation timeframes can be broadly divided into four periods, namely, measures for implementation in the near future as well as in the short-term, medium-term or long-term:

Measures for implementation in the near future – relatively simple, non-controversial and can be implemented in a short timeframe with obvious outcome.

Short-term proposals – relatively simple, non-controversial and can be implemented in a short timeframe or complementary with measures for implementation in the near future.

Medium-term proposals – relatively complicated; involve more government departments and organisations; require a longer timeframe for implementation; and are complementary with other long-term projects.

Long-term proposals – relatively complicated; involve more government departments and organisations; require a longer timeframe for implementation; and require facilitation by relevant government policies.

