

# TOWN PLANNING BOARD

**TPB Paper No. 9350  
For Consideration by the  
Town Planning Board  
on 31.5.2013**

## **DRAFT URBAN RENEWAL PLAN FOR KOWLOON CITY STAGE 2 PUBLIC ENGAGEMENT**

## **Draft Urban Renewal Plan for Kowloon City**

### **Stage 2 Public Engagement**

#### **Purpose**

This paper is to seek Members' views on the Draft Urban Renewal Plan for Kowloon City (DURP).

#### **Background**

2. In May 2012, the Kowloon City District Urban Renewal Forum (KC DURF) commissioned consultants to undertake the Planning Study and Social Impact Assessment (SIA) for the formulation of an Urban Renewal Plan for Kowloon City. Between August and September of the same year, the Stage 1 Public Engagement (PE) was conducted to solicit public views on the Preliminary Urban Renewal Proposals for Kowloon City (PURPs). During the period, focus group meetings, guided tours cum workshops, briefing sessions (including a session with members of the Town Planning Board on 31.8.2012), public forums and roving exhibitions were conducted. In addition, 1,222 questionnaires were collected from an on-street survey and a total of 301 written comments were received. The survey result and the public comments were analysed and consolidated in the Stage 1 PE Report which has been uploaded onto the designated website for public viewing and downloading.

3. Taking into account the public comments received and the findings of the SIA, the PURPs were revised and consolidated into the DURP for public consultation during the Stage 2 PE.

#### **Draft Urban Renewal Plan**

4. In the DURP, appropriate areas in the district for promoting various urban renewal approaches, namely redevelopment, rehabilitation, revitalisation and heritage preservation have been established. Furthermore, urban renewal proposals are recommended in response to different local issues. These proposals aim to match with the future positioning of individual areas with distinct characters and functions within the Kowloon City District. In addition to planning and design measures to shape the image for individual areas, other proposals to further facilitate the urban renewal process within the district include the designation of a themed walking trail; enhancement of waterfront environment/district connectivity; and optimisation of

land resources. These proposals are broadly categorised into short-term, medium-term and long-term measures for implementation. A gist of the urban renewal proposals is indicated in **Annex 1** and detailed in the Stage 2 Public Engagement Digest (**Annex 2**). In general, the proposals cover the following aspects.

### **Positioning Individual Areas – Shaping District Character**

5. On the basis of the recommended urban renewal approaches, the concerned areas are consolidated with packages of urban renewal proposals with a view to creating distinctive identity for these areas and contributing to realise the vision of the Urban Renewal Plan for Kowloon City, i.e. ‘Conserve History and Culture; Synergise with Surrounding Developments, Optimise Land Resources and Create Quality Living Environment’.

- a) **Nga Tsin Wai Road (Lung Tong)** – The area is identified as Rehabilitation and Revitalisation Priority Area. By preserving the vibrant street life and the cultural characteristics of the area; improving the pedestrian environment; improving linkages with the surroundings; and enhancing community facilities provision, it is intended to revitalise the area and preserve the local character, whilst strengthening its function as a gateway to Kai Tak Development Area (KTDA);
- b) **“5 Streets” and “13 Streets” (To Kwa Wan)** – The area is identified as Redevelopment Priority Area. By facilitating redevelopment in the area and improving the linkage with KTDA, it is intended to improve the local living environment and strengthen the area as a gateway to KTDA. With the implementation of the proposed revitalisation initiatives for the Ex-Ma Tau Kok Animal Quarantine Depot (Cattle Depot), the area together with the other recreational facilities in the vicinity can be transformed into a cultural and art living district. There is also a relocation proposal for vehicle repairing workshops in the area to be affected by future redevelopment;
- c) **To Kwa Wan Central** – The area includes the Redevelopment Priority Areas of Eight “Wan” Streets and areas around Kowloon City Road/Lok Shan Road; and Mixed Redevelopment and Rehabilitation Areas of Sheung Heung Road/Kwei Chow Street/Yuk Yat Street and Bailey Street/Chun Tin Street/San Wai Street/Ma Tau Wai Road. Through proposing a flexible land use zoning for land along the East Kowloon Corridor to facilitate future redevelopment of old buildings subject to traffic noise and emission nuisances and improving street environment, the area is intended to be developed into a multi-use local centre; and

- d) **Wuhu Street/Winslow Street/Gillies Avenue South (Hung Hom)** - The area is identified as Mixed Redevelopment and Rehabilitation Area. With the opportunities brought about by the new railway service in the vicinity, it is proposed to improve the living environment and image of the area by enhancing the pedestrian environment and connectivity of the area and addressing the joss paper burning and hearse parking issues in connection with the funeral and related businesses in the residential neighbourhood.

### **Revitalising Heritage and Designation of a Themed Walking Trail**

6. Kowloon City District is rich in historical/cultural resources. Some historic buildings have potential to be developed as cultural landmarks. However, such resources are scattered in different locations of the district. It is proposed to revitalise and make the best use of heritage in the district and to designate a themed walking trail to integrate the existing resources in the district. These include erecting signage and information panels and maps etc. to display the historical and background information of the points of attraction; erecting directional signs at the street corners; and improving street paving so as to link up the existing and planned attractions with historical, cultural and architectural significance with a view to strengthening the local character and shaping a distinctive image.

7. The walking trail is sub-divided into four sections, namely Waterfront Leisure Walk, Artistic Community Walk, Local Cultural Walk and Walled City Historic Walk to reflect the elements/characters of each section of the trail. In particular, as the Cattle Depot will be one of the major attractions along the trail, a combination of renewal proposals are recommended to enhance its interaction with the community. These include setting out clearly its planning intention, and enhancement of its functional layout and connections with surrounding areas.

### **Enhancing Waterfront and District Connectivity**

8. As a major scenic asset of Kowloon City, it is proposed to enhance and link up the fragmented waterfront by a promenade in the district for public enjoyment. Several activity nodes along the promenade are identified. The Hoi Sham Park is proposed to be developed into a leisure and recreational node whereas the areas around the Kowloon City Ferry Pier and Green Island Cement Pier can be developed into leisure and commercial nodes with food and beverage services. The public transport interchange near the Kowloon City Ferry Pier and its adjacent industrial buildings have potential for comprehensive development with provision of additional parking spaces for private cars and coaches to serve the district. In terms of east-west connections, in particular between key distributors and the waterfront area, greening and erection of directional signage are proposed to be strengthened for better orientation and connectivity within the district.



## Optimising Land Resources

9. In facilitating urban renewal and preserving local social network, it is proposed to make good use of land resources in the district to offer more in-situ rehousing opportunities for residents affected by redevelopment projects. In particular, the Urban Renewal Authority can continue the 'Flat-for-Flat' arrangement while at the same time increase the supply of housing units for such arrangement in the district. Furthermore, the old public housing estates which are of lower development intensity can be considered for redevelopment to optimise development potential and to increase the provision of community facilities to meet the district needs.

## Land Use Related Proposals

10. Among the various proposals, those involving proposed changes in land use zoning and those for further land use review are summarized in the following (see **Plan 1** for locations of the proposals).

- a) *Sub-division of "Comprehensive Development Area" ("CDA") Site at "13 Streets" (pp.9-10 of Annex 2)*

The large "CDA" site covering "13 Streets" and the fragmented ownership in the area are the main reasons for the slow redevelopment pace there. Thus, it is proposed to sub-divide the "CDA" site into three smaller "CDA" sites to reduce the difficulties in assembling sufficient titles for redevelopment, while retaining the overall development potential as permitted under the current zoning on the approved Ma Tau Kok OZP No. S/K10/20 (equivalent to a max PR of 7.5 for domestic use and PR of 1.5 for non-domestic use). It is also proposed to prepare a planning brief for the three sub-divided sites to guide future development of the sites in a coordinated and integrated manner. In addition, a public passageway is proposed within one of the sub-divided sites at "13 Streets" and the "CDA" site to its north adjoining Sung Wong Toi Road upon redevelopment to provide a direct connection between KTDA and the Cattle Depot.

- b) *Sub-division of "Comprehensive Development Area" Site at "5 Streets" (pp.9-10 of Annex 2)*

The "CDA" site at "5 Streets" comprises industrial buildings (northern portion) and a residential cluster (southern portion). It is proposed to sub-divide the site into two "CDA" sites to facilitate the redevelopment of the residential cluster which has more pressing redevelopment need. To provide further incentives, higher permissible plot ratio for the residential portion (southern "CDA" site) is proposed (from PR 5 to PR

6.5), whilst the plot ratio of the industrial portion (northern “CDA” site) (PR 5) will remain unchanged.

c) *Rezoning of the Cattle Depot to “Other Specified Uses” (pp.15-16 of Annex 2)*

It is proposed to rezone the Cattle Depot site from “Open Space” and “Government, Institution or Community” uses to “Other Specified Uses” to clearly set out the planning intention to preserve the Cattle Depot for art and related uses with provision of public leisure and recreational facilities. This will allow appropriate control on the future uses and development intensity of the site while preserving its historical heritage, thus strengthening the character of the local area.

d) *Rezoning of land along East Kowloon Corridor to “Other Specified Uses (Mixed Use)” (p.12 of Annex 2)*

With the objective to mitigate the environmental impact caused by the East Kowloon Corridor to nearby residents, it is proposed to rezone the land along the flyover from “Residential (Group A)” to “Other Specified Uses (Mixed Use)” to allow greater flexibility for residential and/or non-residential development in the area. Higher plot ratio for the non-residential portion is proposed to allow flexibility for the redevelopment agents to determine an appropriate mix of uses having regard to the market demand and environmental factor, and capitalising on the development of the Ma Tau Wai Station in the vicinity.

e) *Rezoning of the Green Island Cement Pier and Harbour Centre Tower 2 to “CDA” Site (p.18 of Annex 2)*

It is proposed to rezone the existing Green Island Cement Pier and Harbour Centre Tower 2 from “Undetermined” and “Other Specific Uses (Business)” uses to one “CDA” site with the provision of a waterfront promenade for public use upon redevelopment. The planning intention and permitted gross floor area for the amalgamated site with the pier portion for leisure and commercial uses such as shops and restaurants would be set out clearly in order to facilitate redevelopment.

f) *Proposed comprehensive development at Kai Tak Road (pp.7-8 of Annex 2)*

It is proposed to review the zoning of the area to the east of Kai Tak Road for potential comprehensive development with the provision of community facilities and public car park for the district. This proposal is intended to facilitate the development of an eastern gateway to the

KTDA via the proposed subway connecting the area to the proposed underground shopping street in KTDA.

- g) *Potential of the Kowloon City Ferry Pier Public Transport Interchange (PTI) and the adjoining industrial buildings for comprehensive development (p.18 of Annex 2)*

The Kowloon City Ferry Pier PTI and the adjoining industrial buildings, which are no longer required for tunnel vent shaft use by the Central Kowloon Route project, have the potential for comprehensive development, taking into account the enhancement proposals for the PTI and adjoining waterfront area as part of the Central Kowloon Route project. The opportunity for the provision of additional car and coach parking spaces to serve the district can also be explored.

## **Stage 2 Public Engagement**

11. The Stage 2 PE for the DURP has commenced from end of April to June 2013. The engagement activities will include: (1) briefing sessions with various statutory and advisory bodies (including Town Planning Board, Kowloon City District Council, Lands and Development Advisory Committee and Harbourfront Commission), professional institutions and non-government organisations; (2) community workshops and topical discussions with local residents, business operators and local concern groups; (3) public forum; and (4) roving exhibitions to solicit views/comments from the community and various stakeholders. The public engagement digest and other engagement materials will be distributed to the public and a designated website is available for access to the relevant information and latest update of the engagement activities.

## **Way Forward**

12. After the completion of Stage 2 PE, the public views collected will be collated and analysed. The DURP will be revised to take account of the public views received as well as the result of the Stage 2 SIA for the preparation of the Recommended Urban Renewal Plan (RURP). The RURP, once endorsed by the KC DURF, will be submitted to the Government for consideration.

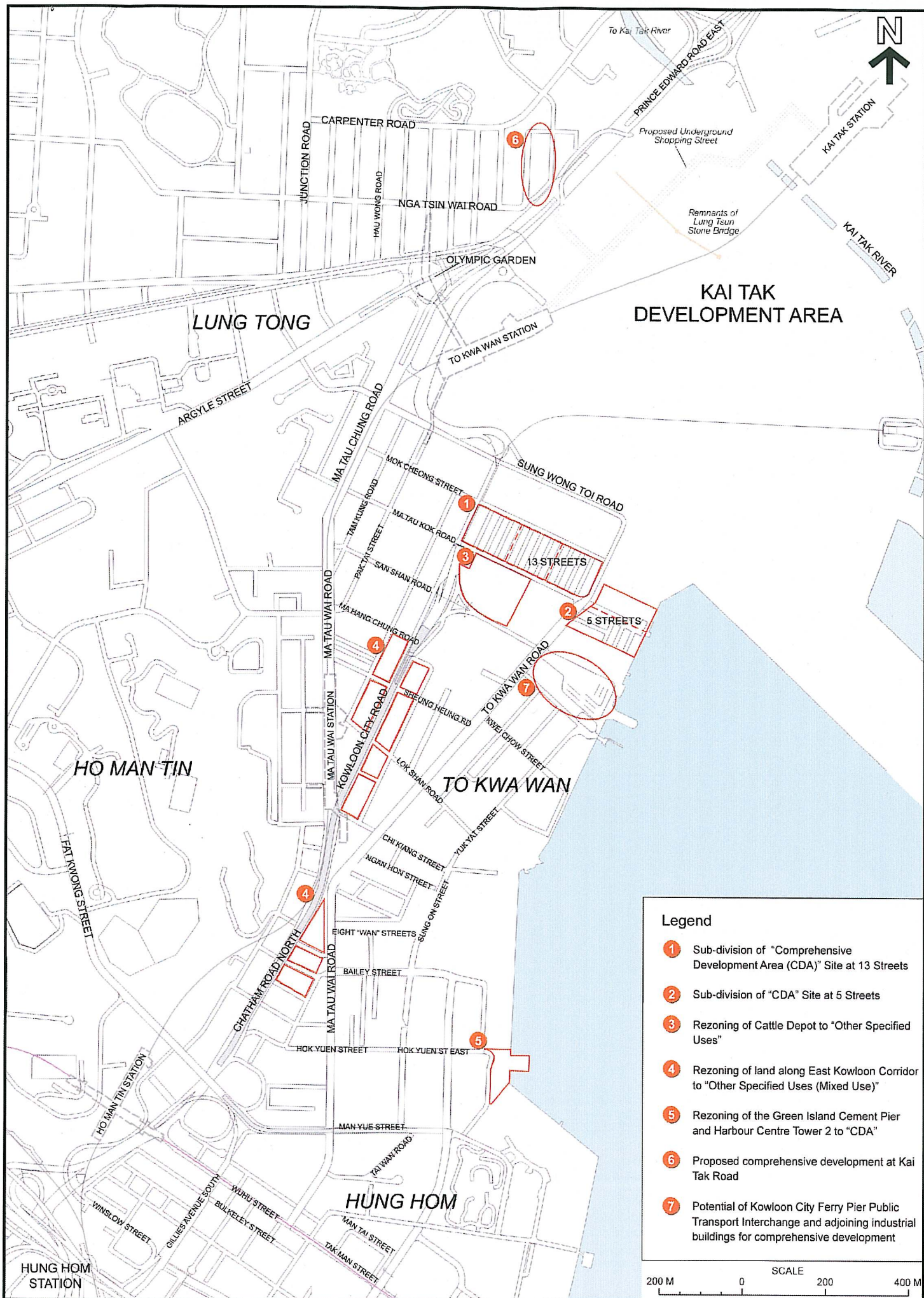
### **Advice Sought**

13. Members are invited to offer their views on the DURP.

**Secretariat  
Kowloon City District Urban Renewal Forum  
May 2013**

### ***Attachments***

|         |                                  |
|---------|----------------------------------|
| Plan 1  | Land Use Related Proposals       |
| Annex 1 | Gist of Proposals                |
| Annex 2 | Stage 2 Public Engagement Digest |



## Draft Urban Renewal Plan for Kowloon City

### Gist of Proposals

| Theme                      | Implementation<br>Timeframe*                         | Proposals                                                                                                                                                                                                                                                                                               |
|----------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shaping Local<br>Character | <b>Nga Tsin Wai Road Area, Lung Tong</b>             |                                                                                                                                                                                                                                                                                                         |
|                            | Short term                                           | Exempt car parking requirement having regard to the size of redevelopment sites so as to allow shops to operate at street level                                                                                                                                                                         |
|                            |                                                      | Quality street paving and new planters or tree planting as well as designation of part-time pedestrian precinct for streets with high pedestrian flow and of special characteristics                                                                                                                    |
|                            | Short to medium term                                 | Comprehensive residential and commercial development to the east of Kai Tak Road with connection to the Kai Tak underground shopping street                                                                                                                                                             |
|                            | Medium term                                          | Optimise the use of sites of Government facilities in the area (including Kowloon City Municipal Services Building and its adjoining sites; and underground space of Carpenter Road Park) so as to increase the provision of community and public car parking facilities                                |
|                            | <b>“5 Streets” and “13 Streets” Area, To Kwa Wan</b> |                                                                                                                                                                                                                                                                                                         |
|                            | Short term                                           | Subdivide the “Comprehensive Development Area” sites at “5 Streets” and “13 Streets” with plot ratio relaxation of the existing residential portion of “5 Streets”                                                                                                                                      |
|                            |                                                      | Require the provision of public pedestrian walkways within the subdivided sites at “13 Streets” and the “CDA” site to the north adjoining Sung Wong Toi Road upon redevelopment so as to create a linkage between the Ex-Ma Tau Kok Animal Quarantine Depot (Cattle Depot) and Kai Tak Development Area |
|                            | Medium to long term                                  | Identify suitable relocation sites for vehicle repairing industry                                                                                                                                                                                                                                       |
|                            | <b>To Kwa Wan Central</b>                            |                                                                                                                                                                                                                                                                                                         |
|                            | Short term                                           | Streetscape enhancement underneath East Kowloon Corridor                                                                                                                                                                                                                                                |

| Theme                                                                         | Implementation<br>Timeframe*                                             | Proposals                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                               |                                                                          | Rezone land along East Kowloon Corridor to "Other Specified Uses" annotated "Mixed Use" to address the environmental nuisance caused by the flyover                                                                                                             |
|                                                                               | <b>Hung Hom</b>                                                          |                                                                                                                                                                                                                                                                 |
|                                                                               | <i>1. Improving local environment and local character</i>                |                                                                                                                                                                                                                                                                 |
|                                                                               | Short term                                                               | Street paving improvement and tree planting at Whampoa Street cul-de-sac                                                                                                                                                                                        |
|                                                                               |                                                                          | Enhance Lo Lung Hang Street and Walker Road sitting-out areas with replacement of seating and street paving                                                                                                                                                     |
|                                                                               |                                                                          | Improve pedestrian crossing facility at Winslow Street for better connection with Ho Man Tin Area                                                                                                                                                               |
|                                                                               |                                                                          | In line with Kwun Tong Line Extension development, improve local connectivity and walking environment with new potted plants hanging on the street railing and erection of directional signs along the footpath between Ho Man Tin and Whampoa railway stations |
|                                                                               | <i>2. Mitigating impacts generated by funeral and related businesses</i> |                                                                                                                                                                                                                                                                 |
|                                                                               | Short term                                                               | Suggest the Government to negotiate with Grand Peace Funeral Parlour on the extension of opening hours of the furnace in the Parlour for public use                                                                                                             |
|                                                                               |                                                                          | Explore the feasibility of providing hearse parking in public car parks in the nearby area                                                                                                                                                                      |
|                                                                               | Medium term                                                              | Allocate the works site to the northwest of Kowloon Public Mortuary for use as an open-air car park upon completion of Shatin to Central Link. The operators are required to reserve goods vehicle parking spaces for hearses                                   |
| <b>Revitalising Cultural Heritage and Designation of Themed Walking Trail</b> | <i>1. Revitalising the Cattle Depot</i>                                  |                                                                                                                                                                                                                                                                 |
|                                                                               | Short term                                                               | Rezone the Cattle Depot site to “Other Specified Uses” on the Outline Zoning Plan to clearly indicate the planning intention for the preservation of Cattle Depot for art and related uses with additional provision of public leisure facilities               |

| Theme                                                 | Implementation<br>Timeframe*                                 | Proposals                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       |                                                              | Green the footpath near the portal of Kai Tak Tunnel leading to Cattle Depot                                                                                                                                                                                                                     |
|                                                       |                                                              | Further open up Cattle Depot to be in line with the revitalisation initiatives of the Development Bureau and Kowloon City District Council                                                                                                                                                       |
|                                                       | Medium to long term                                          | In line with the initiatives of Development Bureau, revitalise Cattle Depot into a district focal point enriched with arts, cultural and historical features, and conduct public education events there                                                                                          |
|                                                       |                                                              | Streetscape enhancement beneath East Kowloon Corridor to create an “Art Market” themed corridor connecting Cattle Depot and the future Ma Tau Wai Railway Station                                                                                                                                |
|                                                       | <i>2. Enhancing Connectivity of the Themed Walking Trail</i> |                                                                                                                                                                                                                                                                                                  |
|                                                       | Short term                                                   | Enhance subways connecting to Olympic Garden by displaying materials with historical theme on the walls                                                                                                                                                                                          |
| <b>Enhancing Waterfront and District Connectivity</b> | Medium to long term                                          | Extend the themed walking trail to Lung Tsun Stone Bridge relic and walking trails in other districts                                                                                                                                                                                            |
|                                                       | <i>1. Waterfront Enhancement Proposals</i>                   |                                                                                                                                                                                                                                                                                                  |
|                                                       | Short term                                                   | Rezone the Green Island Cement Pier and Harbour Centre Tower 2 sites to “Comprehensive Development Area”, with designated promenade linking up sites along the waterfront. It is also proposed to transform the pier into a place with leisure and commercial uses such as shops and restaurants |
|                                                       |                                                              | Widen the existing promenade along King Wan Street                                                                                                                                                                                                                                               |
|                                                       | Medium to long term                                          | In line with the Central Kowloon Route project, to revitalise part of the Kowloon City Ferry Pier as a viewing point and provide commercial and services uses such as food kiosks and restaurants                                                                                                |
|                                                       |                                                              | Potential of the Kowloon City Ferry Pier Public Transport Interchange and the adjoining industrial buildings for comprehensive development, with the provision of parking spaces for private car and coach to meet district needs                                                                |



| Theme                            | Implementation<br>Timeframe*                          | Proposals                                                                                                                                                                                                                      |
|----------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | <i>2. District Connectivity Enhancement Proposals</i> |                                                                                                                                                                                                                                |
|                                  | Short term                                            | Enhance the environment underneath Man Yue Street Flyover                                                                                                                                                                      |
|                                  |                                                       | Erect directional signs at Chi Kiang Street to guide pedestrians to Hoi Sham Park and the waterfront                                                                                                                           |
|                                  |                                                       | Greening along key distributors of the district, including installation of planters and tree planting. Potted plants can be hung on street railings and light poles on narrow footpaths                                        |
|                                  | Medium to long-term                                   | Further enhancement of walking environment of abutting streets after greening of key distributors                                                                                                                              |
| <b>Optimising Land Resources</b> | Long term                                             | Increase supply of housing units for URA 'Flat-for-Flat' arrangement in the district                                                                                                                                           |
|                                  |                                                       | Redevelop the old public housing estates which are of lower development intensity in the district so as to optimise the development potential and to increase the provision of community facilities to meet the district needs |

\* Implementation timeframe of the proposals can be divided into three categories:

- |                       |                                                                                                                                                                                                |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Short-term proposals  | - relatively simple, non-controversial and can be implemented in a shorter timeframe                                                                                                           |
| Medium-term proposals | - relatively complicated, involve more government departments and other organisations, and require a longer timeframe for implementation                                                       |
| Long-term proposals   | - relatively complicated; involve more government departments and other organisations, require a longer timeframe for implementation, and require facilitation by relevant government policies |

## Your Views

We will formulate the “Recommended Urban Renewal Plan” for Kowloon City after analysing the comments received and considering the findings of the SIA.

You are welcome to enquire about or register for the PE activities. You are also invited to express your views and suggestions **on or before 30 June 2013** by:

**Telephone:** 2114 4971

**Fax:** 3104 0240

**Email:** [kcrenewal@durf.org.hk](mailto:kcrenewal@durf.org.hk)

**Mail:** Secretariat, District Urban Renewal Forum  
27/F, Tsuen Wan Government Offices  
38 Sai Lau Kok Road, Tsuen Wan  
New Territories, Hong Kong

You can also visit [www.kcrenewal.hk](http://www.kcrenewal.hk) for obtaining the latest information of the PE activities and filling in the e-comment form.



**Disclaimer:**

A person or an organisation providing any comments and suggestions during the formulation of the “Urban Renewal Plan for Kowloon City” shall be deemed to have given consent to the Kowloon City District Urban Renewal Forum to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations). If you do not agree to this arrangement, please state so when providing comments and views.

# Kowloon City

## URBAN RENEWAL PLAN

# Vision

## Conserve

history and culture

## Synergise

with the surrounding  
developments

## Optimise

land resources

## Create

quality living environment

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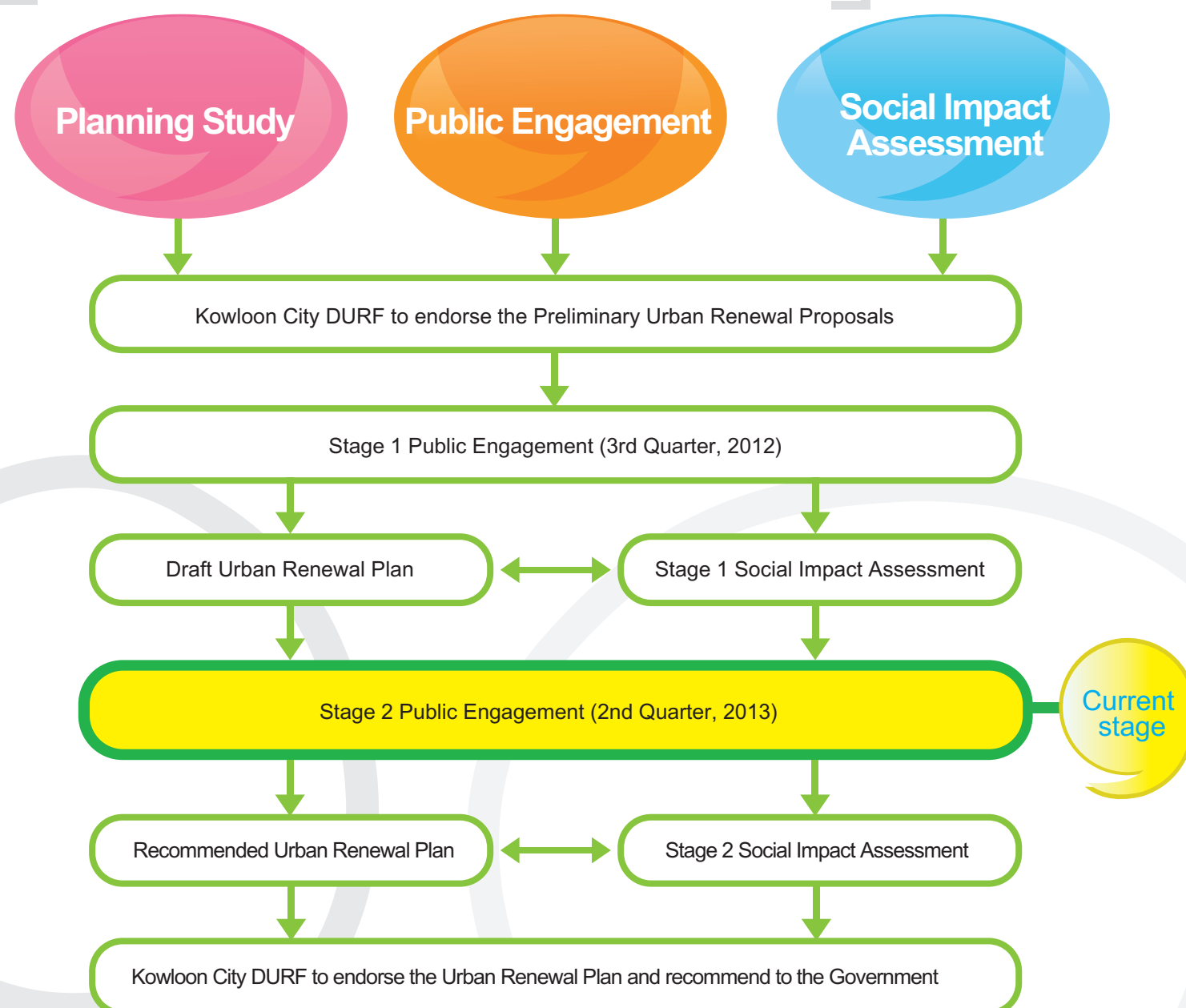
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# Background

The Government promulgated the new “Urban Renewal Strategy” in February 2011 adopting the “People First, District-Based and Public Participatory” approach in undertaking urban renewal. The Kowloon City District Urban Renewal Forum (DURF) was established in June 2011 as a pilot to strengthen urban renewal planning at the district level. To formulate the Urban Renewal Plan for Kowloon City, the DURF commenced the Planning Study and Social Impact Assessment (SIA) in May 2012. In August and September 2012, the DURF carried out the Stage 1 Public Engagement (PE) for the “Preliminary Urban Renewal Proposals for Kowloon City” (PURPs) to solicit the views of the public within and outside the district. The public comments and suggestions received during the Stage 1 PE have been analysed and consolidated in the Stage 1 PE Report. The Report is available on the Urban Renewal Plan for Kowloon City website for browsing and downloading.

After making reference to the public comments received and the findings of the SIA, we have revised the PURPs and prepared the “Draft Urban Renewal Plan for Kowloon City” (DURP). We are now conducting the Stage 2 PE. You are invited to express your views on the DURP to help build consensus and formulate an Urban Renewal Plan for Kowloon City, which displays the character of Kowloon City, reflects local aspirations and strikes a balance among different social interests for the Government’s consideration.

## Workflow of Formulating the Urban Renewal Plan



# Key Issues and Responding Framework

We have identified the following key issues based on the public comments received during the Stage 1 PE and formulated a responding framework which serves as a basis for the revision of the PURPs and preparation of the DURP.

## Key Issues

## Responding Framework

### 1 Speed up the urban renewal pace and respond to redevelopment needs

- Enlarge the Redevelopment Priority Area; increase redevelopment incentive
- Fragmented ownership rendering difficulties in assembling titles for redevelopment
- Balance the supply of public and private housing upon redevelopment so as to allow in-situ relocation
- Capitalise on the opportunities brought by the Shatin to Central Link (SCL) and Kai Tak Development Area

- Review of coverage of proposed renewal area
- Examine land use planning and development potential of existing sites
- Investigate redevelopment potential of land
- Capitalise on land resources in Kai Tak Development Area

### 2 Enhancement of district connectivity and waterfront

- Strengthen the connection with Kai Tak Development Area and SCL railway stations
- Increase the provision of pedestrian crossing facilities
- Improve the accessibility of public spaces within the district
- Optimise the use of waterfront area; link up the waterfront promenade and connect with the surrounding areas

- Strengthen the connections between activity nodes
- Improve pedestrian crossing facilities and walking environment
- Strengthen spatial orientation and identity through street furniture, paving, signage and sculptures, etc.
- Encourage diverse uses at the waterfront area; with the ultimate objective of a continuous waterfront, identify alternative route to link up the disconnected waterfront sections

### 3 Provision of community facilities and improvement of local traffic condition

- Increase the provision of community and elderly facilities
- Increase the provision of open spaces
- Insufficient loading/unloading spaces and parking spaces

- Increase the provision of public open spaces and facilities through redevelopment projects
- Optimise the use of existing sites of public facilities
- Optimise the use of spaces under flyovers

### 4 Preservation and enhancement of local character

- Preserve the streets with special characteristics and economic vibrancy, particularly for Nga Tsin Wai Road Area
- Strengthen the connection between monuments, heritage, and landmarks in the district

- Preserve the vibrant street ambience of Nga Tsin Wai Road Area through different initiatives
- Designate a themed walking trail

### 5 Incompatible land uses affecting living quality of residents

- Incompatibility between vehicle repairing workshop and residential uses
- Incompatibility between funeral and related businesses and residential uses
- Air pollution and noise nuisances generated from the East Kowloon Corridor

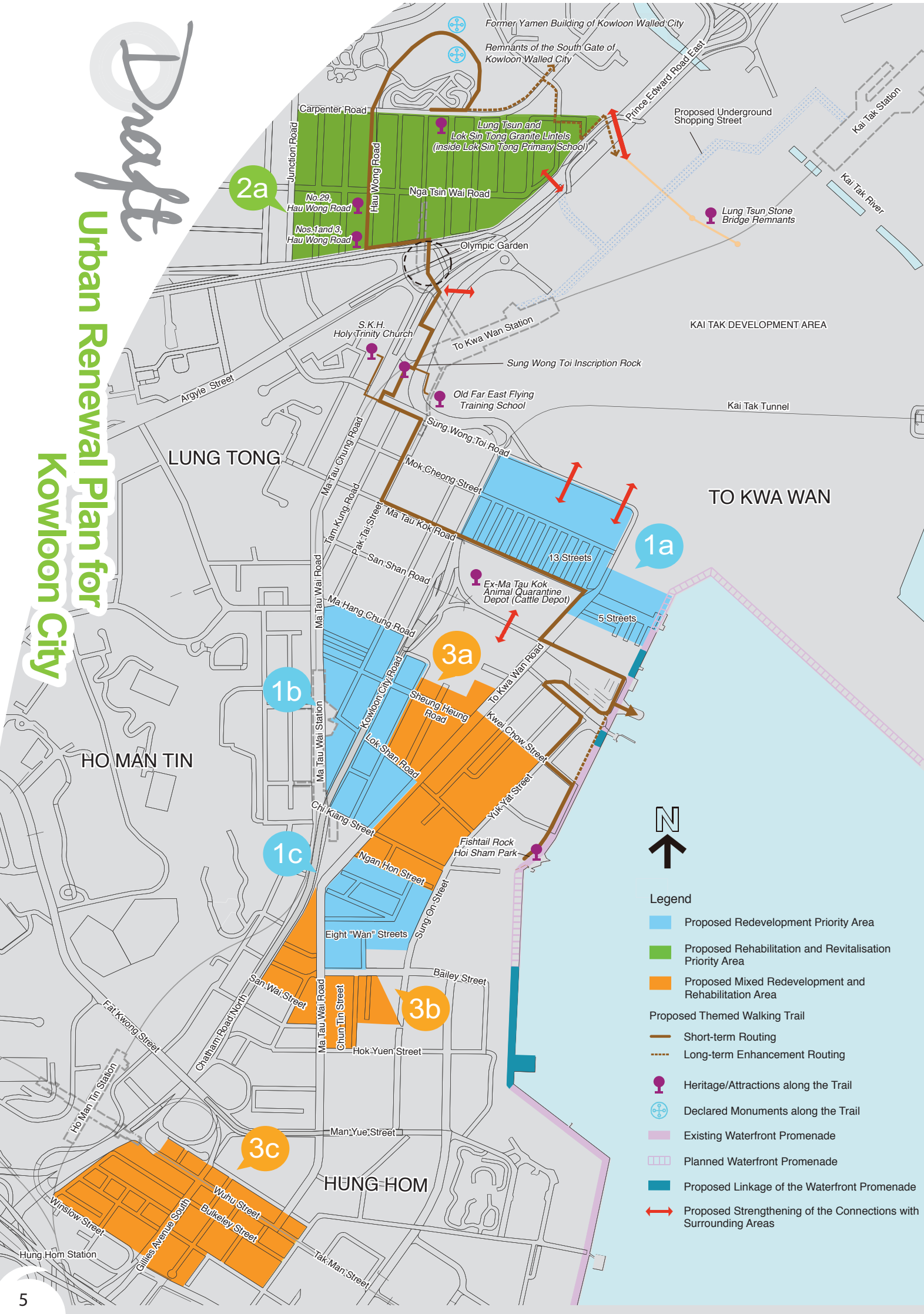
- Investigate the operational needs of the businesses and the feasibility of centralised operation
- Proposed mitigation measures to relieve the nuisances to residents
- Consider to rezone the sites adjacent to the East Kowloon Corridor to non-residential uses

### 6 Improvement of quality of public space

- Streetscape greening
- Improvement of area under flyovers and pedestrian subways

- Enhance the landscape features of main streets and footpaths
- Improve the area underneath flyovers through street lighting, light painting and artistic elements
- Enhance the existing public open spaces and facilities





The Urban Renewal Plan for Kowloon City aims to identify areas in the district that are suitable for redevelopment and rehabilitation, and to propose preservation and revitalisation initiatives.

### 1. Redevelopment Priority Area

- "5 Streets" and "13 Streets" (To Kwa Wan)
- Kowloon City Road and Lok Shan Road (To Kwa Wan)
- Eight "Wan" Streets / Ngan Hon Street / Sung On Street (To Kwa Wan)

Buildings in the Area are mostly in disrepair and are generally aged 50 or above. Some 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 Area. Such proposal does not mean that old buildings of similar condition in other areas are not proposed for redevelopment for the time being.

### 2. Rehabilitation and Revitalisation Priority Area

- Nga Tsin Wai Road (Lung Tong)

There are numerous private-led redevelopment projects undertaken in the Area. However, the unique character of the street environment in the Area has revitalisation potential. It is proposed to adopt rehabilitation and revitalisation as the urban renewal approaches for introducing new vibrancy and environmental improvements to the Area. Such proposal does not rule out the redevelopment of individual old buildings having regard to their actual condition.

### 3. Mixed Redevelopment and Rehabilitation Area

- Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street (To Kwa Wan)
- Bailey Street / Chun Tin Street / San Wai Street / Chatham Road North (Hung Hom)
- Wuhu Street / Winslow Street / Gillies Avenue South (Hung Hom)

There is a mixture of old and new buildings in the Area. It is suggested that redevelopment and/or rehabilitation works are to be carried out having regard to the condition of individual buildings.

### 4. Revitalising Heritage and Designation of Themed Walking Trail

Consolidating the existing district resources to strengthen and highlight the historical and cultural characteristics of the district.

### 5. Enhancing Waterfront and District Connectivity

Linking up the waterfront sections that are yet to be connected to the promenade in phases and strengthening district connectivity.

### 6. Optimising Land Resources

Optimising the use of land resources in the district so as to offer more in-situ rehousing opportunities for residents affected by redevelopment projects, such as redevelopment of the old public housing estates in the district which are of lower development intensity.

## Positioning Individual Area - Shaping District Character

On the basis of the above urban renewal approaches, the positioning for individual areas together with various urban renewal proposals<sup>#</sup> help shape distinctive district character for accomplishing the vision of the Urban Renewal Plan for Kowloon City.



<sup>#</sup> Implementation timeframe of the proposals can be divided into three categories:

|                       |                                                                                                                                                                                                |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Short-term proposals  | - relatively simple, non-controversial and can be implemented in a shorter timeframe                                                                                                           |
| Medium-term proposals | - relatively complicated, involve more government departments and organisations, and require a longer timeframe for implementation                                                             |
| Long-term proposals   | - relatively complicated, involve more government departments and other organisations, require a longer timeframe for implementation, and require facilitation by relevant government policies |





## Dining and Cultural District

### Nga Tsin Wai Road (Lung Tong)

The orderly arranged streets are lined with restaurants and retail stores of special characteristics. They bring vibrancy to the area and shape a unique street ambience. Although there are numerous redevelopment projects within the area, the local residents hope that the local characteristics can be preserved during the course of urban renewal.

With the change in circumstances (including population growth and demographic change) in the area, there is a growing demand for community and car parking facilities. With the development of SCL stations in the vicinity, transport connections to the area will be improved. The area will also serve as a gateway to Kai Tak Development Area when the latter is progressively completed.



## Proposals

Urban Renewal Approach:

### Rehabilitation and Revitalisation Priority Area

#### Short-term

##### 1 Preserve the shop-lined street character

Exempt car parking requirement having regard to the size of redevelopment sites so as to allow shops to operate at street level



##### 2 Enhance Pedestrian Environment

Quality street paving and new planters or tree planting as well as designation of part-time pedestrian precinct for streets with high pedestrian flow and of special characteristics

#### Short to Medium-term

##### 3 Strengthen the connection to Kai Tak Development Area

Comprehensive residential and commercial development to the east of Kai Tak Road with connection to the Kai Tak underground shopping street



#### Medium-term

##### 4 Optimise the use of sites of Government facilities in the area so as to increase the provision of community and public car parking facilities

After identifying suitable temporary reprovisioning sites, redeveloping the Kowloon City Municipal Services Building and its adjoining sites can increase the provision of community and public car parking facilities to meet the local demand. However, suitable sites for interim reprovisioning of the existing facilities in the surrounding areas are limited. Such interim arrangement would also affect public use of the existing facilities

Apart from providing car park at the above sites, the underground space of Carpenter Road Park can be an alternative option. However, the catchment area will be similar to the Kowloon City Plaza Car Park and the cumulative traffic flow would likely be beyond the capacity of Carpenter Road



Kowloon City Municipal Services Building



Lee Kee Memorial Dispensary



Kowloon City Elderly Health Centre



Carpenter Road Park



# 5 Streets and 13 Streets (To Kwa Wan)

## Cultural and Art Living District

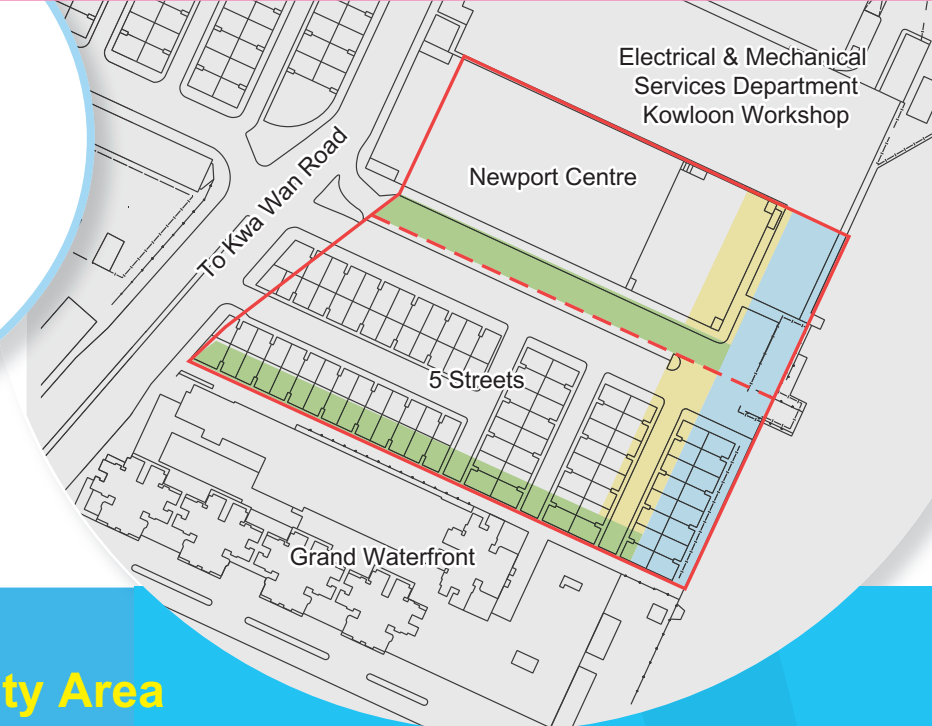
Buildings in the area are old and in disrepair. The living condition is poor. Also, vehicle repairing workshops are concentrated in the area. The daily operation of the workshops has all along generated nuisances to the nearby residents. There is a need to redevelop the area to resolve the conflicts caused by incompatible land uses. In view of the slow redevelopment pace, various measures are proposed to facilitate the redevelopment process.

- Legend**
- Proposed Redevelopment Priority Area
  - "CDA" Zones
  - Proposed Sub-division of "CDA" Zoning Boundaries
  - Main Access to Cattle Depot
  - Future Waterfront Promenade connecting to Kai Tak Development Area
  - Location of Proposed Pedestrian Crossing Facilities (subject to departmental confirmation)
  - Proposed Public Passageway to be included in the Planning Brief



### Legend

- "CDA" Zones
- Proposed Sub-division of "CDA" Zoning Boundary
- Non-Building Area as stipulated on Statutory Plan
- Location of Waterfront Promenade as stipulated on Statutory Plan
- "Shop & Services" and "Eating Place" uses as stipulated on Statutory Plan



## Proposals

### Urban Renewal Approach:

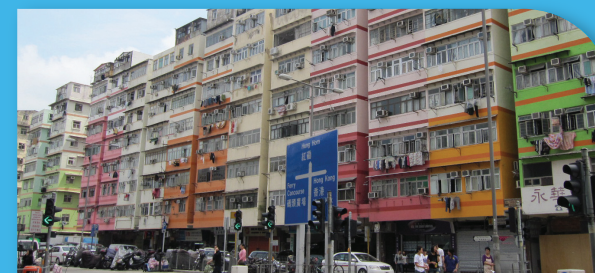
### Redevelopment Priority Area

### Short-term

#### 1 Provide incentives to speed up redevelopment pace

Subdivide the "Comprehensive Development Area" ("CDA") zone so as to reduce the difficulties in assembling sufficient titles for redevelopment

Plot ratio relaxation of the existing residential portion of "5 Streets", while the plot ratio of the industrial portion remains unchanged



#### 2 Strengthen the function of the area as a gateway to Kai Tak Development Area

Require the provision of public pedestrian walkways within the subdivided sites at "13 Streets" and the "CDA" site adjoining Sung Wong Toi Road upon redevelopment so as to create a linkage between the Ex-Ma Tau Kok Animal Quarantine Depot (Cattle Depot) and Kai Tak Development Area



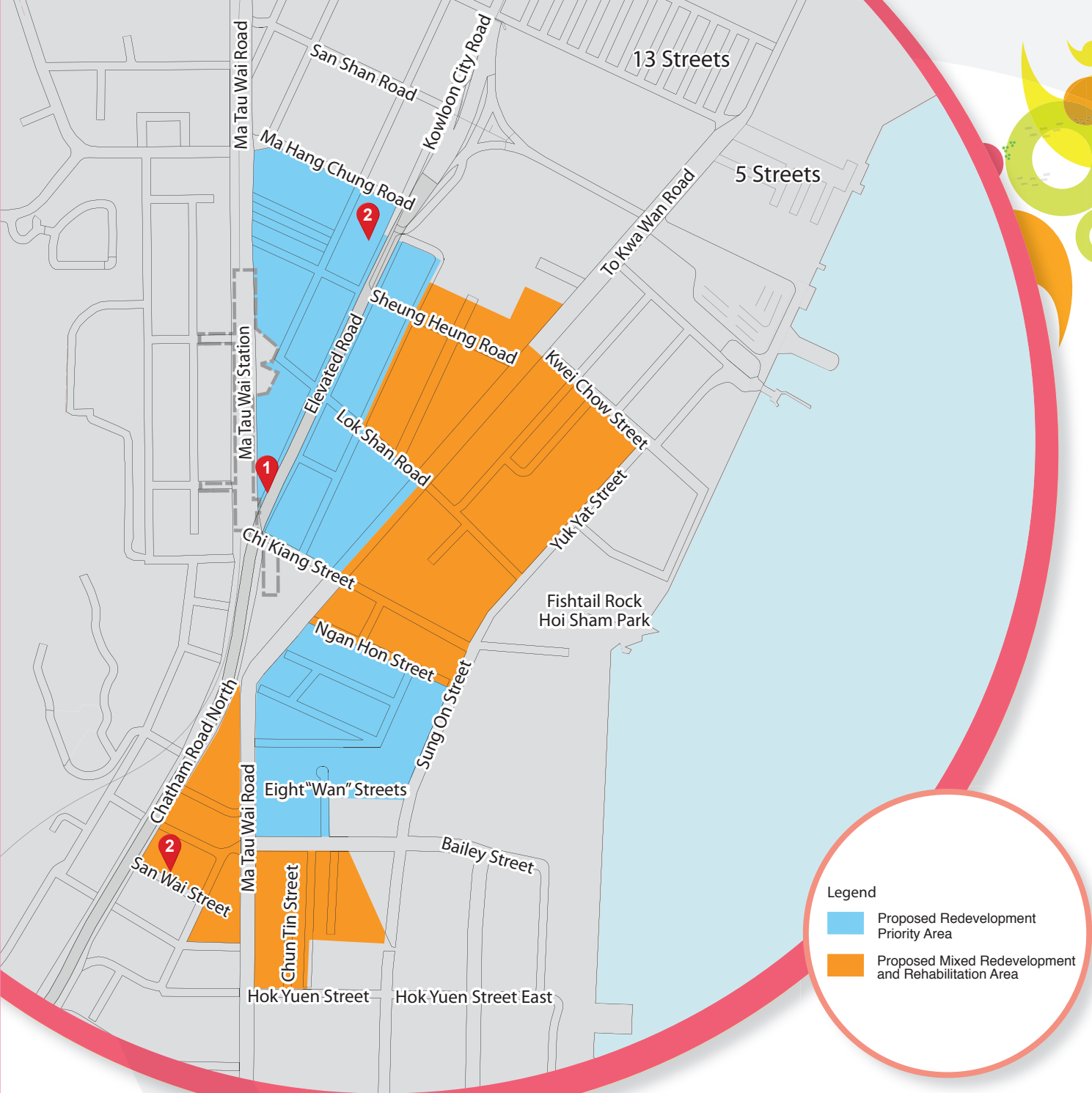
### Medium to Long-term

#### 3 Identify suitable relocation sites for vehicle repairing industry

Any large scale redevelopment project in the area would affect over 200 local vehicle repairing workshops. This may have impacts on the livelihood of the workers and the development of the industry, thus resulting in demand for sites for larger-scale relocation. In order to minimise the impacts on the industry, it is proposed to identify land in the Kwai Chung District for the development of vehicle repairing building. However, further investigation of its feasibility and operation mode is required







- Legend
- Proposed Redevelopment Priority Area
  - Proposed Mixed Redevelopment and Rehabilitation Area

# To Kwa Wan Central

## Multi-use Local Centre

The area is located at the centre of To Kwa Wan and close to key distributors with good transport facilities and many shops. This, together with the proposed SCL railway station at Ma Tau Wai Road, will facilitate the area to be developed as a local centre. Nonetheless, there are a number of dilapidated buildings, incompatible land use issue and unpleasant street environment in the area. Among these is the noise nuisance and air pollution generated by the traffic on the East Kowloon Corridor above Kowloon City Road and Chatham Road North, which are adjacent to residential buildings. This results in an undesirable living condition. There are some local shops selling daily necessities and food underneath the flyover. The inadequate illumination underneath the flyover results in an unpleasant walking environment and needs improvement.

## Proposals

### Urban Renewal Approaches:

#### Redevelopment Priority Area

(Kowloon City Road / Lok Shan Road and Eight "Wan" Streets / Ngan Hon Street / Sung On Street )

#### Mixed Redevelopment and Rehabilitation Area

(Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street and Bailey Street / Chun Tin Street / San Wai Street / Chatham Road North)

### Short-term

#### 1 Streetscape enhancement underneath East Kowloon Corridor Flyover

Paint the flyover with light colour and improve street lighting underneath the flyover

Enhance the sitting-out area near Lok Shan Road and the planter area near Sze Chuen Street with the provision of seating and greenery so as to provide quality leisure facilities for the residents



#### 2 Mitigate environmental impact caused by East Kowloon Corridor

Rezone land along East Kowloon Corridor to "Other Specified Uses" annotated "Mixed Use" to allow greater flexibility for residential and/or non-residential development in the area (e.g. shops, hotels or offices) so as to address the environmental issue. The permitted plot ratio for non-residential use can be higher than that of residential use. This allows flexibility for the developers to determine an appropriate mix of uses having regard to the market demand and environmental factor



- Legend
- East Kowloon Corridor
  - Proposed Rezoning for "OU(Mixed Use)"





## Capitalising on the Opportunities of New Railway Service to Enhance the Local Character and Living Quality

Hung Hom is in the southern part of Kowloon City District. Being located in the vicinity of Hung Hom Railway Station, the convenient transport of the area will be further improved upon the completion of the SCL and Kwun Tong Line Extension. Currently, some buildings in the area are dilapidated resulting in undesirable living condition. With the development of the new railway network, the area is anticipated to undergo changes. The area is proposed to be designated as a mixed redevelopment and rehabilitation area. The living environment can be improved through redevelopment or rehabilitation taking into account the condition of individual buildings.

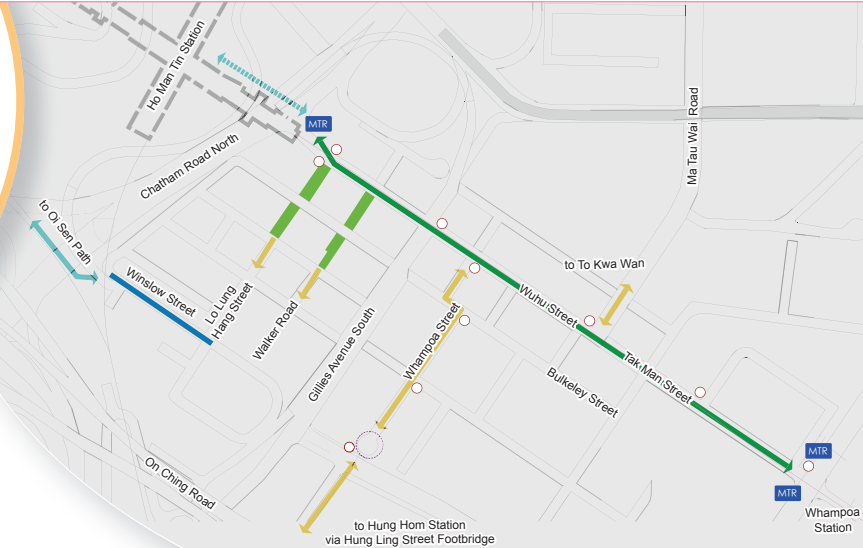
**Wuhu Street**  
**Winslow Street**  
**Gillies Avenue South**  
(Hung Hom)



Legend  
 Proposed Mixed Redevelopment and Rehabilitation Area

### Legend

- Exit of Future Railway Stations
- Main Street
- Proposed Enhancement of the Existing Sitting-out Area
- Proposed Improvement of the Area near the Existing Footbridge at Whampoa Street
- Proposed Erection of Directional Signage
- Proposed Improvement of Pedestrian Crossing Facilities at Winslow Street
- Existing Pedestrian Connection with Ho Man Tin District (via Oi Sen Path)
- Future Pedestrian Connection with Ho Man Tin District (via Ho Man Tin MTR Station)
- Anticipated Key Pedestrian Connections



## Proposals

### Urban Renewal Approach:

## Mixed Redevelopment and Rehabilitation Area

### Improve local environment and local character

### Short-term

#### 1 Whampoa Street near Hung Ling Street Footbridge

Street paving improvement and tree planting at Whampoa Street cul-de-sac and its vicinity



#### 2 Lo Lung Hang Street and Walker Street

Enhance the sitting-out areas with replacement of seating and street paving



#### 3 Winslow Street

Improve pedestrian crossing facilities connecting Ho Man Tin Area

#### 4 Wuhu Street and Tak Man Street

In line with Kwun Tong Line Extension project, improve the local connectivity and walking environment with new potted plants hanging on the street railing and erection of directional signs along the footpaths between Ho Man Tin and Whampoa Railway Stations

### Mitigate impacts generated by funeral and related businesses

### Short-term

#### 5 Public Joss Paper Furnace

Propose the Government to negotiate with Grand Peace Funeral Parlour on the extension of opening hours of the furnace in the Parlour



#### 6 Hearse Parking

Explore the feasibility of providing hearse parking in public car parks in the nearby area

### Medium-term

#### 7 Hearse Parking

Allocate the site to the northwest of Kowloon Public Mortuary (currently occupied by the works area of SCL project) for use as an open-air car park upon completion of SCL. The operators are required to reserve goods vehicle parking spaces for hearses



# Revitalising Heritage and Designation of Themed Walking Trail

Kowloon City District is rich in cultural resources. Some historical buildings have potential to be developed as cultural landmarks. However, such resources are scattered in different locations of the district. It is proposed to revitalise and make the best use of heritage in the district. It is also proposed to set up a themed walking trail to integrate the existing local resources in the district. These include: erecting signage, information panels and maps, etc. to display the historical and background information of the attraction points; erecting directional signs at the streets corners and improving street paving so as to link up and consolidate the existing and planned attractions with historical, cultural and architectural significance with a view to strengthening the local character and shape a distinctive image.

## Waterfront Leisure Walk

Using To Kwa Wan Waterfront as a theme to display the history of the waterfront such as the changes of coastline, water transport and functions of the waterfront

## Artistic Community Walk

Using historic and artistic Cattle Depot as a theme and passing through the surrounding neighbourhoods

## Local Cultural Walk

Displaying the relationship with the history of Kowloon City and the aviation development in Hong Kong. It passes through the vibrant streets of the old Kowloon City area which are of unique ambience

## Walled City Historical Walk

Displaying the history and culture of the former Kowloon Walled City

### Legend

- Themed Walking Trail
  - Waterfront Leisure Walk
    - Short-term Routing
    - Long-term Enhancement Routing
  - Artistic Community Walk
  - Local Cultural Walk
  - Walled City Historical Walk
    - Short-term Routing
    - Long-term Enhancement Routing
- Heritage Attractions (with Information Panels)
- Declared Monuments
- Future Waterfront Promenade
- Major Parks and Public Spaces
- Proposed Locations for Directional Signage
- Major Exit of Future Railway Stations

## Proposals

### Revitalising the Cattle Depot

#### Short-term

##### 1a Rezone the Cattle Depot site on the statutory plan

Clearly indicate the planning intention for the preservation of Cattle Depot for art and related uses with additional provision of public leisure facilities

##### 1b Green the footpath near the portal of Kai Tak Tunnel leading to Cattle Depot



##### 1c New entrances / exits for Cattle Depot

Further open up Cattle Depot in line with the revitalisation initiatives of the Development Bureau and Kowloon City District Council



#### Medium to Long-term

##### 1d Facilitate the integration of Cattle Depot with the community

In line with the initiatives of Development Bureau, revitalise Cattle Depot into a district focal point enriched with arts, cultural and historical features, and conduct public education events there

##### 2 Streetscape Enhancement beneath East Kowloon Corridor Flyover

Create an "Art Market" themed corridor connecting Cattle Depot and the future Ma Tau Wai Railway Station



### Legend

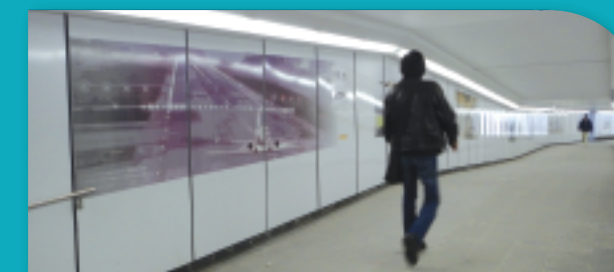
- Cattle Depot Artist Village
- Anticipated Pedestrian Flow
- Existing Artist Village Area
- Backyard (proposed provision of art-themed public leisure facilities)

### Enhancing Connectivity of the Themed Walking Trail

#### Short-term

##### 3 Enhancement of subways connecting Olympic Garden

Display of materials with historical theme on the walls



#### Medium to Long-term

##### 4 Extension of themed walking trail to Lung Tsun Stone Bridge relic and other walking trails in other districts





# Enhancing Waterfront and District Connectivity

Kowloon City has a beautiful coastline. It is proposed to enhance and link up the fragmented waterfront in phases. Since sections of the waterfront cannot be linked up in the short term, such as the To Kwa Wan Preliminary Treatment Works and the Gas Piggling Station next to Grand Waterfront which cannot be relocated due to operational needs. The emergency vehicular access of the To Kwa Wan Preliminary Treatment Works along the waterfront is subject to odour nuisance generated from the treatment works and cannot be entirely open for public use. There is a need to identify alternative routes for the concerned areas. It is also proposed to improve the walking environment of the streets leading to the waterfront so as to strengthen the pedestrian-oriented environment and district connectivity.

## Legend

 Exit of Future Railway Stations

## Short-term Proposals

-  Enhancing the Area Underneath Man Yue Street Flyover
-  Erection of Directional Signage along Chi Kiang Street for Guiding Visitors to Hoi Sham Park and the Waterfront
-  Greening along Key Distributors of the District
-  Widening of Existing Promenade along King Wan Street

 Rezoning of Green Island Cement Pier and Harbour Centre Tower 2 sites to "CDA" Zone with Designated Promenade

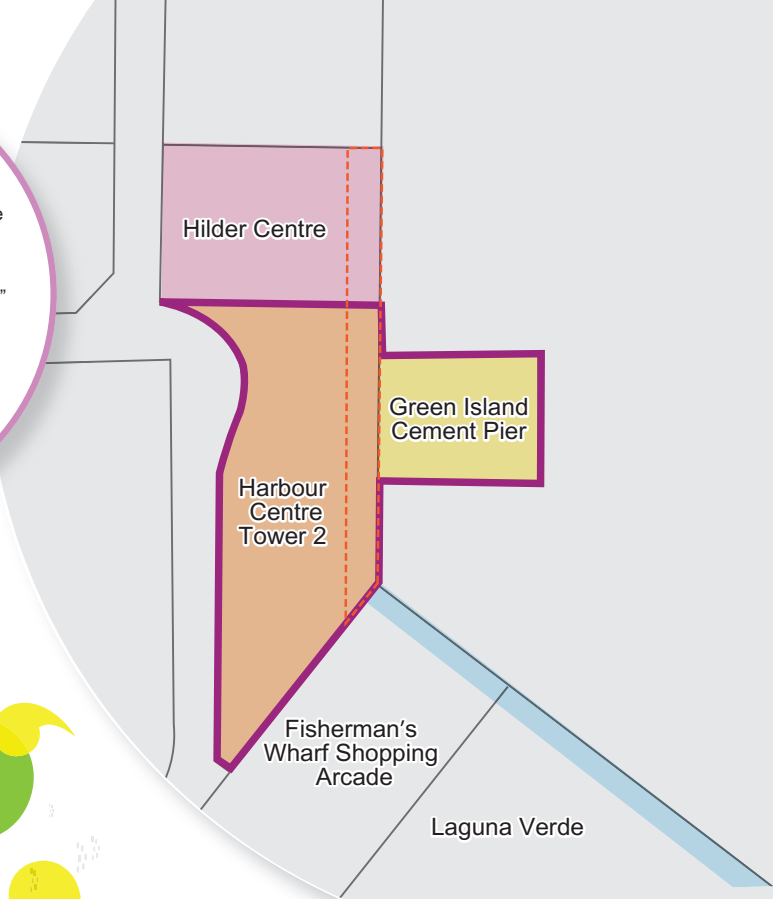
## Medium to Long-term Proposals

-  Enhancement of Pedestrian Environment along Major Connections between Key Distributors and Waterfront
-  Potential Comprehensive Development at the Public Transport Interchange of Kowloon City Ferry Pier and its Adjacent Industrial Buildings
-  Connection of Area near Wyler Garden Salt Water Pumping Station for Promenade after the Completion of Central Kowloon Route Project
-  Linking up the Fragmented Waterfront Promenade in Phases
-  Consideration of Identifying Temporary Alternative Routes before Linking Up the Waterfront Area



## Legend

-  Existing Waterfront Promenade Connecting Tsim Sha Tsui and Hung Hom
-  Proposed Rezoning for "CDA"
-  Proposed Location of the Designated Public Waterfront Promenade (Proposed width: 10m)



## Waterfront Enhancement Proposals

### Short-term

-  **Rezone the Green Island Cement Pier and Harbour Centre Tower 2 to "Comprehensive Development Area ("CDA") Zone**

Require the provision of a promenade linking up sites along the waterfront upon redevelopment. To foster the vitality of the waterfront, it is proposed to transform the pier into a place with leisure and commercial uses such as shops and restaurants

-  **Widen the existing promenade along King Wan Street**

Develop King Wan Street, Hoi Sham Park and King Wan Street Playground into a leisure and recreational node of the waterfront



### Medium to Long-term

-  **Revitalise Kowloon City Ferry Pier**

In line with the Central Kowloon Route project, to develop part of the pier as a viewing point and provide commercial and services uses such as food kiosks and restaurants

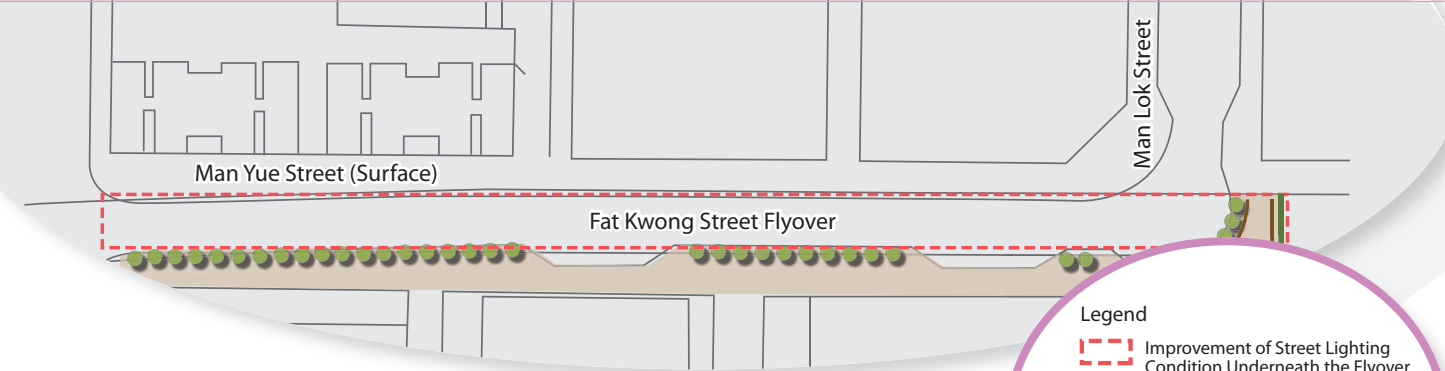


-  **Potential of Kowloon City Pier Public Transport Interchange and its adjoining industrial buildings for comprehensive development**

Parking spaces for private car and coach can be provided alongside the development to meet local needs







Enhancement of environment underneath Man Yue Street Flyover

## District Connectivity Enhancement Proposals

### Short-term

#### 5 Space underneath Man Yue Street Flyover

Green the area and provide leisure facilities



#### 6 Chi Kiang Street near Hoi Sham Park entrance

Erect directional signs to guide pedestrians to Hoi Sham Park and the waterfront

#### 7 Greening along key distributors of the district

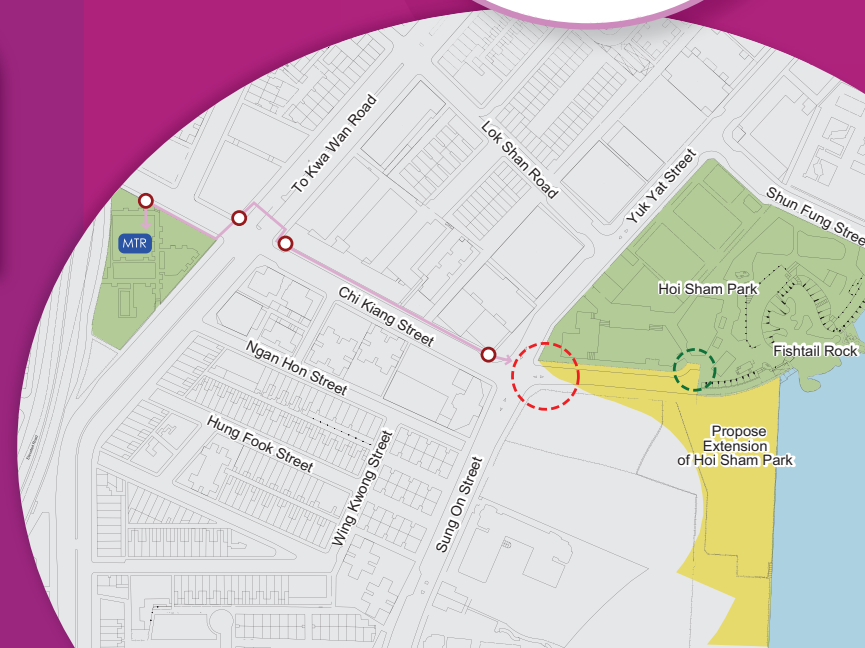
Greenery works, including installation of planters and tree planting will be implemented in line with the Greening Master Plan. Potted plants can be hung on street railings and light poles on narrow footpaths



### Medium to Long-term

#### 8 Further enhancement of walking environment of abutting streets after greening the key distributors

- Legend
- Existing Entrance of Hoi Sham Park (green dashed circle)
  - Future Entrance of Hoi Sham Park (red dashed circle)
  - Exit of Future Ma Tau Wai Railway Station (MTR logo)
  - Pedestrian Connection between Railway Station and Hoi Sham Park (pink arrow)
  - Proposed Installation of Directional Signage (red circle)



## Optimising Land Resources

Well-established residential neighbourhoods in the Kowloon City District are home to different social classes for years. To facilitate the urban renewal process for Kowloon City and preserve its social network, it is proposed to optimise land resources in the district to offer more in-situ rehousing opportunities for residents affected by redevelopment projects. In particular, the Urban Renewal Authority can carry on the “flat-for-flat” arrangement and at the same time, increase the housing unit supply for such arrangement in the district. In addition, it is proposed to redevelop the old public housing estates which are of lower development intensity in the district so as to release land resources and provide more community facilities in meeting the district needs.





# Social Impact Assessment

In preparing the DURP, we conducted the Stage 1 SIA to analyse the community profile of the areas affected by the urban renewal proposals, and solicit the views of stakeholders in the community on the PURP. From the analysis of the affected residents, we have identified the potential difficulties posed by redevelopment and rehabilitation to the owners, tenants, elders, new arrivals, ethnic minorities and rooftop occupants. Among the business operators, vehicle repairing industry would be subject to greater impact. We have initially proposed some mitigation measures which are mainly based on the following three approaches:

1

## A one-stop support and information services centre as a basis

In view of the complexity and the professional nature of matters relating to urban renewal, it is proposed to set up a one-stop support and information services centre in Kowloon City to provide public education, consultation and support services. This centre can also serve as a communication platform for the local residents. In addition, translation services can be provided at the centre for ethnic minorities.

2

## Promote existing policies and continue to develop existing supporting schemes

Promote and explain the existing policies so as to allow the residents to obtain more information on urban renewal. Besides, it is recommended to continue developing and implementing, on the existing basis, some effective schemes currently launched by the Government such as the "Pilot Mediation Scheme" for those who are involved in compulsory sale and the "Pilot Scheme on Outreach Support Service for Elderly Owners".

3

## Establish liaison with the local organisations and institutions

Cross-organisational cooperation approach can be adopted based on the specialty and service network of institutions. This will provide support services to the affected stakeholders systematically under different stages of the urban renewal process.

We will further gather information on social impacts and public views on the mitigation measures at the Stage 2 PE activities in order to update the Stage 1 SIA and refine the proposed mitigation measures.

# Conclusion

The recommendations of the Urban Renewal Plan for Kowloon City and the mitigation measures proposed in the SIA aim to establish the framework and direction for urban renewal in Kowloon City. The proposals of the Plan involve amendments to statutory town plans, adjustments of government policies and deployment of departmental resources, etc. Once the Urban Renewal Plan for Kowloon City is formulated, it will be submitted to the Government for consideration. Implementation of the Plan will be considered by the Government having regard to the actual situation. It will also serve as a reference for relevant organisations (including the Urban Renewal Authority) and the public (including property developers or owners).

# Stage 2 Public Engagement Activities

You are invited to participate in the Stage 2 PE activities and express your views and suggestions on the DURP.

## Community Workshops

| Theme                                                                                                                                                                                                                                                    | Date/Time                         | Venue                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|
| 1. Kowloon City Road / Lok Shan Road; and Eight "Wan" Streets / Ngan Hon Street / Sung On Street - Redevelopment Priority Area                                                                                                                           | 10 May (Fri)<br>7:00 pm - 9:00 pm | Abundant Life Christian Church<br>5 San Lau Street, Hung Hom                |
| 2. "5 Streets" / "13 Streets" - Redevelopment Priority Area                                                                                                                                                                                              | 14 May (Tue)<br>7:00 pm - 9:00 pm | PLK Lam Man Chan English Primary School<br>24 Sheung Heung Road, To Kwa Wan |
| 3. Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street; Bailey Street / Chun Tin Street / San Wai Street / Chatham Road North; and Wuhu Street / Winslow Street / Gillies Avenue South - Mixed Redevelopment and Rehabilitation Area | 16 May (Thu)<br>7:00 pm - 9:00 pm | S.K.H. Holy Carpenter Church Community Centre<br>1 Dyer Avenue, Hung Hom    |
| 4. Nga Tsin Wai Road - Rehabilitation and Revitalisation Priority Area                                                                                                                                                                                   | 18 May (Sat)<br>2:00 pm - 4:00 pm | Iu Shan School<br>24 Gramplan Road, Kowloon City                            |

## Topical Discussions

| Theme                                                                                                                                                | Date/Time                          | Venue                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------------------------|
| 1. Revitalising the Waterfront and Piers; and Revitalising Heritage and Designation of a Themed Walking Trail                                        | 21 May (Tue)<br>7:00 pm - 9:00 pm  | PLK Lam Man Chan English Primary School<br>24 Sheung Heung Road, To Kwa Wan |
| 2. Hung Hom Area (Wuhu Street / Winslow Street / Gillies Avenue South)                                                                               | 6 June (Thu)<br>7:00 pm - 9:00 pm  | S.K.H. Holy Carpenter Church Community Centre<br>1 Dyer Avenue, Hung Hom    |
| 3. "5 Streets" / "13 Streets"; and Kowloon City Ferry Pier Area                                                                                      | 8 June (Sat)<br>2:00 pm - 4:00 pm  | PLK Lam Man Chan English Primary School<br>24 Sheung Heung Road, To Kwa Wan |
| 4. To Kwa Wan Central (Ma Hang Chung Road / Kwei Chow Street / Yuk Yat Street / Sung On Street / Hok Yuen Street / San Wai Street / Ma Tau Wai Road) | 13 June (Thu)<br>7:00 pm - 9:00 pm | Abundant Life Christian Church<br>5 San Lau Street, Hung Hom                |
| 5. Nga Tsin Wai Road                                                                                                                                 | 15 June (Sat)<br>2:00 pm - 4:00 pm | Iu Shan School<br>24 Gramplan Road, Kowloon City                            |

## Public Forum

| Date/Time                          | Venue                                                                 |
|------------------------------------|-----------------------------------------------------------------------|
| 22 June (Sat)<br>2:00 pm - 5:00 pm | S.K.H. Holy Carpenter Church Community Centre 1 Dyer Avenue, Hung Hom |

## Roving Exhibitions

| Date/Time                                         | Venue                                                                                 |
|---------------------------------------------------|---------------------------------------------------------------------------------------|
| 1 May (Wed) - 14 May (Tue)<br>10:00 am - 6:00 pm  | Ka Wai Chuen Main Entrance (Junction of Man Yue Street and Ma Tau Wai Road), Hung Hom |
| 16 May (Thu) - 29 May (Wed)<br>10:00 am - 6:00 pm | Unit 8, Cattle Depot Artist Village, To Kwa Wan                                       |

Date / venue of the events are subject to change. Please refer to the announcement on the website [www.kcrenewal.hk](http://www.kcrenewal.hk)