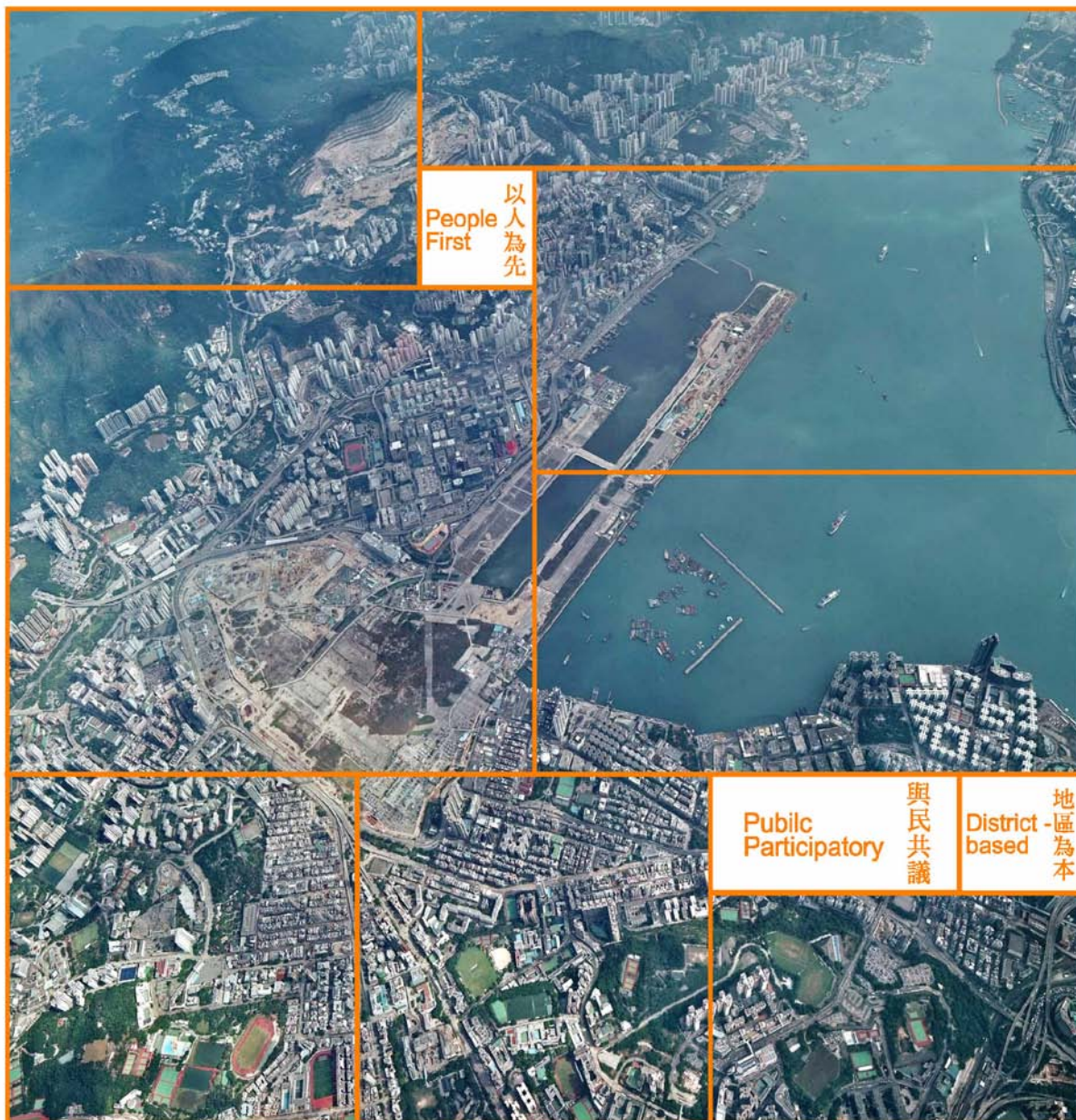


# District Aspirations for Urban Renewal in Kowloon City Review and Prospects



Kowloon City District Urban Renewal Forum  
June 2011

**(Translation)**

**District Aspirations on Urban Renewal in Kowloon City –  
Review and Prospects**

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## 1. **Background**

The Government announced the new Urban Renewal Strategy in February 2011. A new proposal under the Strategy is to set up a District Urban Renewal Forum, adopting a “People First, District-based and Public Participatory” approach, to advise the Government on district-based urban renewal initiatives from a holistic and integrated perspective. In June 2011, the first pilot District Urban Renewal Forum was established in Kowloon City.

## 2. **Objective**

The key objective of this report is to facilitate and deepen the understanding of members of the Kowloon City District Urban Renewal Forum (hereinafter referred to as “Kowloon City DURF”) on the latest situation of various aspects of Kowloon City which serves as the starting point for discussion on the topic of district urban renewal.

On the basis of the “district-based” report<sup>1</sup> on “District Aspirations Study on Urban Renewal in Kowloon City” completed in early 2010, this Report updates essential baseline information covering the latest demographic, social and economic data; landuse planning and distribution; building conditions; architectural and cultural heritages; planning and development; and transport networks. Sources of reference include the latest information provided by relevant Government departments and other study reports<sup>2</sup> pertaining to Kowloon City District. This Report also attempts to

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<sup>1</sup> In 2009, the Development Bureau and the Urban Renewal Authority (hereinafter referred to as “URA”) proposed to 7 District Councils (including Kowloon City District Council) which fall within the nine action areas of URA for undertaking a District Aspirations Study on Urban Renewal in each district. At the end of 2009, the Kowloon City District Council commissioned the Centre for Architectural Heritage Research of the Chinese University of Hong Kong to undertake a District Aspirations Study on Urban Renewal for Kowloon City District, and the study was completed in early 2010. The study report has already been linked to the website of the District Urban Renewal Forum ([www.durf.org.hk](http://www.durf.org.hk)).

<sup>2</sup> Including “Heritage Yellow Page (Kowloon)”, LEE Chui-mei, LI Wai-kai and YEUNG Shuk-man, 2010, Research on Future Development of Artist Village in Cattle Depot, Development Bureau, 2010, and Historical cum Social Study on Kowloon City District in Connection with Kai Tak Area, Development Bureau, 2009.

explore the possible opportunities and challenges in the implementation of urban renewal initiatives in Kowloon City District. The last part of this report summarizes the local aspirations and views on urban renewal collected via a series of community engagement activities during the course of the District Aspirations Study on Urban Renewal in Kowloon City.

### **3. History**

The earliest historical development of Kowloon City District can be traced back to the Southern Sung Period (1127 – 1279). The legendary two emperors in the final years of the Southern Song Dynasty (i.e. Emperor Shi and his successor Emperor Bin) once stayed in the area, this has given a historic dimension to the district.

During the Ming and Qing years, increasingly more villages were built in Kowloon City District. While the village folks were mostly engaged in agriculture and fisheries, some also relied on the salt and quarry industries for a living.

The waterfront areas spanning from the present-day Kowloon City, To Kwa Wan to Hung Hom have already served as mooring places for merchant ships during the Sung and Ming periods. The shops along the waterfront of Kowloon City at that time, i.e., the area from Kowloon Walled City Park to Prince Edward Road East at present, gradually formed a bazaar named “Kowloon Street”.

In the early 20<sup>th</sup> Century, the Hong Kong colonial Government’s active efforts to strive for development had resulted in the vibrant development of the entire Kowloon City District. Traditional agricultural villages gradually disappeared, and the area was then rapidly transformed by urban development, with the large-scale construction of tenement buildings and western-style houses accommodating a growing population.

After the Second World War, the political instability in China led to an influx of refugees and merchants into Hong Kong. Apart from an abundant supply of cheap labour, these people also provided Hong Kong with technology and capital required for industrial development. During the 1960's and 1970's, areas in To Kwa Wan and Hung Hom were developed into an industrial area. Nowadays, such industrial buildings can still be found in the waterfront areas in To Kwa Wan and Hung Hom. Kowloon City District has now evolved into a densely populated and highly industrialized and commercialized area.

As the development base of Hong Kong's early aviation industry, Kowloon City and its nearby areas stretching from Diamond Hill to Kowloon Bay used to be the site of flying schools, the Ex-Royal Air Force Station and Officers' Quarters Compound, hangars and an airport. This provides witness to the development of Hong Kong's aviation industry and at the same time manifests the importance of Kowloon City District in the aviation industry of Hong Kong.

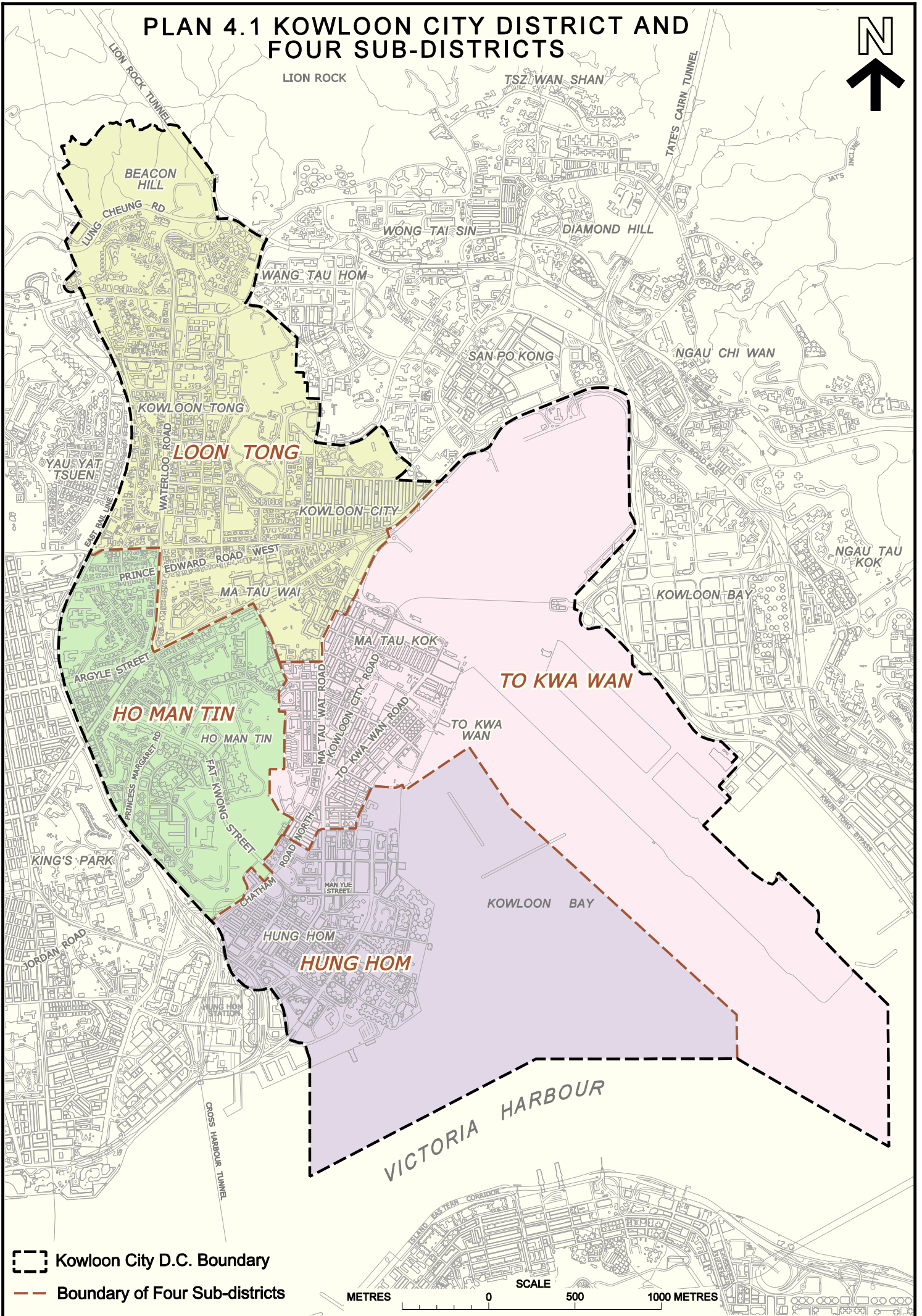
#### **4. Existing Situation**

##### **4.1 Geographic Location**

Located at the southeastern tip of Kowloon Peninsula, Kowloon City district is bordered by Kowloon Bay in the east, Yau Tsim Mong district in the west, Victoria Harbour in the south, and Beacon Hill with Lion Rock Mountain as the boundary in the north. With a total area of approximately 1,000 hectares, it can be divided into 4 sub-districts, namely To Kwa Wan, Lung Tong (i.e. Kowloon City and Kowloon Tong), Hung Hom and Ho Man Tin (Plan 4.1).

**To Kwa Wan Sub-district** is situated in the southeastern part of Kowloon City District. Except for the Kai Tak new development area, the sub-district largely consists of residential developments mostly with shops at the ground level. There is a concentration of vehicle repair

# PLAN 4.1 KOWLOON CITY DISTRICT AND FOUR SUB-DISTRICTS



workshops in the thirteen streets<sup>3</sup> and the eight “Wan” streets<sup>4</sup>. Vehicle parts dealings and taxi and mini-bus rental activities cluster in the area along Ko Shan Road and Ha Heung Road. There are also some industrial developments near the waterfront in Kowloon Bay.

**Lung Tong Sub-district** covers the areas of Kowloon City, Kowloon Tong and Kowloon Tsai. Kowloon City is an area with heavy pedestrian flow. Apart from being a residential area, it is also one of the renowned specialty dining areas in Hong Kong with variety of restaurants. Kowloon Tong is a low density residential area which is rare in the urban area of Hong Kong. Connecting Kowloon City and Kowloon Tong are the greenery areas of Kowloon Tsai Park and the Kowloon Walled City Park with great historic value.

**Hung Hom Sub-district** is situated in the southern part of Kowloon City District with heavy industries in the past. With industrial transformation, the existing industrial buildings in the north of the sub-district have gradually been converted to business uses<sup>5</sup>, and the industrial land has also been zoned as “Other Specified Uses” annotated “Business” on the Hung Hom Outline Zoning Plan. Hung Hom sub-district has been increasing used for business uses, such as offices, shopping malls and hotels etc. Some sites to the south of the Hunghom waterfront are built with hotels or have been zoned for hotel use. Whampoa Garden is a major residential development in the area. In addition, the western end of the area has been

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<sup>3</sup> The thirteen streets include To Kwa Wan Road, Hok Ling Street, Tsun Fat Street, Yin On Street, Shim Luen Street, Hung Wan Street, Pang Ching Street, Ying Yeung Street, Lun Cheung Street, Luk Ming Street, Fung Yi Street, Lung To Street and Kowloon City Road.

<sup>4</sup> The eight “Wan” streets include Wan Tat Street, Wan Fat Street, Wan Hing Street, Wan Lok Street, Wan Fuk Street, Wan Shun Street, Wan King Street and Wan On Street.

<sup>5</sup> According to the Area Assessments of Industrial Land in the Territory undertaken by Planning Department in 2009, 53% of the total gross floor area of the industrial land in Hung Hom is used for non-industrial uses.

the centre of funeral and related businesses in Hong Kong.

**Ho Man Tin Sub-district** is situated at mid-hill level in the western part of Kowloon City district. It is mainly a residential area with a cluster of schools.

#### 4.2 Demographic and Social Structure

According to the latest data<sup>6</sup> of the Census and Statistics Department in 2010, the demographic and social structure of Kowloon City District are as follows:

- (i) Kowloon City district has a population of about 365,800, of which about 92% are Chinese, the remaining about 8% are ethnic minorities such as Filipinos, Indonesians, Japanese, Indians, Thais and Pakistanis, etc (Figure 4.2). As compared with the overall figure of about 5% for Hong Kong, this district has a relatively large group of ethnic minority inhabitants. The female population is about 30,000 greater than the male population. The sex ratio of the population is 809 males per 1,000 females. Although their age distributions are even, the largest proportion falls within the middle-aged group with a median age of 40. As compared with the male to female ratio of the total population of Hong Kong (882 males per 1,000 females), the male ratio in the district is relatively low while the average age is similar (40 years). For details of age distribution, please refer to Figure 4.3.
- (ii) According to data of the Census and Statistics Department in 2006, the population density of the district is 36,178 people per km<sup>2</sup>. Though it is

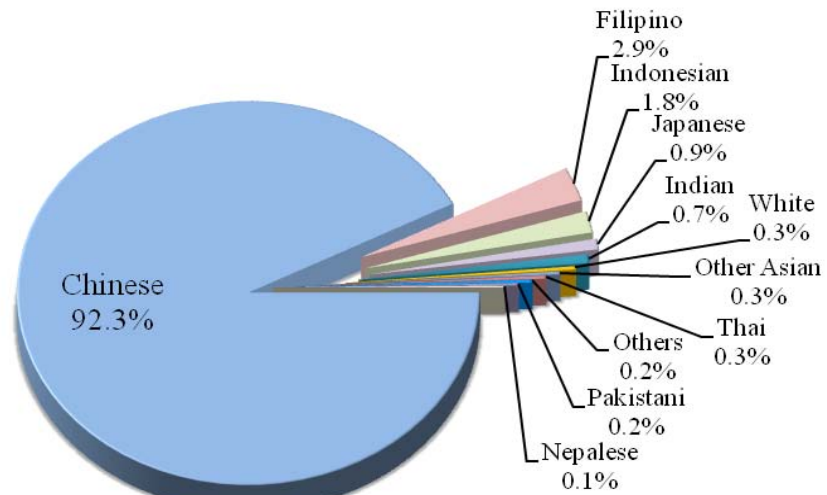
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<sup>6</sup> The information in paragraph 4.2 of this report is essentially an update of the latest data on demographic, social and economic characteristics released by the Census and Statistics Department in February 2011. The Census and Statistics Department will conduct the territory-wide 2011 Population Census between June and August 2011. Pending release of the latest data, the relevant information in this report will be updated during the Social Impact Assessment to be conducted later.

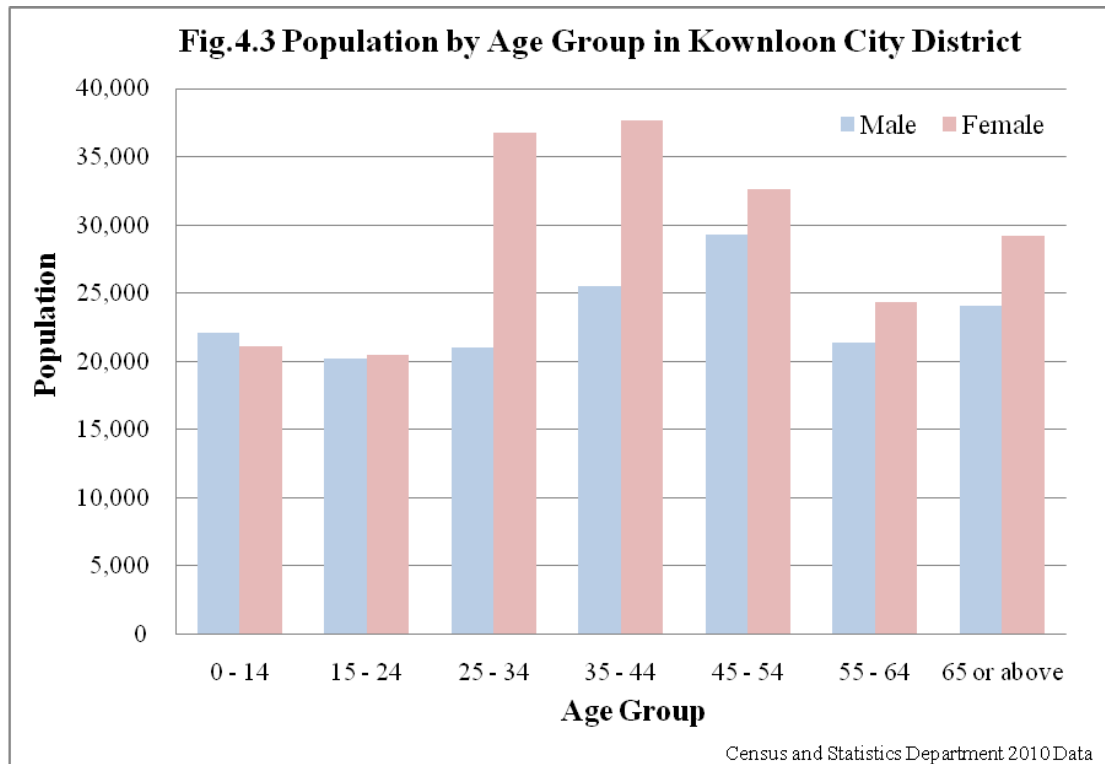


lower than that of Kwun Tong district (52,123 people per km<sup>2</sup>) which has the highest density in the territory, it is higher than other old districts such as Wan Chai or Sham Shui Po. However, if lower density areas of Kowloon Tong and Ho Man Tin are excluded, the population density of the remaining areas of Kowloon City, To Kwa Wan and Hung Hom will be higher than that of the entire Kowloon City district.

**Fig.4.2 Population by Ethnicity in Kowloon City District**

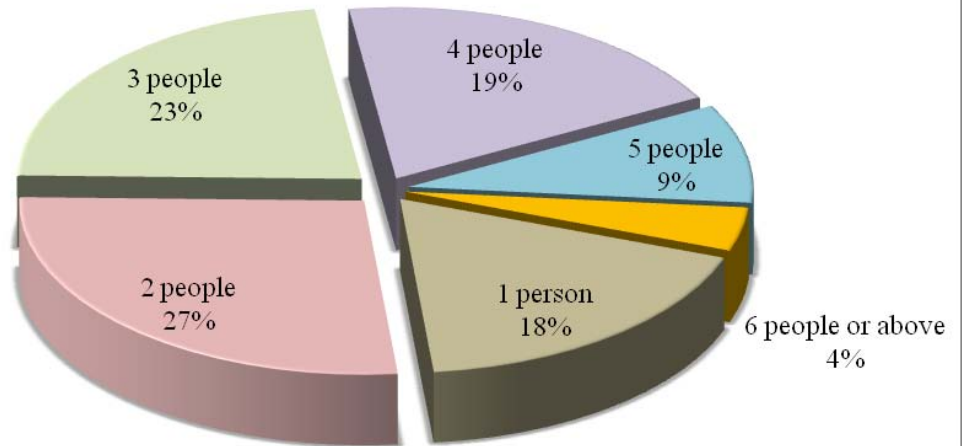


Census and Statistics Department 2006 By-census Data



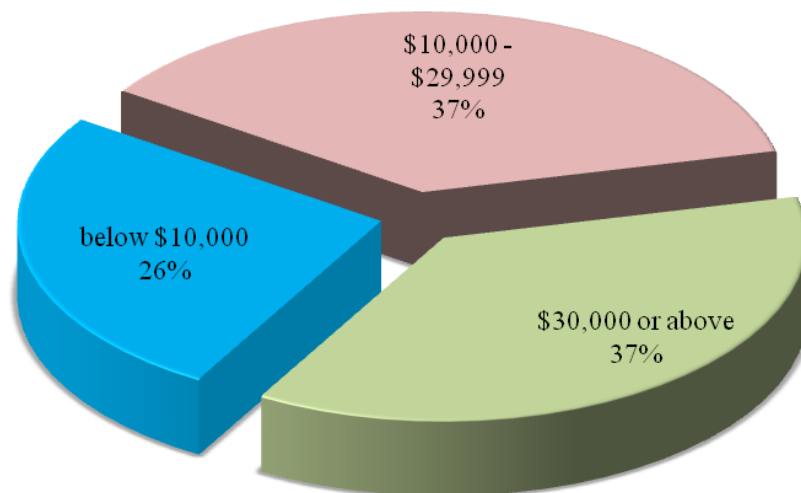
- (iii) The number of domestic households in Kowloon City district is 122,500. The majority of them are 2-person and 3-person households, which account for one half of the total (Figure 4.4). The average household size is 2.9 persons, which is similar to the overall average household size of 3 persons for Hong Kong. The median monthly household income is about HK\$20,000, which is relatively higher as compared with the overall figure of HK\$17,250 for Hong Kong. 26% of the households in the district have the household income lower than HK\$10,000 (Figure 4.5).

**Fig.4.4 Domestic Households by Household Size in Kowloon City District**



Census and Statistics Department 2010 Data

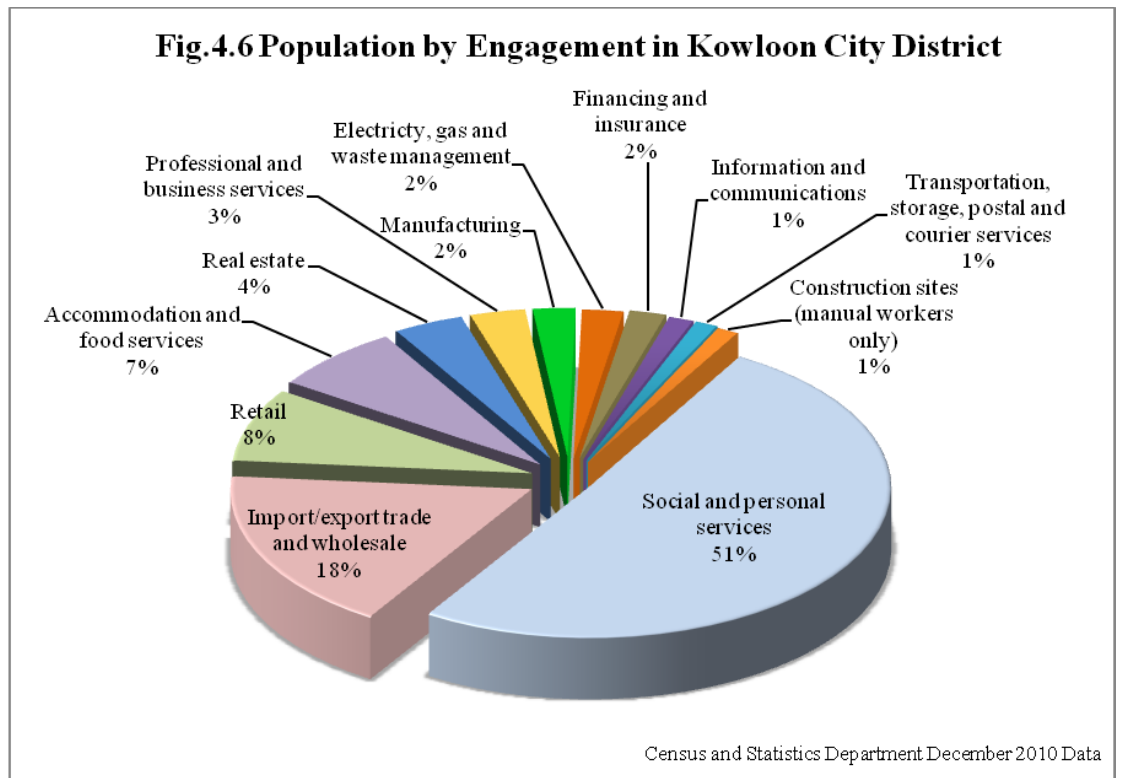
**Fig.4.5 Domestic Households by Monthly Domestic Household Income in Kowloon City District**



Census and Statistics Department 2010 Data

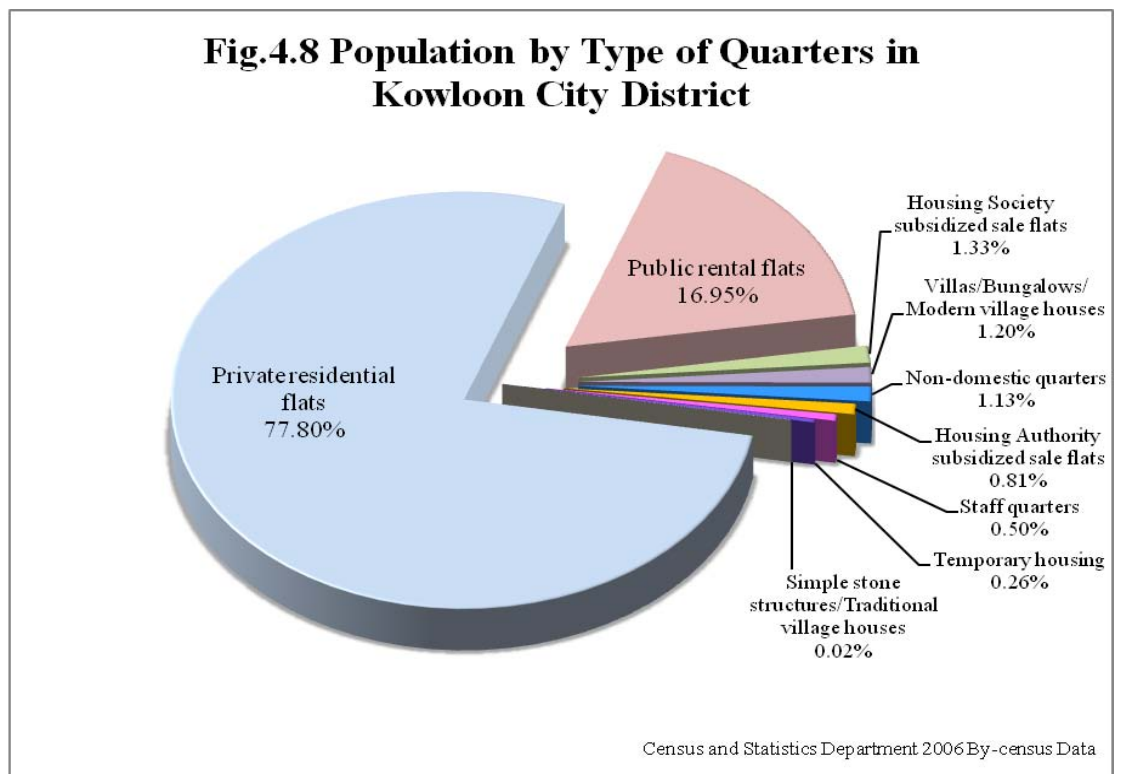
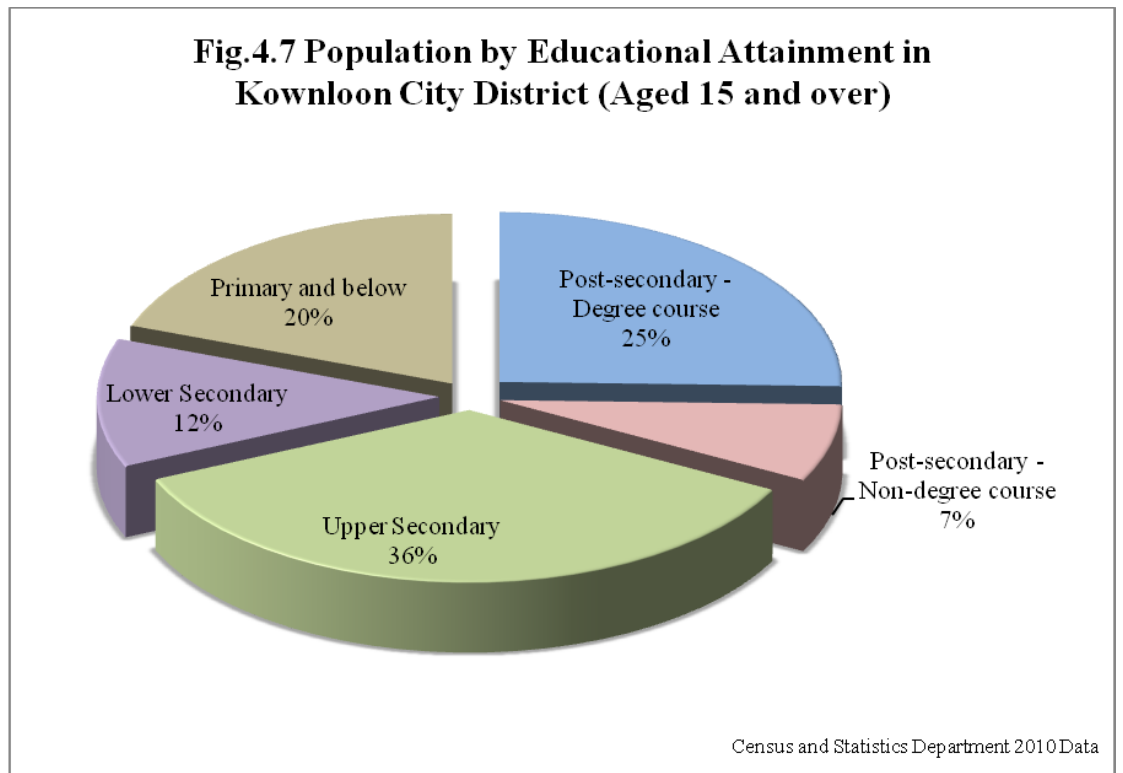
- (iv) Kowloon City district has an employed population of about 169,700, the majority of them are engaged in social and personal services (accounting for 51% of the total) and import/export trade and

wholesale (accounting for 18% of the total) (Figure 4.6).



- (v) While persons aged 15 or above with educational attainment at post-secondary (degree) level account for about 25% of the total population of Kowloon City district, those with educational attainment at primary level or below account for 20% (Figure 4.7). As compared with the overall figure for Hong Kong (about 18% at post-secondary level and about 22% at primary level or below), the educational attainment of the people in Kowloon City district is relatively higher. On the other hand, a large proportion of the residents in Kowloon City district are living in private residential flats, about 78% of the total, followed by public rental flats, about 17% (Figure 4.8). As compared with the overall figures of residents living in public and private flats in Hong Kong (49% living in residential flats and 32% living in public rental flats), those living in

private flats account for a substantial proportion of the residents in the district.

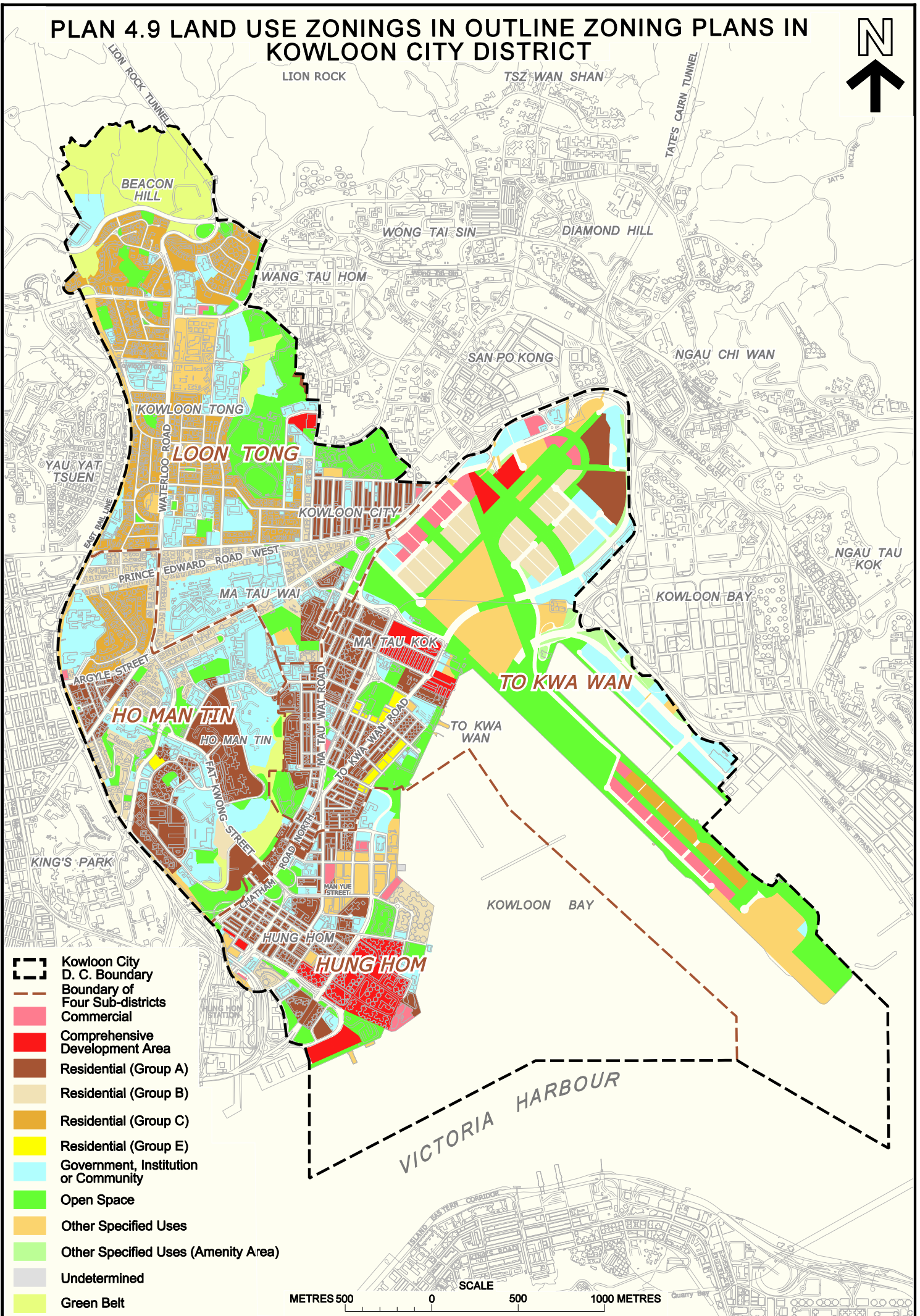


### 4.3 Land Use Planning and Distribution (Plans 4.9 and 4.10)

The entire Kowloon City district is presently covered by five statutory plans, including the Ma Tau Kok, Kai Tak, Kowloon Tong, Ho Man Tin and Hung Hom Outline Zoning Plans, with major land use zones including “Residential (Group A)”, “Residential (Group B)”, “Residential (Group C)”, “Residential (Group E)”, “Commercial”, “Comprehensive Development Area (CDA)”, “Government, Institution or Community (G/IC)”, “Open Space”, “Other Specified Uses”, “Green Belt” and “Undetermined”, etc (Figure 4.9).

The existing land uses in Kowloon City district are more or less compatible with the land use zones in the Outline Zoning Plans (Plan 4.10). However, incompatibility of existing land uses to a certain extent poses obstacles to the realization of the planning intentions of some land use zonings. Such incompatible uses include the car/mechanical parts repair workshops in the thirteen streets and the eight “Wan” streets in To Kwa Wan sub-district and the funeral parlors, coffin shops, nunneries, etc in Hung Hom sub-district. The operation of funeral and related businesses within residential developments not only generates noise and air pollution problems but also causes psychological impact on residents. To expedite the phasing out of the repair workshops from the thirteen streets, the residential area concerned has been zoned “CDA” for comprehensive residential use with the provision of retail and G/IC facilities. Moreover, the existing industrial uses between Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street and Kowloon City Road to the north of the thirteen streets has also been zoned for several “CDA” sites to encourage the early development of these sites. The developers are required to work out mitigation measures to resolve the problem of residential/industrial interface. As for the funeral and related uses in Hung Hom area, as they are in general unwelcome to the residents,

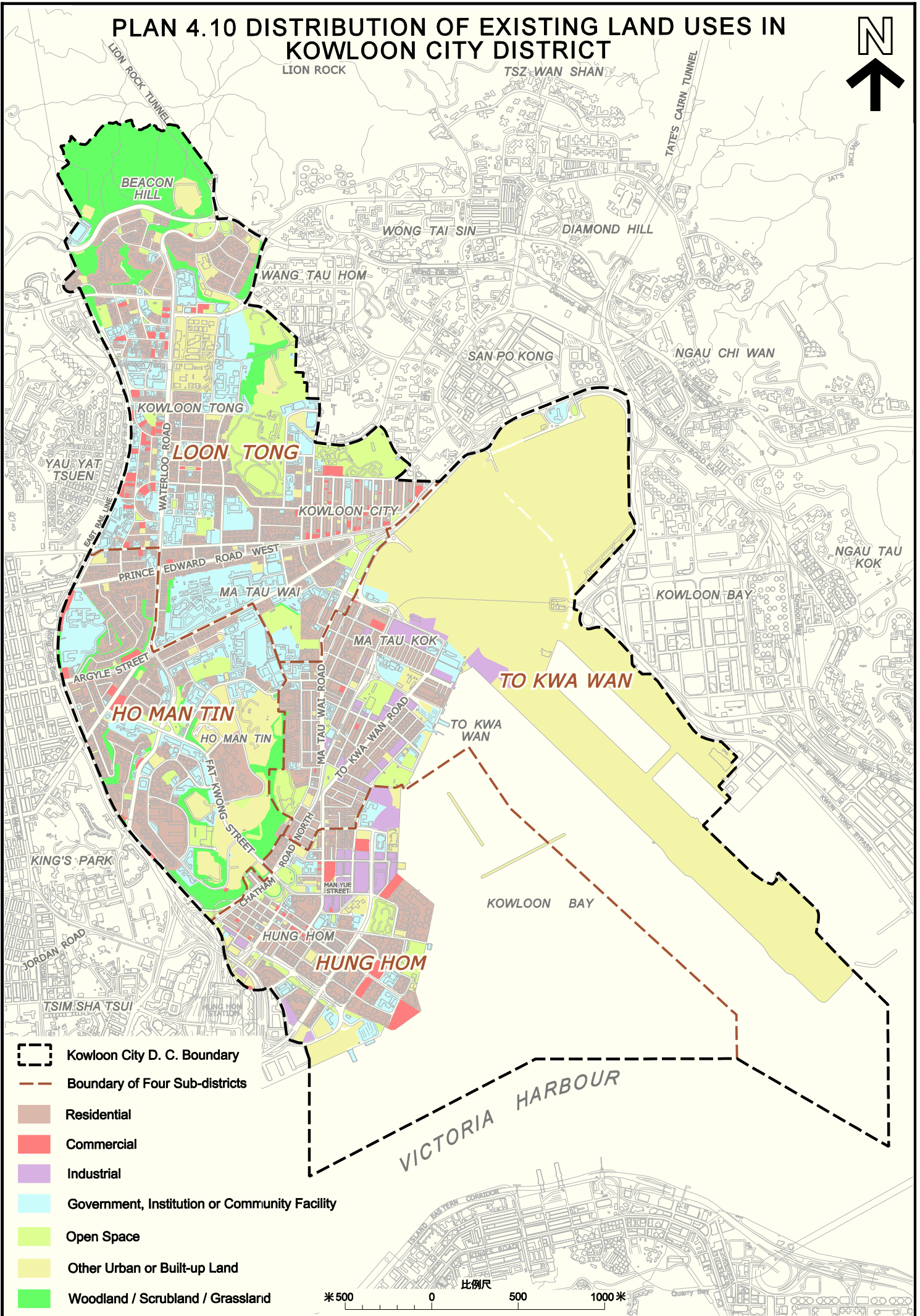
# PLAN 4.9 LAND USE ZONINGS IN OUTLINE ZONING PLANS IN KOWLOON CITY DISTRICT



- Kowloon City D. C. Boundary
- Boundary of Four Sub-districts
- Commercial
- Comprehensive Development Area
- Residential (Group A)
- Residential (Group B)
- Residential (Group C)
- Residential (Group E)
- Government, Institution or Community
- Open Space
- Other Specified Uses
- Other Specified Uses (Amenity Area)
- Undetermined
- Green Belt

METRES 500 0 SCALE 500 1000 METRES

# PLAN 4.10 DISTRIBUTION OF EXISTING LAND USES IN KOWLOON CITY DISTRICT





identifying sites for relocation is however, most difficult.

The existing industrial buildings in the areas of Yuk Yat Street, Chi Kiang Street, Sheung Heung Road, Mok Cheong Street and To Kwa Wan Road in To Kwa Wan Sub-district as well as the areas of Hok Yuen Street East, Man Lok Street and Man Yue Street in Hung Hom Sub-district have been gradually transformed for other uses, such as business. To phase out the existing industrial uses, the areas in question have been zoned “Residential (Group E)” and “Other Specified Uses” annotated “Business” respectively on the Outline Zoning Plans to facilitate realization of the long-term planning intentions.

For the distribution of the existing and proposed open space and G/IC facilities and the demand and supply situation, please see Plan 4.10. According to the Hong Kong Planning Standards and Guidelines, the provision of open space in Kowloon City District is able to meet the local demand. However, there is shortage of G/IC facilities, such as post office, integrated children and youth services centre and leisure centre.

As for the waterfront areas, the existing waterfront promenade and that which is under construction<sup>7</sup> have been extended from Tsim Sha Tsui to link with the Fisherman’s Wharf in Hung Hom Sub-district. Except for some existing uses, e.g. the industrial buildings/preliminary treatment works near Hok Cheung Street and Sung Ping Street, the temporary car park in Chi Kiang Street, the residential and industrial buildings on Ma Tau Kok Road and the private pier zoned “Other Specified Uses (Pier)” on Hok Yuen Street East in Hung Hom, which will obstruct the linkage of the waterfront, the waterfront promenade can be extended to the waterfront area already zoned/reserved for “Open Space”/“Waterfront Promenade” in the Kai Tak new development area (Plan 6.2). To

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<sup>7</sup> The Civil Engineering and Development Department is building a temporary waterfront promenade in the waterfront area to the south of Hung Hom. The project is scheduled for completion by 2011.

improve the connectivity of the waterfront, the Government has planned to develop the open space in Chi Kiang Street (currently used as temporary car park) to link with the existing Hoi Sham Park. Moreover, the Harbourfront Commission has also actively put forward proposals to enhance the connectivity and accessibility of waterfront areas, including those in Kowloon City district.

#### 4.4 Building Conditions

##### **Buildings Ages**

There are altogether 1,088 buildings 50 years of age or above in Kowloon City district, accounting for about 19% of the total. Most of these old buildings lie in Lung Tong sub-district (Kowloon Tong and the Junction Road and Carpenter Road area) and around the thirteen streets<sup>3</sup>, the five streets<sup>8</sup>, Hung Fook Street, Kai Ming Street and the eight “Wan” streets<sup>4</sup> in To Kwa Wan Sub-district (Figure 4.11). Buildings between 30 to 49 years of age (1,771 buildings) are more evenly distributed in the four sub-districts.

##### **Building Conditions**

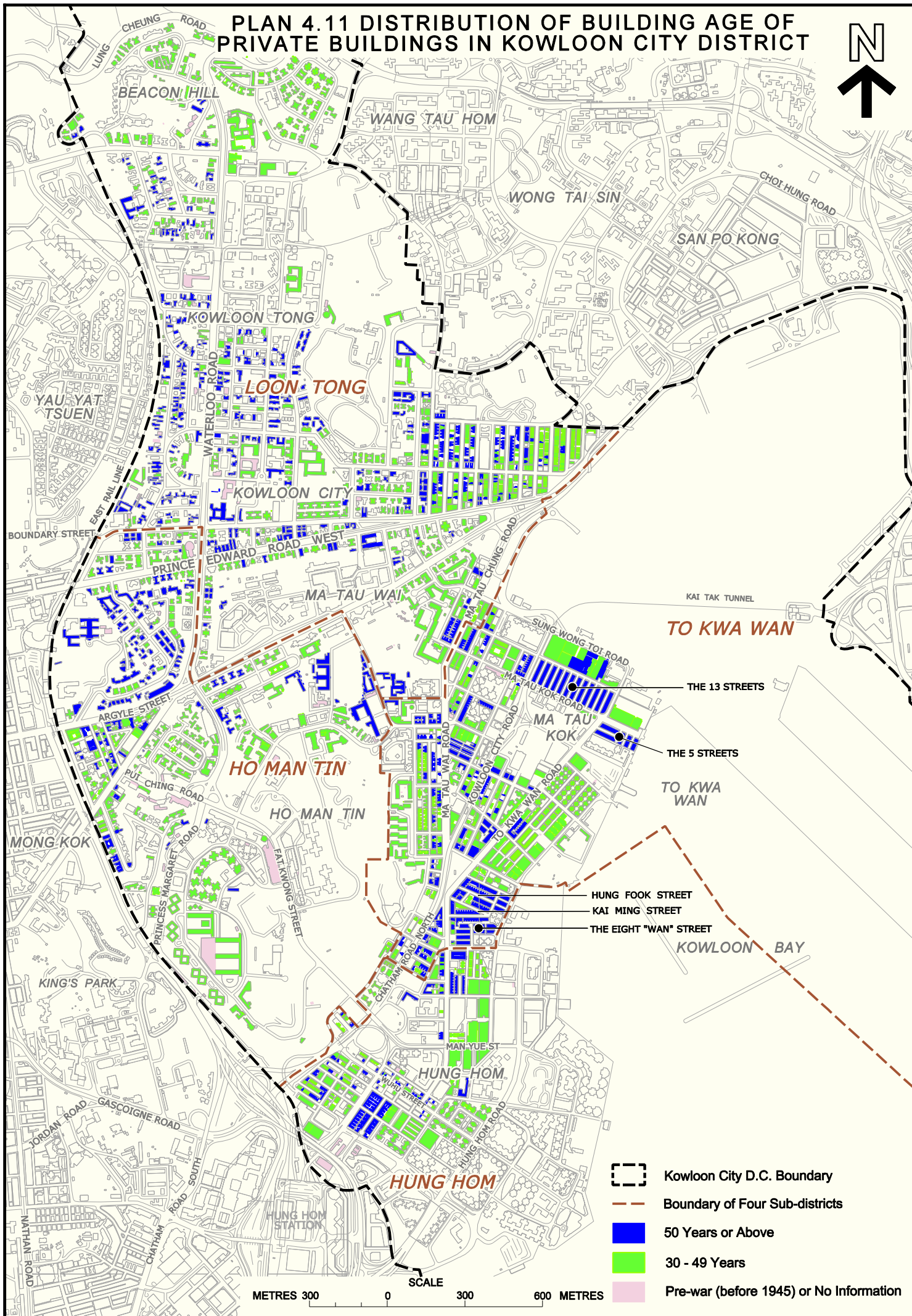
In support of the Review of the Urban Renewal Strategy, the Urban Renewal Authority (URA) conducted a “Building Conditions Survey”<sup>9</sup> between 2009 and 2010, targeting private residential buildings 30 years of age or above across the territory. In the survey, the Kowloon City district was divided into 23 sub-areas with a total of 2,741 such buildings, the conditions of which are

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<sup>8</sup> The five streets include Chung Sun Street, Hing Yin Street, Hing Yan Street, Ming Lun Street and Ma Tau Kok Road.

<sup>9</sup> The Building Conditions Survey, primarily targeting buildings in the URA project areas. It involved the visual inspection on the external walls and internal common areas of the buildings, completed on or before 1980 to assess the degree of dilapidation by categories of “Varied” and “Poor”. Based on the survey findings and the data from the comprehensive building conditions survey conducted by the Government in 1995, assessment of the number of buildings which fell into the “Varied” and “Poor” categories was made. The proportion (rounding off to the nearest 5%) of such buildings to the private buildings built in 1980 or before in each sub-area of the old district and the percentage of “Varied” and “Poor” buildings were then calculated.

# PLAN 4.11 DISTRIBUTION OF BUILDING AGE OF PRIVATE BUILDINGS IN KOWLOON CITY DISTRICT



- Kowloon City D.C. Boundary
- Boundary of Four Sub-districts
- 50 Years or Above
- 30 - 49 Years
- Pre-war (before 1945) or No Information

generally (Plan 4.12) listed below:

<u>Percentage of “Varied” and “Poor” in each sub-area</u>	<u>Buildings aged 30 or above in each sub-area</u>
70% - 80%	521(19%)
60% - 69%	373(14%)
50% - 59%	457(17%)
40% - 49%	491 (18%)
30% - 39%	178 (6%)
Less than 30%	<u>721 (26%)</u> 2,741 (100%)

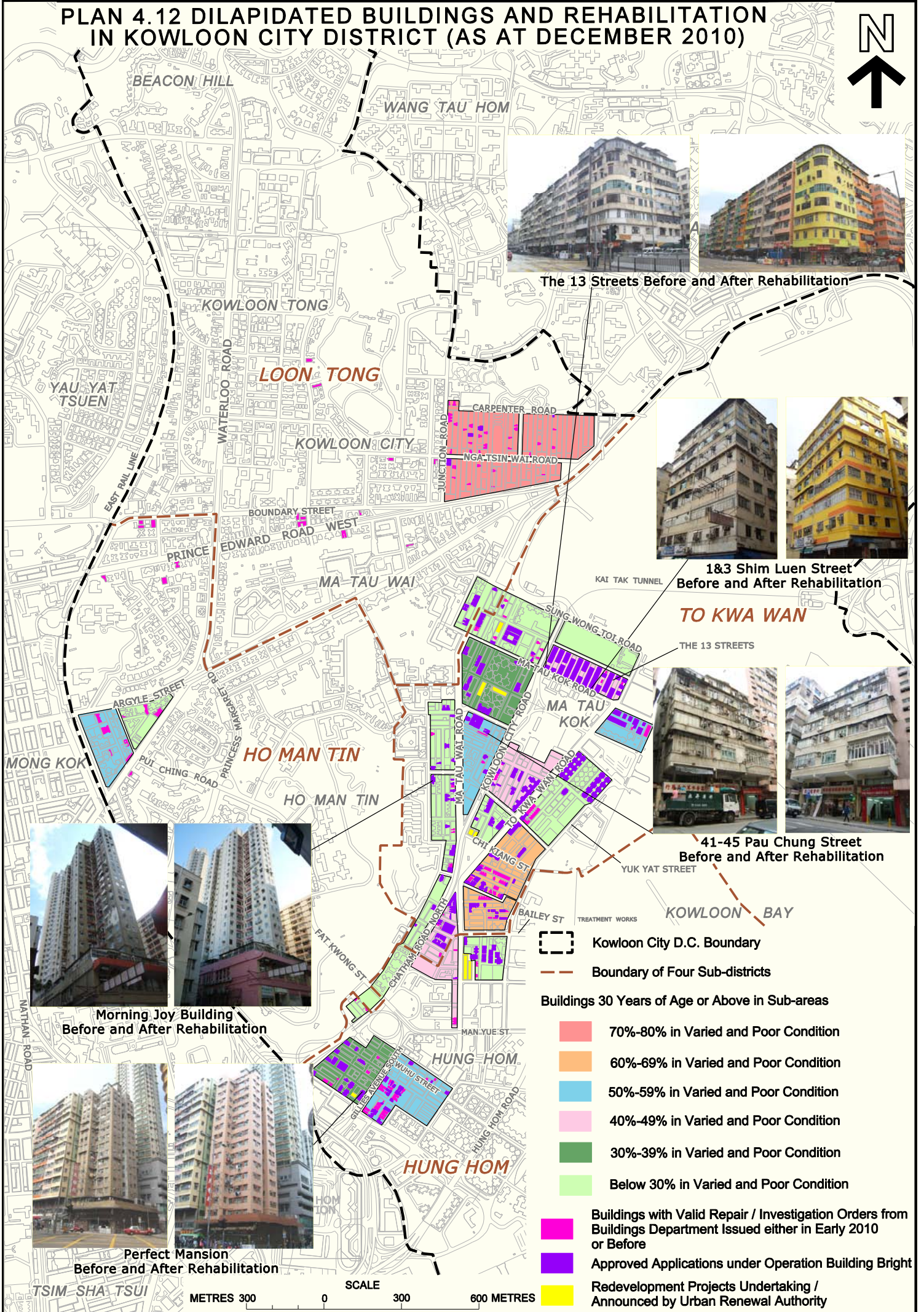
According to the survey findings, sub-areas with buildings of which 70% - 80% are categorised as “Varied” and “Poor” lie mostly in the Nga Tsin Wai Road/Carpenter Road/Junction Road/Prince Edward Road West area in Lung Tong Sub-District; sub-areas with buildings of which 60% - 69% are “Varied” and “Poor” lie mostly in the Bailey Street/To Kwa Wan Road/Chi Kiang Street area; sub-areas with buildings of which less than 30% are “Varied” and “Poor” (721 buildings) mainly concentrate in a number of streets in To Kwa Wan Sub-district (Plan 4.12).

On the other hand, according to the findings<sup>10</sup> of the inspection conducted by the Buildings Department in 2010, of the private buildings 50 years of age or above in Kowloon City district, 291 buildings with valid repair/investigation orders from the Buildings Department

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<sup>10</sup> In the survey, all private buildings aged 50 years or above across the territory were inspected with the objective to determine if these buildings were structurally safe. Based on the conditions of the buildings, the Buildings Department classified the buildings into four categories, namely Category I “Require emergency remedial works”, Category II “Obvious defects found”, Category III “Minor defects found” and Category IV “No apparent defect”. The department inspected 1,088 buildings in Kowloon City district, and the number of buildings which fell into Categories I, II, III and IV stood at 2, 318, 380 and 388 respectively. In the light of the inspection findings, the department has issued Repair Orders or Investigation Orders to the owners or occupants of 291 buildings.

# PLAN 4.12 DILAPIDATED BUILDINGS AND REHABILITATION IN KOWLOON CITY DISTRICT (AS AT DECEMBER 2010)



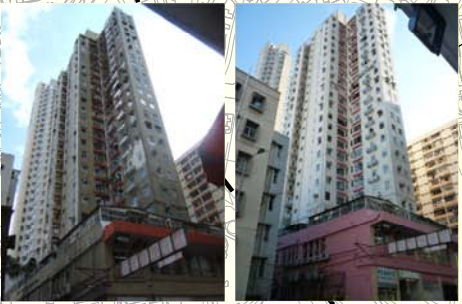
The 13 Streets Before and After Rehabilitation



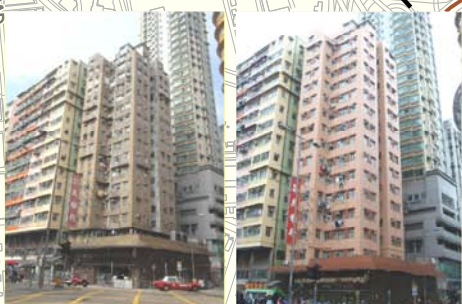
1&3 Shim Luen Street Before and After Rehabilitation



41-45 Pau Chung Street Before and After Rehabilitation



Morning Joy Building Before and After Rehabilitation



Perfect Mansion Before and After Rehabilitation

- Kowloon City D.C. Boundary
- Boundary of Four Sub-districts
- Buildings 30 Years of Age or Above in Sub-areas**
- 70%-80% in Varied and Poor Condition
- 60%-69% in Varied and Poor Condition
- 50%-59% in Varied and Poor Condition
- 40%-49% in Varied and Poor Condition
- 30%-39% in Varied and Poor Condition
- Below 30% in Varied and Poor Condition
- Buildings with Valid Repair / Investigation Orders from Buildings Department Issued either in Early 2010 or Before
- Approved Applications under Operation Building Bright
- Redevelopment Projects Undertaking / Announced by Urban Renewal Authority

had been issued either in early 2010 or before (27% of the total). These buildings mostly concentrate in To Kwa Wan, Hung Hom and both sides of Nga Tsin Wai Road in Lung Tong sub-district (Plan 4.12).

### **Building Maintenance**

To resolve the problem of dilapidated building in older districts in Hong Kong, the URA and the Hong Kong Housing Society (hereinafter referred to as “HS”) have since 2003 successively launched a number of financial and technical support schemes to assist private building owners in repairing and maintaining their buildings. In 2009, the Development Bureau in conjunction with the Buildings Department, the URA and the HS launched the “Operation Building Bright” to provide subsidies and one-stop technical assistance to help owners of old buildings to carry out repair and maintenance works. In Kowloon City District, a total of 321 applications filed through “Operation Building Bright” were approved. Rehabilitation of the buildings concerned is underway or already completed (Plan 4.12). Besides, to ensure effective use of resources and facilitate application, starting from 1 April 2011 the URA and the HS have consolidated the various rehabilitation schemes into the “Integrated Building Maintenance Assistance Scheme”, which is a more comprehensive technical and financial assistance scheme. Under the scheme, subsidies/interest-free loan for works in common areas and subsidies for formation of owners’ corporation are applicable to owners’ corporations, whereas interest-free loans for works in common areas and home renovation, the Building Safety Loan scheme and the Building Maintenance Grant Scheme for Elderly Owners are applicable to individual owners.

### **Ownership**

The multiple ownership of buildings in Kowloon City district will pose hindrance to urban renewal initiatives and their progress.

## **Building Height**

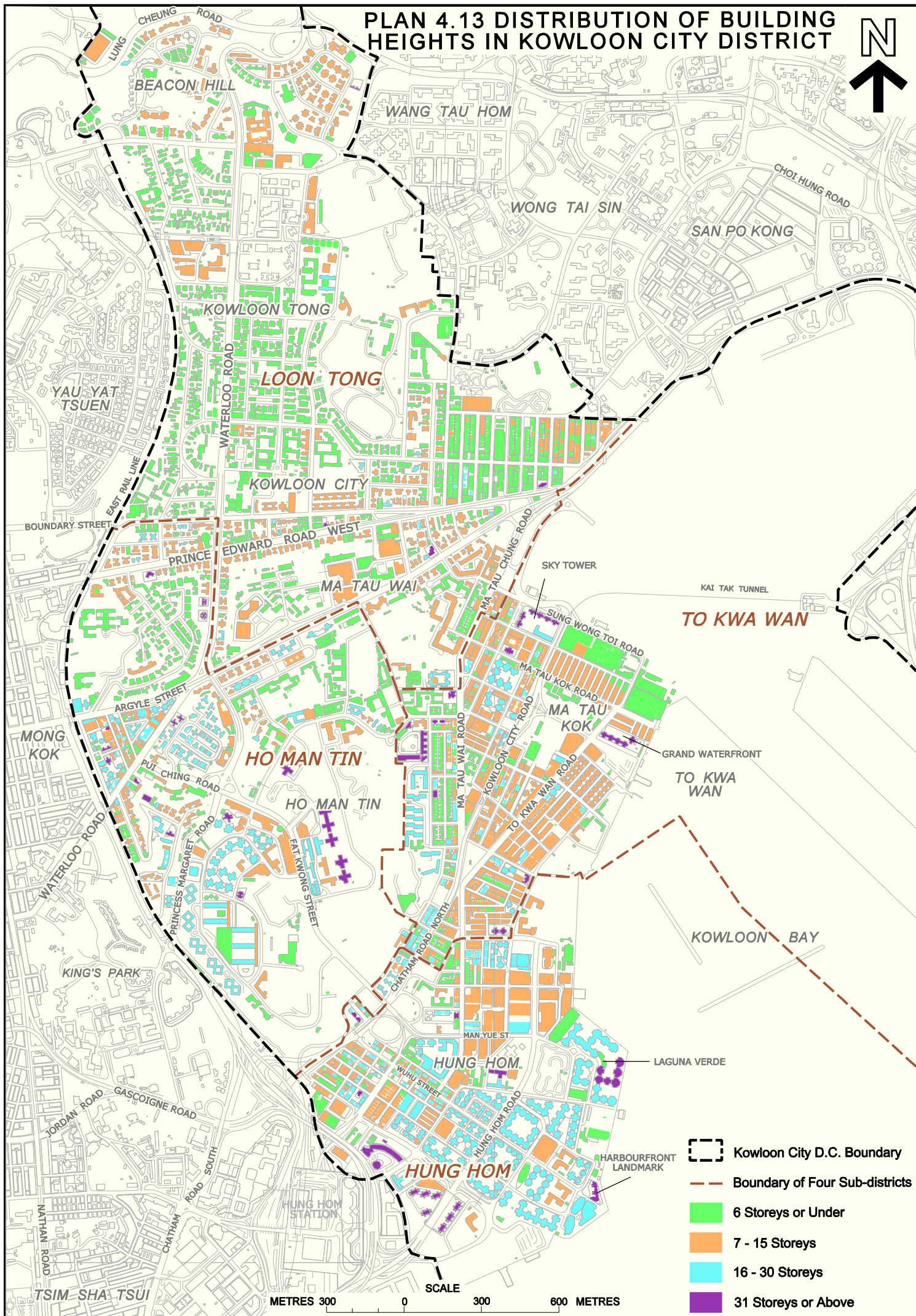
Over 50% of the buildings in Kowloon City district are of 6 storeys or under. Such buildings mainly lie in Lung Tong sub-district (Plan 4.13), and most of them are also relatively old (mostly aged 50 or above) (Plan 4.11). Buildings of 7 – 15 storeys are mainly concentrated in To Kwa Wan Sub-district. Those of 31 storeys or above are mostly relatively new residential developments, such as the Sky Tower and Grand Waterfront in To Kwa Wan Sub-district and Harbourfront Landmark and Laguna Verde in Hung Hom sub-district (Plan 4.13).







### 4.5 Living Conditions

Kowloon City is primarily a residential area with scattered industrial and commercial activities. There are low and medium density residential areas tranquil living environment is rare in the urban area, in Kowloon Tong and Ho Man Tin respectively. The buildings in the areas are also in good conditions. On the contrary, in other sub-districts, such as To Kwa Wan sub-district and Kowloon City in Lung Tong sub-district, some of the buildings lack repair and maintenance, and some are even very old and dilapidated with illegal structures. Moreover, the problem of internal alteration (commonly known as ‘subdivision of flat units’) is serious in some of these buildings. This will jeopardize the structural safety of the buildings and pose hazards to the residents and the public. Buildings with serious problem of subdivision of flat units mostly lie in To Kwa Wan and Hung Hom sub-districts.

A number of private roads and streets in Kowloon City district also cause adverse impact on the overall living conditions (Plan 4.14). For Lai Wa Street, Hung Kwong Street and the eight “Wan” streets in To Kwa Wan sub-district (Plan 4.14), owing to the lack of management, accumulation of foul water is common on these streets, resulting in poor environmental hygiene. Some of the

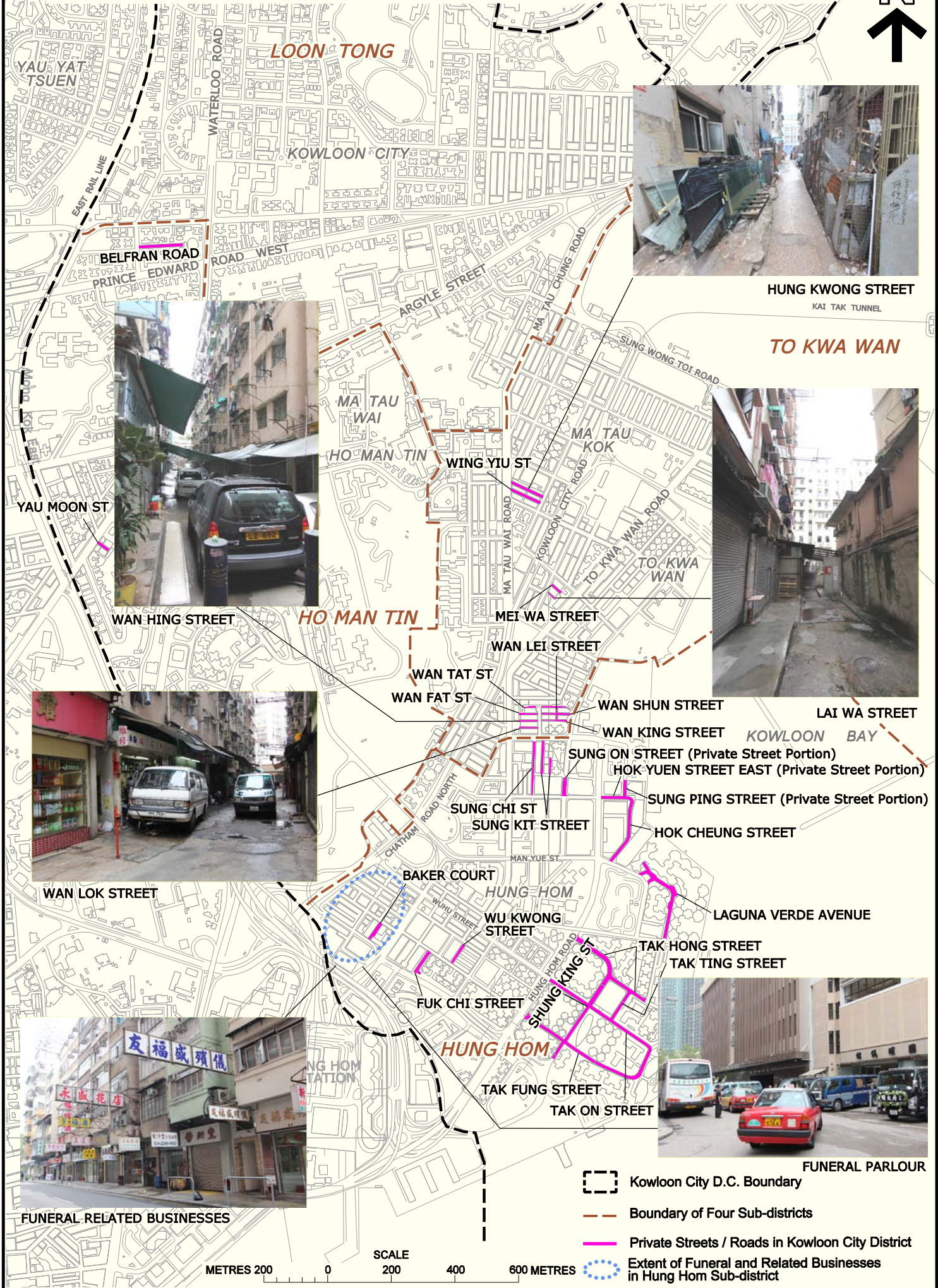
# PLAN 4.13 DISTRIBUTION OF BUILDING HEIGHTS IN KOWLOON CITY DISTRICT



-  Kowloon City D.C. Boundary
-  Boundary of Four Sub-districts
-  6 Storeys or Under
-  7 - 15 Storeys
-  16 - 30 Storeys
-  31 Storeys or Above



# PLAN 4.14 PRIVATE STREETS / ROADS AND FUNERAL AND RELATED BUSINESSES IN KOWLOON CITY DISTRICT



streets surfaces are also badly worn-out because of lack of maintenance. Illegal structures are also common on these private streets, and the shops at the ground level of the buildings are largely used for car repairing, metals shops or mechanical parts repair workshops, giving rise to the problems of illegal parking and air and noise pollutions.

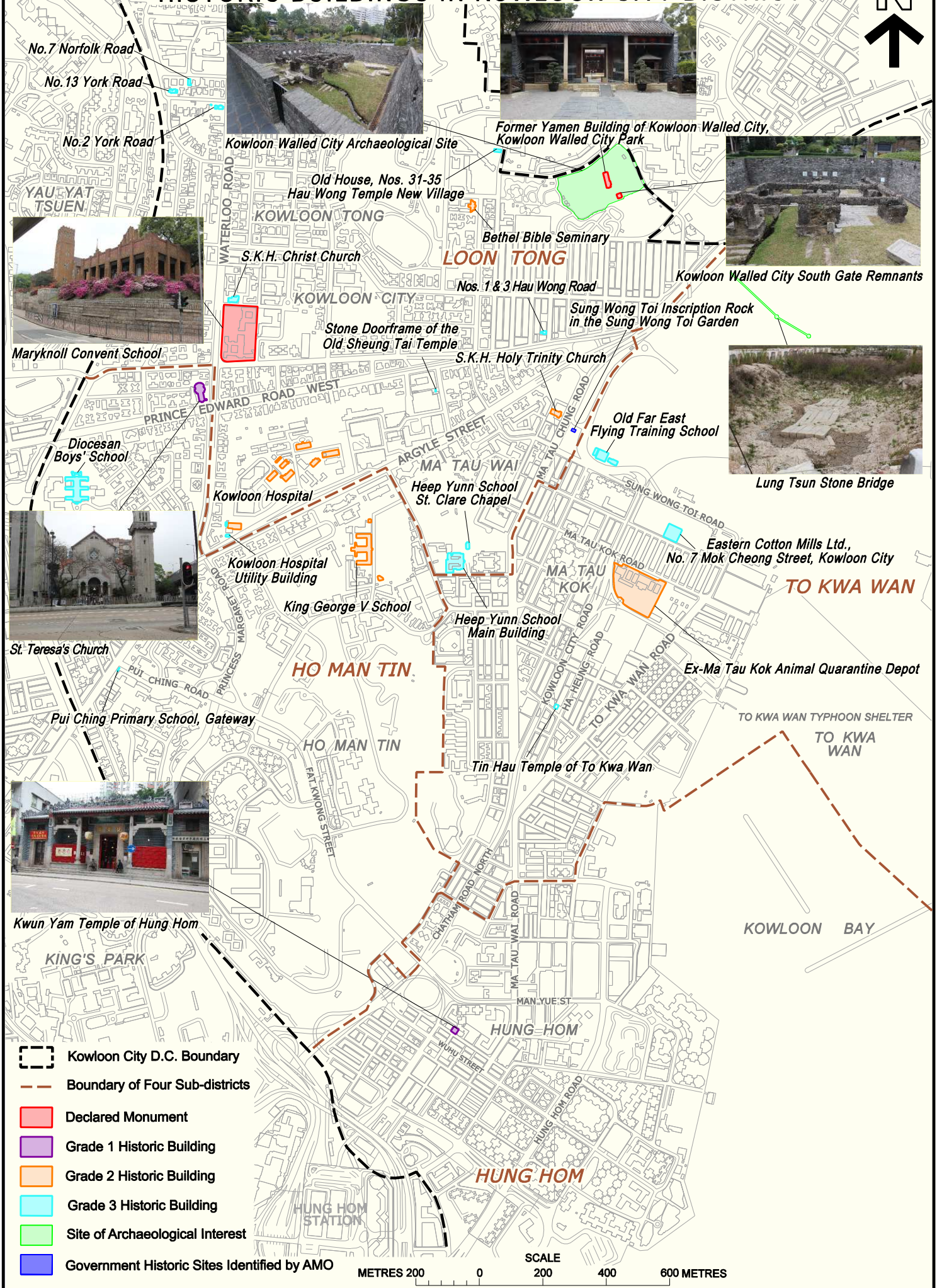
Moreover, the western end of Hung Hom sub-district has long been the centre of Hong Kong's funeral and related businesses. Apart from the International Funeral Parlour, the Universal Funeral Parlour, Sai Sing Funeral Parlour and the Kowloon Public Mortuary, related uses, such as coffin shops and nunneries, scatter along Winslow Street, Bulkeley Street, Baker Street, On Ching Road and Gillies Avenue South, are incompatible with the residential use in the area and cause environmental and psychological impacts on residents in the area.

#### 4.6 Architectural and Cultural Heritage and Others

In Kowloon City District, there are at present 34 declared monuments and historic buildings (Plan 4.15), including 3 declared monuments, 2 Grade I historic buildings, 12 Grade II historic buildings, 15 Grade III historic buildings and 2 sites of archaeological interest (including the Lung Tsun Stone Bridge in the Kai Tak new development area). Moreover, the Sung Wong Toi Inscription Rock in the Sung Wong Toi Garden is a Government Historic Site.

Apart from some historic sites, most of the declared monuments and historic buildings have retained their original uses, such as temple, school, hospital, church, etc. The ex-Ma Tau Kok Animal Quarantine Depot (Cattle Depot) in To Kwa Wan sub-district has become vacant, and part of it has been converted into the Cattle Depot Artist Village. Moreover, the old-vacant residential houses at no. 31 – 35 Hau Wong Temple New Village in Long Tong sub-district have been included in Batch II of the Revitalisation Scheme as a heritage and visitor information centre.

# PLAN 4.15 DISTRIBUTION OF MONUMENTS AND HISTORIC BUILDINGS IN KOWLOON CITY DISTRICT



Besides buildings of historic value, venues with local cultural characteristics or of valuable collective memory, such as Pak Kung Café (located on Ma Tau Kok Road) and Wing Heung Café (located on Wing Yiu Street) in To Kwa Wan sub-district; a variety of restaurants offering speciality cuisine on Sung Kit Street and Sung Chi Street; and the jewellery retail outlets in the Man Lok Street and Man Yue Street area (commonly known as “Jewellery Street”), are also preserved in Kowloon City District.

#### 4.7 Major Planning and Development

##### Kai Tak New Development Area

Situated in the southeast of Kowloon City and bounded by Victoria Harbour in the south, the old Kai Tai Airport site has an area of about 328 hectares with a waterfront spanning 11 kilometres. In 2007, the Government put forth the planning concepts for Kai Tak, and divided the development area into six main sub-areas (Plan 4.16).

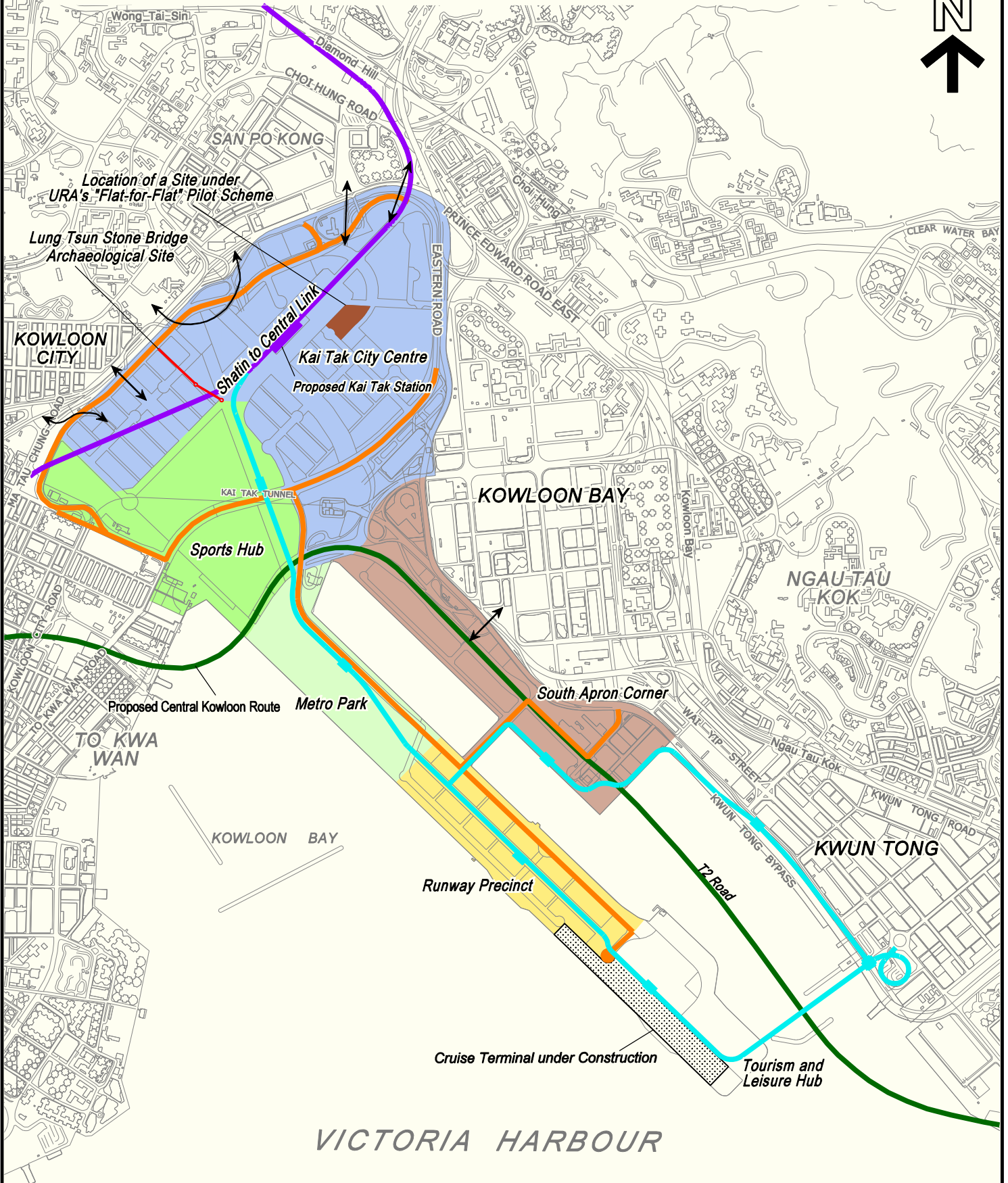
**Kai Tak City Centre**, in which the Kai Tak Station of the Shatin to Central Link is to be located, is chiefly for the mixed development of commercial/office/ residential use. The Government has reserved a site in the area for URA for implementation of the “Flat-for-Flat” pilot scheme which is an alternative to cash compensation in the redevelopment of old districts.

**Sports Hub**, to be located in the western part of the north apron area, is in proximity to the Kai Tak Station of the Shatin to Central Link as well as the To Kwa Wan and Kowloon City communities, will become the sports centre in the area.

**Metro Park**, to be located in the northern section of the Runway Area, will connect with the Sports Hub and the rest of the Runway Area.

**Runway Precinct**, to be located in the middle part of the Runway Area, will be used for low density waterfront residential/hotel development with special features. The

# PLAN 4.16 PLANNING CONCEPTS OF KAI TAK SUB-AREAS



↔ Proposed Landscaped Elevated Footbridges / Subways

— Shatin to Central Link (As Gazetted Scheme)

— Proposed District Route

— Proposed Strategic Roads

— Rail-based Environment Friendly Transport System & Stations

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harbourfront shopping street will sustain interest of exploration from the Metro Park to the Tourism and Leisure Hub.

**Tourism and Leisure Hub**, to be located in the southern section of the Runway Area, will become a hub of tourism and leisure in addition to being the site for the development of a cruise terminal.

**South Apron Corner**, with a variety of commercial and G/IC uses, is an attraction in the Runway Area. It will also be compatible with the existing uses of the business areas in Kowloon Bay and Kwun Tong which will also help restructuring of the business area in Kwun Tong.

The Government plans to build a rail-based environmentally friendly transport system in Kai Tak new development area, and further studies on the system will be conducted. Linking up the Kwun Tong waterfront, the cruise terminal cum Tourism and Leisure Hub, the Runway Precinct, the Metro Park, the Sports Hub, etc, the system will become an attraction in the Kai Tak new development area and enhance the overall attractiveness of the area to tourists.

Given the wealth of architectural and cultural heritages in Kai Tak, To Kwa Wan and Kowloon City, including the Fishtail Rock, the Cattle Depot Artist Village (ex-Ma Tau Wai Animal Quarantine Depot) and Sung Wong Toi Inscription Rock in To Kwa Wan and the Kowloon Walled City Park in Kowloon City, the Government intends to enhance selected links of the pedestrian network as the Heritage Trail of Kai Tak, which will run through parks and shopping streets, giving multiple dimensions to the experience of visitors.

#### URA Redevelopment Projects (Plan 4.12)

At present, there are not many URA redevelopment projects in Kowloon City District. Redevelopment projects which are underway or have been announced

include the Chi Kiang Street/Ha Heung Road Project, Pak Tai Street Road/Mok Cheong Street Project, the San Shan Street/Pau Chung Street Project and the Pak Tai Street/San Shan Road Project in To Kwa Wan sub-district as well as the Baker Court Project and the Mau Tau Wai Road/Chun Tin Street Project in Hung Hom sub-district (Plan 4.12).

#### Private Redevelopment Projects

Private sector-led redevelopment projects in Kowloon City District have all along been confined mostly to individual buildings, and comprehensive urban redevelopment has been lacking. It is not until the recent years that developers propose to carry out redevelopment projects in sites zoned “Comprehensive Development Area”.

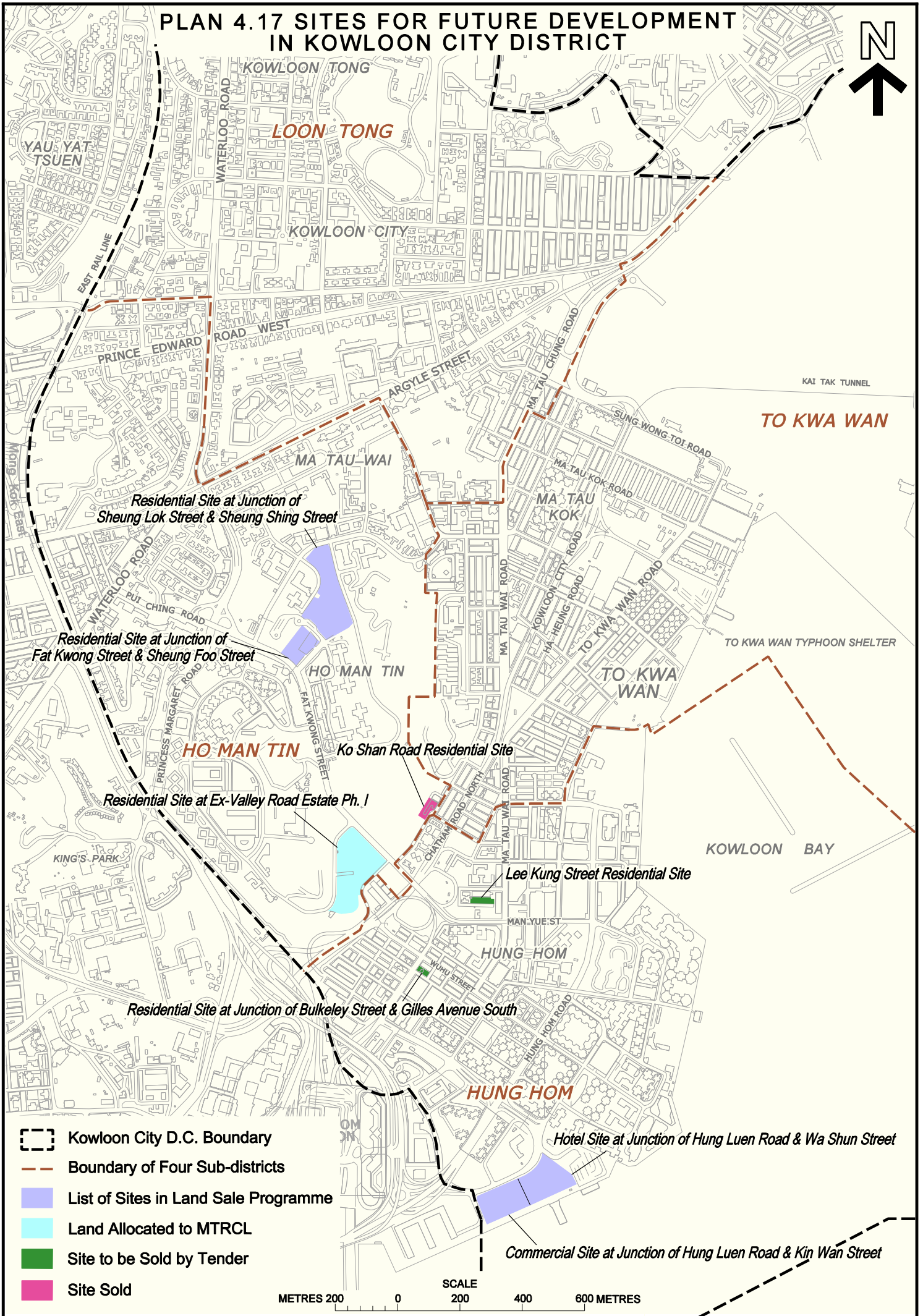
#### Future New Development (Plan 4.17)

In Kowloon City District, a number of sites for future development are available. These include the hotel site at the junction of Hung Luen Road and Wa Shun Street, the commercial site at the junction of Hung Luen Road and Kin Wan Street in Hung Hom Bay Reclamation and the two residential sites at the junctions of Sheung Lok Street and Sheung Shing Street as well as Fat Kwong Street and Sheung Foo Street which are on the List of Sites for Sale by Application between February 2011 and March 2012. Other sites include the ex-Valley Road Estate Phase I site which has been granted to the Hong Kong Mass Transit Railway Corporation for residential development; two residential sites at the junction of Gillies Avenue South and Bulkeley Street and on Lee Kung Street; and the residential site on Ko Shan Road, Hung Hom, which was sold by auction in April 2011.

#### Other Development (Plan 4.18)

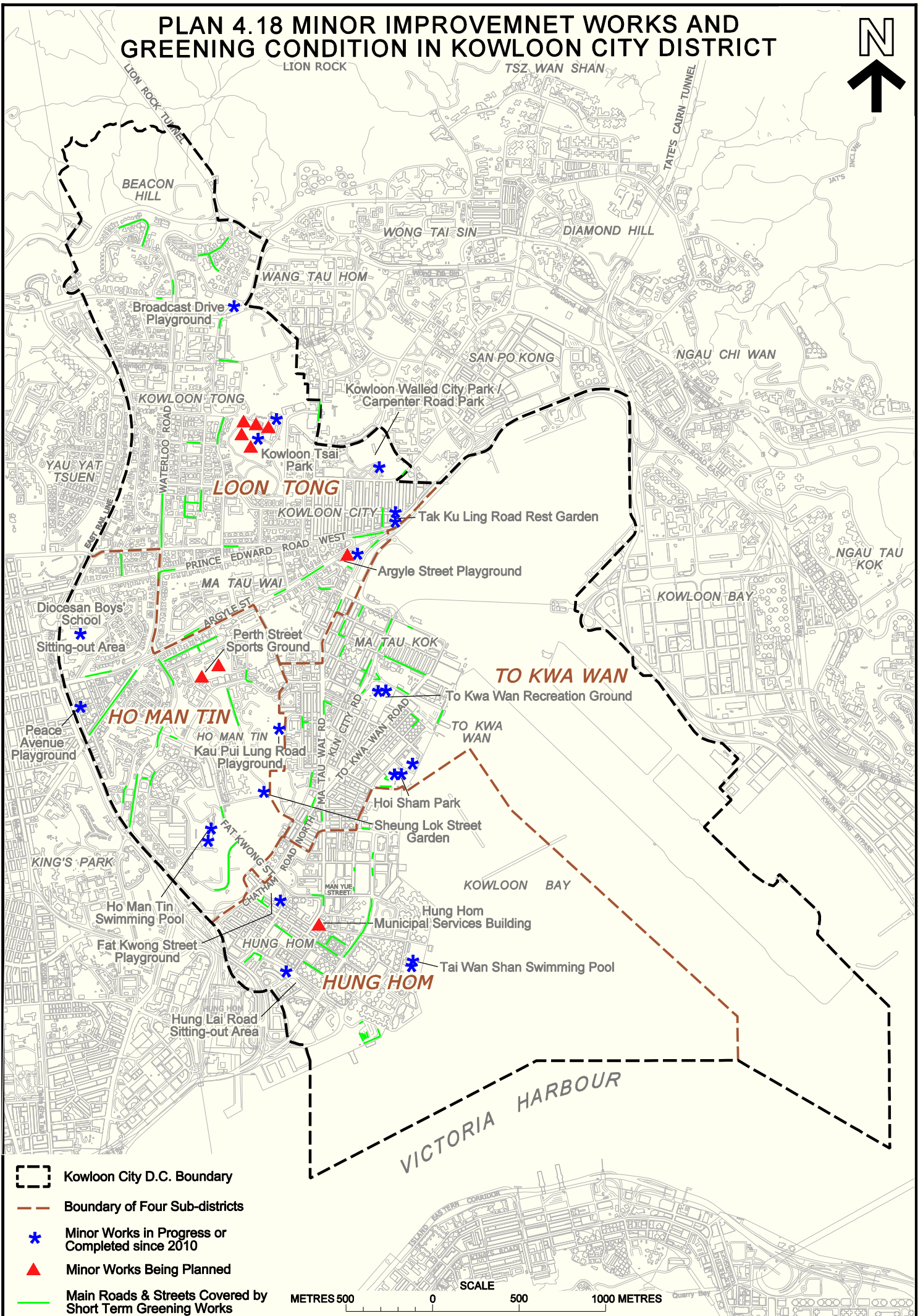
Since 2010 the Kowloon City District Council has been carrying out minor improvement works with the Minor Improvement Works Funds to improve the existing recreational and sitting-out facilities in Kowloon City

# PLAN 4.17 SITES FOR FUTURE DEVELOPMENT IN KOWLOON CITY DISTRICT





# PLAN 4.18 MINOR IMPROVEMNET WORKS AND GREENING CONDITION IN KOWLOON CITY DISTRICT



Source : Kowloon City District Council and Civil Engineering and Development Department

District. Over 30 such projects are being carried out or have been completed, and another 9 are in the pipeline. These projects include the provision of additional seats in Hoi Sham Park in To Kwa Wan sub-district and the development of the open space off the junction of Hung Hom South Road and Hung Lai Road in Hung Hom sub-district into a rest garden.

On the other hand, for the purpose of environmental improvement and beautification, the Civil Engineering and Development Department has formulated the Urban Greening Master Plan for Hong Kong. Short-term greening works have been undertaken in various districts, including Kowloon City District where extensive roadside tree planting has been carrying out on various streets, covering mainly Kowloon City Road and Ma Tau Kok Road in To Kwa Wan sub-district, Waterloo Road and Prince Edward Road East in Lung Tong sub-district, Hung Hom Road and the vicinity of Wa Shun Street in Hung Hom sub-district and Argyle Street and Princess Margaret Road in Ho Man Tin sub-district etc. The works are scheduled for completion in mid-2011. The implementation of medium-term and long-term greening measures proposed in the Urban Greening Master Plan will rely on the progress of other projects, private participation and can only be achieved in conjunction with urban renewal.

#### Overview of Urban Renewal Works

The buildings aged over 50 years in Kowloon City District account for approximately one-fourth of such buildings in Hong Kong. Some of these buildings are in a poor state of dilapidation and impose safety hazards. So far there have not been many URA redevelopment projects in the district. The private sector-led redevelopment projects are also mostly on a piecemeal basis and therefore have little effect on improving the environment of the district. Regarding building rehabilitation, in recent years the URA has actively launched schemes such as the “Operation Building Bright” to strive for improvements to the problem

of dilapidated buildings among older urban areas. Institutions/government departments participating in the schemes include the URA, the HS and the Buildings Department, etc. In Kowloon City District, the building rehabilitation projects cover an extensive area on the thirteen street and the eight “Wan” streets. While building rehabilitation reduces the need and urgency for demolition and redevelopment, the redevelopment of dilapidated buildings is still required to synchronize with the rehabilitation programme so as to improve the living conditions of the residents. The district very much requires comprehensive planning for urban renewal.

With regard to heritage preservation, the district possesses a number of declared monuments and historic buildings. Although most of the structures have retained their original uses, some historic buildings such as the ex-Ma Tau Wai Animal Quarantine Depot (partly converted into the Cattle Depot Artist Village) still have room for further revitalization, and this will serve as a catalyst to urban renewal in Kowloon City. For district revitalization, the minor improvement works carried out by the Kowloon City District Council and the government greening projects have served to improve and beautify the environment. However, on the whole, Kowloon City District still lacks a comprehensive urban renewal strategy under which various resources available in the society can be mobilized to improve the living conditions of the residents.

#### 4.8 Major Transport Network

##### Existing Roads

At present, there are 7 major roads (Waterloo Road, Princess Margaret Road, Ma Tau Wai Road, Chatham Road North, Kowloon City Road, To Kwa Wan Road and Hung Hom Road) running through the whole district from south to north. The major roads linking east and west include Lung Cheung Road, Prince Edward Road West, Argyle Street, Pui Ching Road, Fat Kwong Street and Sung Wong

Toi Road (Plan 4.19).

While Kowloon City District enjoys good accessibility with its road network, traffic congestion is often found in areas, such as Nga Tsin Wai Road in Lung Tong sub-district, the junction of Princess Margaret Road and Pui Ching Road in Ho Man Tin sub-district, the junction of Wuhu Street and Hung Hom Road and the Hung Hom section of Chatham Road North in Hung Hom sub-district.

### Proposed Route

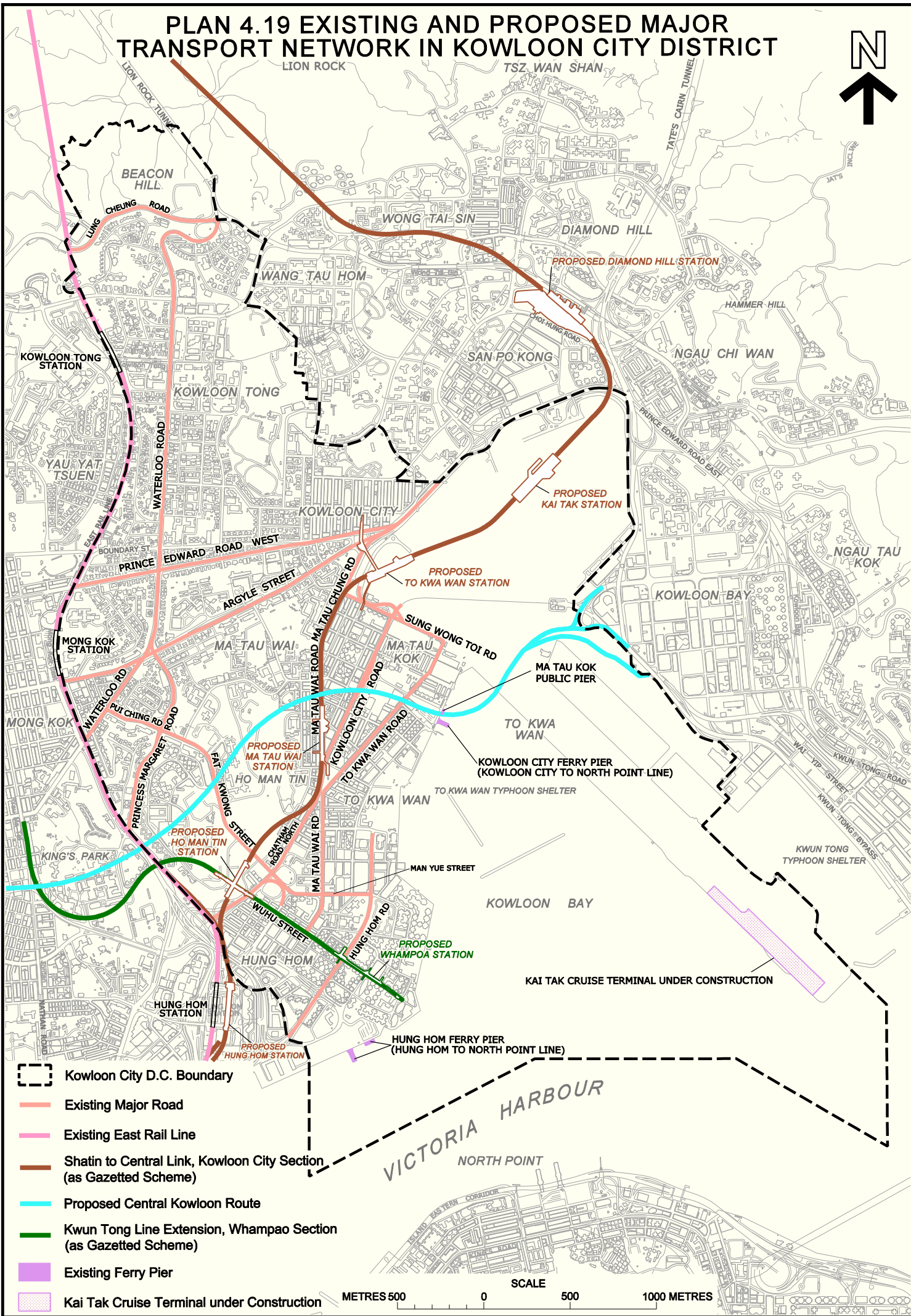
To relieve traffic congestion on the existing east-west roads across central Kowloon, the Government is planning to build the Central Kowloon Route (CKR) (Plan 4.19). The proposed route, about 4.7 km long, will largely be in the form of a tunnel linking the West Kowloon Reclamation and the Kai Tak new development area. Access roads will be built at the western end of CKR to link with the existing Yau Ma Tei Interchange of the West Kowloon Highway. At the eastern end of CKR, access roads will also be built to link with the future Trunk Road T2 and road network in Kowloon Bay and the Kai Tak new development area.

### Gazetted Railway Project

#### **Shatin to Central Link (SCL) (Plan 4.19)**

The SCL comprises two sections, namely Tai Wai to Hung Hom and Hung Hom to Admiralty. The Tai Wai to Hung Hom section will extend the Ma On Shan Line from Tai Wai to Hung Hom with stations at Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin and Hung Hom. The Hung Hom to Admiralty section will extend the East Rail Line from Hung Hom to Admiralty via the forth cross harbour railway and the Exhibition Station. The Kai Tak, To Kwa Wan, Ma Tau Wai and Ho Man Tin Stations fall within Kowloon City District. Located at the existing vacant Ex-Valley Hill Road Estate site, the underground Ho Man Tin Station is an interchange station between SCL and

# PLAN 4.19 EXISTING AND PROPOSED MAJOR TRANSPORT NETWORK IN KOWLOON CITY DISTRICT



the Kwun Tong Line Extension. The principal works of SCL is scheduled for commencement in 2012; the Tai Wai to Hung Hom section is scheduled for completion by 2018 and the Hung Hom to Admiralty Section by 2020.

#### **Kwun Tong Line Extension (Plan 4.19)**

About 2.6 km long, the Kwun Tong Line Extension is an extension of the existing Kwun Tong Line from Yau Ma Tei Station to the new Ho Man Tin Station and Whampao Station. Passengers can interchange at the Ho Man Tin Station for connecting the SCL. Principal works are scheduled for completion by 2015.

#### **Waterborne Transport**

There are piers in both Hung Hom and To Kwa Wan sub-districts. Members of the public can travel to and from North Point by ferry at Hung Hom Ferry Pier or Kowloon City Ferry Pier. With the bus terminus adjacent to the two piers (Hung Hom Ferry Pier and Kowloon City Ferry Pier), it is convenient for the public to transfer to other modes of transport. Ma Tau Kok Public Pier in the vicinity is generally for public uses with no scheduled ferry service provided.

The proposed Kai Tak Cruise Terminal will provide two 800 metres long berths to accommodate two super cruise liners at the same time. The first berth is scheduled for completion by 2013 (Plan 4.19).

### **5. Opportunities and Challenges (Plan 5.1)**

Under the new Urban Renewal Strategy, urban renewal is not a “piecemeal” process. A holistic and integrated approach will be adopted to rejuvenate older urban areas by way of redevelopment, rehabilitation, revitalisation and heritage preservation. A “People First, District-based, Public Participatory” approach will also be adopted in carrying out urban renewal. In this connection, DURFs will be set up to strengthen urban renewal planning at the district level. In the process of formulating an urban

# PLAN 5.1 OPPORTUNITIES AND CHALLENGES IN THE KOWLOON CITY DISTRICT



## Challenges

Dilapidated Buildings



Multiple Ownership



Problems of Private Streets / Roads



Incompatible Land Uses



## Opportunities

Architectural and Cultural Heritages



Revitalization of Ex-cattle Quarantine Depot



Special Localities



Beautiful Waterfront



## Opportunities

Kai Tak New Development Area



Large-scale Transport Network



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renewal strategy best suited to the district for Government consideration, the Kowloon City DURF, as the first pilot DURF, will not only make reference to the latest developments of Kowloon City District presented in this report but also consider the possible opportunities and challenges in carrying out urban renewal in the district set out below as part of the basis for discussion.

### Opportunities

- (i) The Kai Tak new development area locates right next to Kowloon City District. The well-planned commercial/residential, recreational, leisure and tourism development as well as supporting facilities (including a convenient network of roads and walkways (e.g. underground streets, footbridges, landscaped elevated walkways and at grade crossings) connecting with the neighbouring areas in the area can strengthen the ties between Kowloon City and the Kai Tai new development area, thereby promoting the revitalization of the older areas in Kowloon City. In addition, a site reserved for the URA's "Flat-for-Flat" pilot scheme is located in the Kai Tak new development area. The scheme, which is scheduled for completion by 2016, will help speed up urban renewal in Kowloon City District;
- (ii) Some proposed or gazetted large-scale transport projects which involve the building of routes and railway covering Kowloon City District, including the Central Kowloon Route, the Shatin to Central Link and the Kwun Tong Line Extension, will significantly enhance the accessibility and speed up the traffic flow to sub-districts of Kowloon City, especially for To Kwa Wan, Hung Hom and Ho Man Tin, hence expediting urban development and renewal in the district;



- (iii) Part of the ex-Ma Tau Wai Animal Quarantine Depot, which has already been classified as Grade II historic building, is currently being used as the Cattle Depot Artist Village. The further revitalization of the building and provision of related cultural and community activities will help boost up the sense of belongings of the local community, increasing the vibrancy of the nearby areas, and promote commercial activities. Related revitalization initiatives will be complementary to the long-term residential development in the neighbouring gas works site and the future development of the nearby thirteen streets, which have been zoned “Comprehensive Development Area”. This will also synergize with the planning of the neighbouring Kai Tak new development area to provide a catalyst for urban renewal in Kowloon City;
- (iv) The Kowloon City District is rich in historic and cultural heritage, such as the former Yamen Building and the remnants of the South Gate of the Kowloon Walled City, the Sung Wong Toi Inscription Rock and the archaeological site Lung Tsun Stone Bridge, etc. The enhancement of the environment and facilities and the set up of a heritage trail will give an impetus to economic and tourism development;
- (v) There is a diversity of specialty restaurants and shops in Kowloon City district, such as the restaurants offering Southeast Asian cuisine and a variety of food shops along Nga Tsin Wai Road in Lung Tong sub-district, and the gourmet street Man Tai Street in Hung Hom sub-district, etc. Enhancement to these areas complemented by specialty theme will give a stimulus to economic and tourism development; and

- (vi) The Kowloon City District is bounded by Kowloon Bay in the east and the Victoria Harbour in the south. Enhanced connectivity and accessibility of the waterfront areas will not only enable residents to enjoy the beautiful ambience at the waterfront but also promote economic and tourism development.

### Challenges

- (i) Because of the lack of maintenance, some buildings in Kowloon City district (such as To Kwa Wan and Lung Tong sub-districts) are in a poor state of dilapidation and need immediate improvement;
- (ii) The problem of multiple ownership in the Kowloon City District poses a hindrance to the implementation and progress of urban renewal initiatives;
- (iii) The mismanagement of the private streets in the district have generated the problems of poor hygiene, illegal structures and illegal parking; failure to resolving these problems will pose obstacles to the carrying out of urban renewal and environmental improvement works in the district;
- (iv) The air and noise pollution problems caused by the vehicle repair workshops which have long been in existence in the thirteen streets will to a certain extent affect the carrying out of urban renewal and environmental improvement works. However, the relocation of the workshops concerned is subject to further study and will affect the livelihood of members of the trade; and
- (v) The funeral and related businesses in Hung Hom have to a certain extent created environmental and psychological impacts on the residents in the area. There will be considerable difficulties in relocating such uses.

## 6. District Aspirations on Urban Renewal in Kowloon City

During the course of the District Aspirations Study on Urban Renewal in Kowloon City, the consultants had conducted a series of public engagement activities, including focus group meetings, sharing sessions and questionnaire survey etc. The prevailing views collected from members of the district are summarized under the four key elements of the Urban Renewal Strategy, i.e., redevelopment, building rehabilitation, revitalization of old district and heritage preservation, and waterfront revitalisation, as follows:

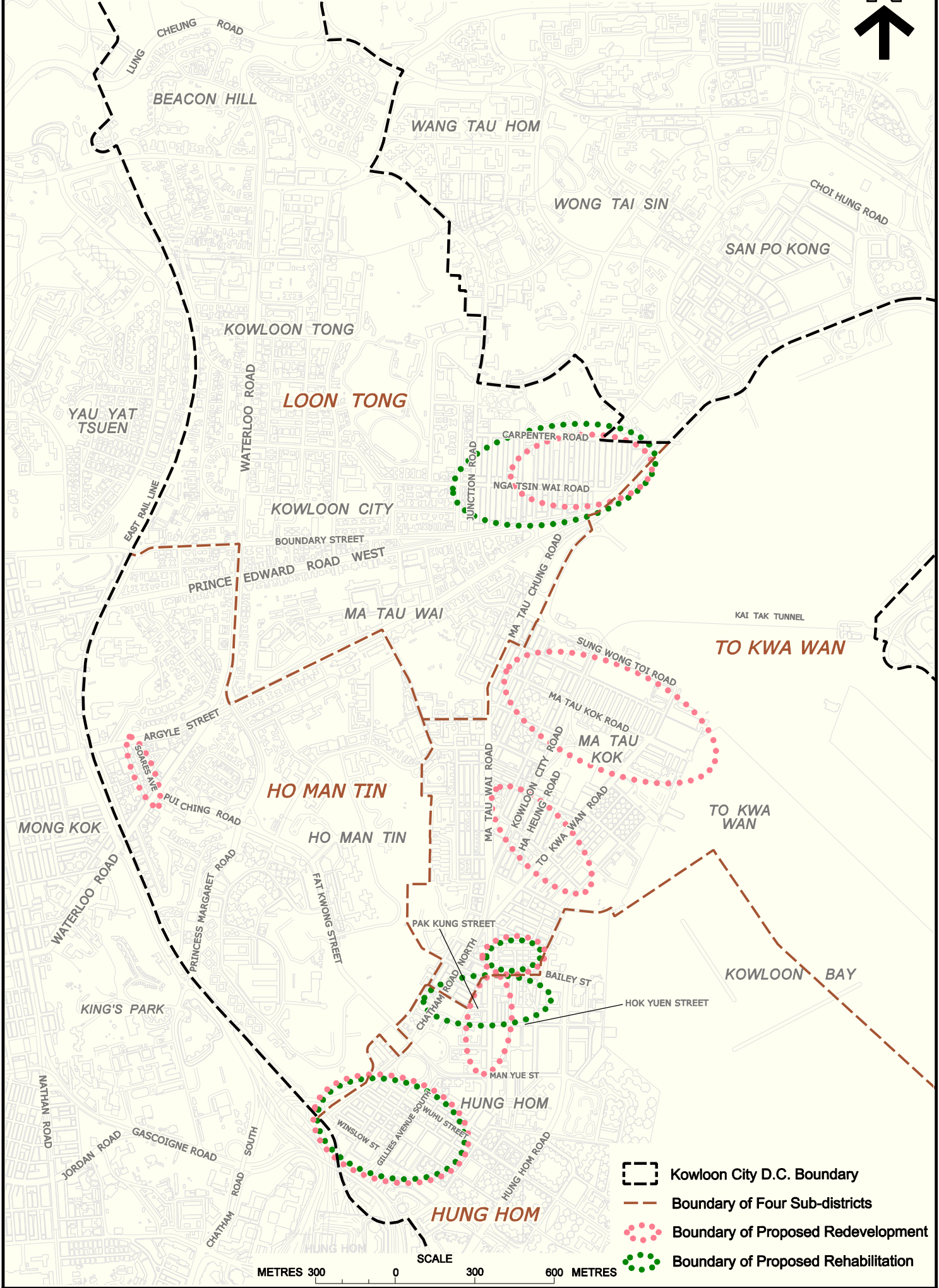
### 6.1 Redevelopment (Plan 6.1)

The prevailing views among members of the district are that buildings aged over 50 years are generally in a dilapidated state; as such, areas with a concentration of older buildings in Kowloon City District need to be redeveloped. The areas for which redevelopment is proposed are as follows:

To Kwa Wan sub-district	The thirteen streets and the five Streets area; the eight “Wan” streets; the area of Sheung Heung Road, Mei King Street and Lok Shan Road; and a few older buildings near Ma Tau Kok Road.
Lung Tong sub-district	Both sides of Nga Tsin Wai Road; the area of Prince Edward Road West and Carpenter Road.
Hung Hom sub-district	The area of Ma Tau Wai Road, Whampoa Street, Baker Street, Bulkeley Street, Gillies Avenue South, Cooke Street and Station Lane.
Ho Man Tin sub-district	The Soares Avenue area.

Source: Chapter 5, District Aspirations Study on Urban Renewal in Kowloon City

# PLAN 6.1 LOCAL VIEWS ON URBAN REDEVELOPMENT AND BUILDING REHABILITATION IN KOWLOON CITY DISTRICT



## 6.2 Building Rehabilitation (Plan 6.1)

Members of the district consider that the scope of building rehabilitation should not be confined to the common areas and the external walls of the buildings; the defects and illegal alterations within individual flats also warrant concern. The rehabilitation of old buildings usually involves many complicated issues, such as the lack of government regulation on private rehabilitation works, the serious problem of illegal structures, failure to improve the fire service equipment for residents after demolition of unauthorized rooftop structures, the environmental hygiene problems at private streets, etc. Therefore, most of the views are that when it comes to building rehabilitation, the Government should provide technical advice and consultation services, increased financial assistances and loans, and promptly the implementation of the mandatory building inspection scheme.

The areas for which rehabilitation is proposed are as follows:

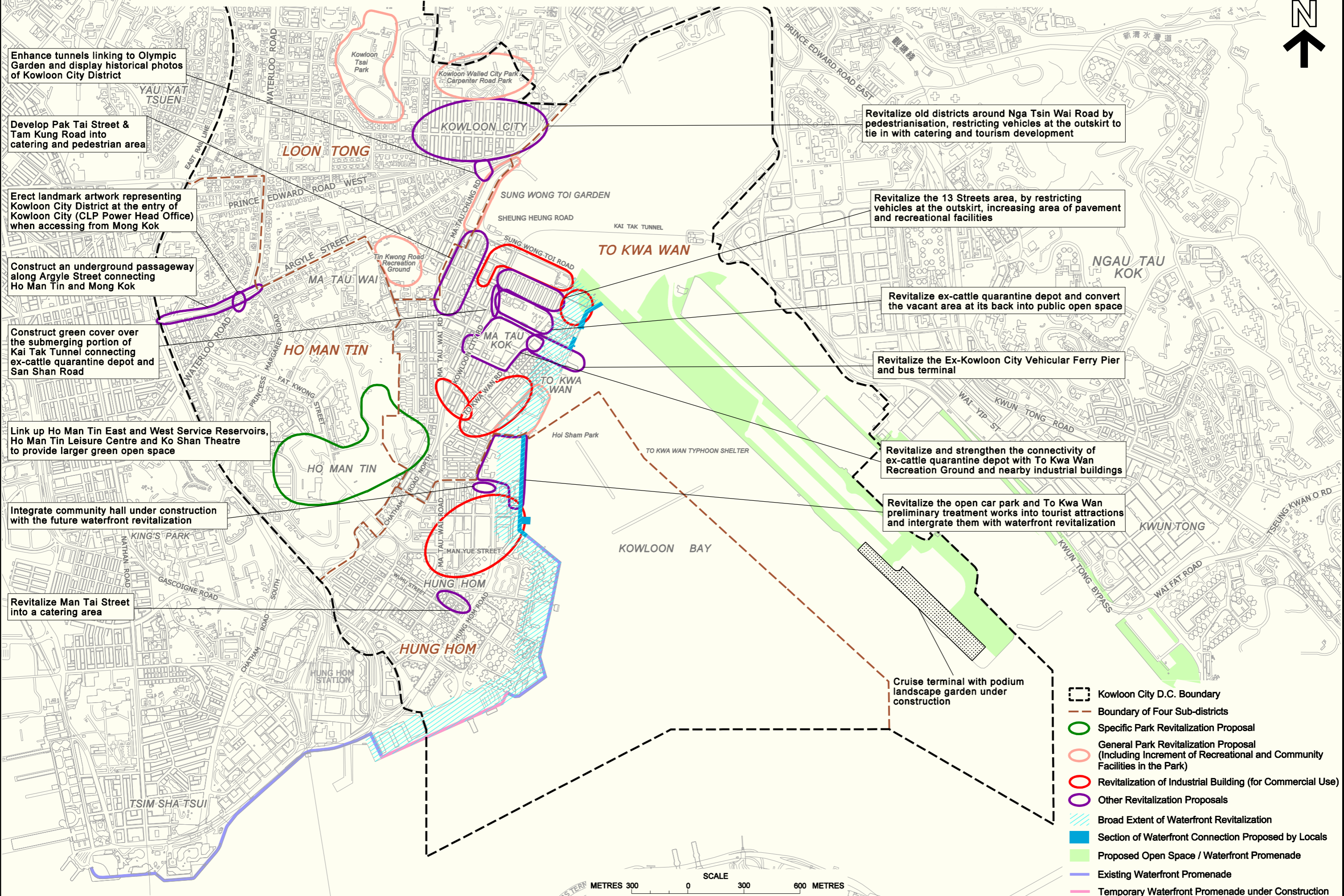
To Kwa Wan sub-district	The eight “Wan” streets (it is hoped that the Government can resume the management of the private streets).
Lung Tong sub-district	Both sides of Nga Tsin Wai Road; the area of Prince Edward Road West and Carpenter Road.
Hung Hom sub-district	The area of Ma Tau Wai Road, Pak Kung Street and Bailey Street; the area from Station Lane to Winslow Street and Gillies Avenue South.

Source: Chapter 5, District Aspirations Study on Urban Renewal in Kowloon City

## 6.3 Revitalization of Old Districts (Plan 6.2)

Members of the district hope that by way of revitalization, the sitting-out and community facilities as well as

# PLAN 6.2 EXTENT OF PROPOSALS FOR REVITALIZATION OF OLD DISTRICTS AND WATERFRONT IN KOWLOON CITY DISTRICT



Enhance tunnels linking to Olympic Garden and display historical photos of Kowloon City District

Develop Pak Tai Street & Tam Kung Road into catering and pedestrian area

Erect landmark artwork representing Kowloon City District at the entry of Kowloon City (CLP Power Head Office) when accessing from Mong Kok

Construct an underground passageway along Argyle Street connecting Ho Man Tin and Mong Kok

Construct green cover over the submerging portion of Kai Tak Tunnel connecting ex-cattle quarantine depot and San Shan Road

Link up Ho Man Tin East and West Service Reservoirs, Ho Man Tin Leisure Centre and Ko Shan Theatre to provide larger green open space

Integrate community hall under construction with the future waterfront revitalization

Revitalize Man Tai Street into a catering area

Revitalize old districts around Nga Tsin Wai Road by pedestrianisation, restricting vehicles at the outskirts to tie in with catering and tourism development

Revitalize the 13 Streets area, by restricting vehicles at the outskirts, increasing area of pavement and recreational facilities

Revitalize ex-cattle quarantine depot and convert the vacant area at its back into public open space

Revitalize the Ex-Kowloon City Vehicular Ferry Pier and bus terminal

Revitalize and strengthen the connectivity of ex-cattle quarantine depot with To Kwa Wan Recreation Ground and nearby industrial buildings

Revitalize the open car park and To Kwa Wan preliminary treatment works into tourist attractions and intergrate them with waterfront revitalization

Cruise terminal with podium landscape garden under construction

- Kowloon City D.C. Boundary
- Boundary of Four Sub-districts
- Specific Park Revitalization Proposal
- General Park Revitalization Proposal (Including Increment of Recreational and Community Facilities in the Park)
- Revitalization of Industrial Building (for Commercial Use)
- Other Revitalization Proposals
- Broad Extent of Waterfront Revitalization
- Section of Waterfront Connection Proposed by Locals
- Proposed Open Space / Waterfront Promenade
- Existing Waterfront Promenade
- Temporary Waterfront Promenade under Construction

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greening in the respective areas can be improved. For the revitalization projects proposed by the residents and their scopes and content outlines, please refer to Plan 6.2.

#### 6.4 Cultural and Heritage Preservation (Plan 6.3)

Members of the district consider that apart from the monuments and historic buildings already graded by the Government (Plan 4.15), other built heritages or local features should also be preserved as proposed in Plan 6.3.

The above-mentioned sites can be linked to the following heritage trails of different themes (Plan 6.4) :

- (i) Historic relics about the last two emperors in the Southern Sung Dynasty;
- (ii) Path of activities in the Ming and Qing Periods;
- (iii) Community life in Kowloon City district from late 19th Century to the post-war period;
- (iv) Early religious buildings in Kowloon City;
- (v) Early school premises in Kowloon City; and
- (vi) Aviation industry in Kowloon City.

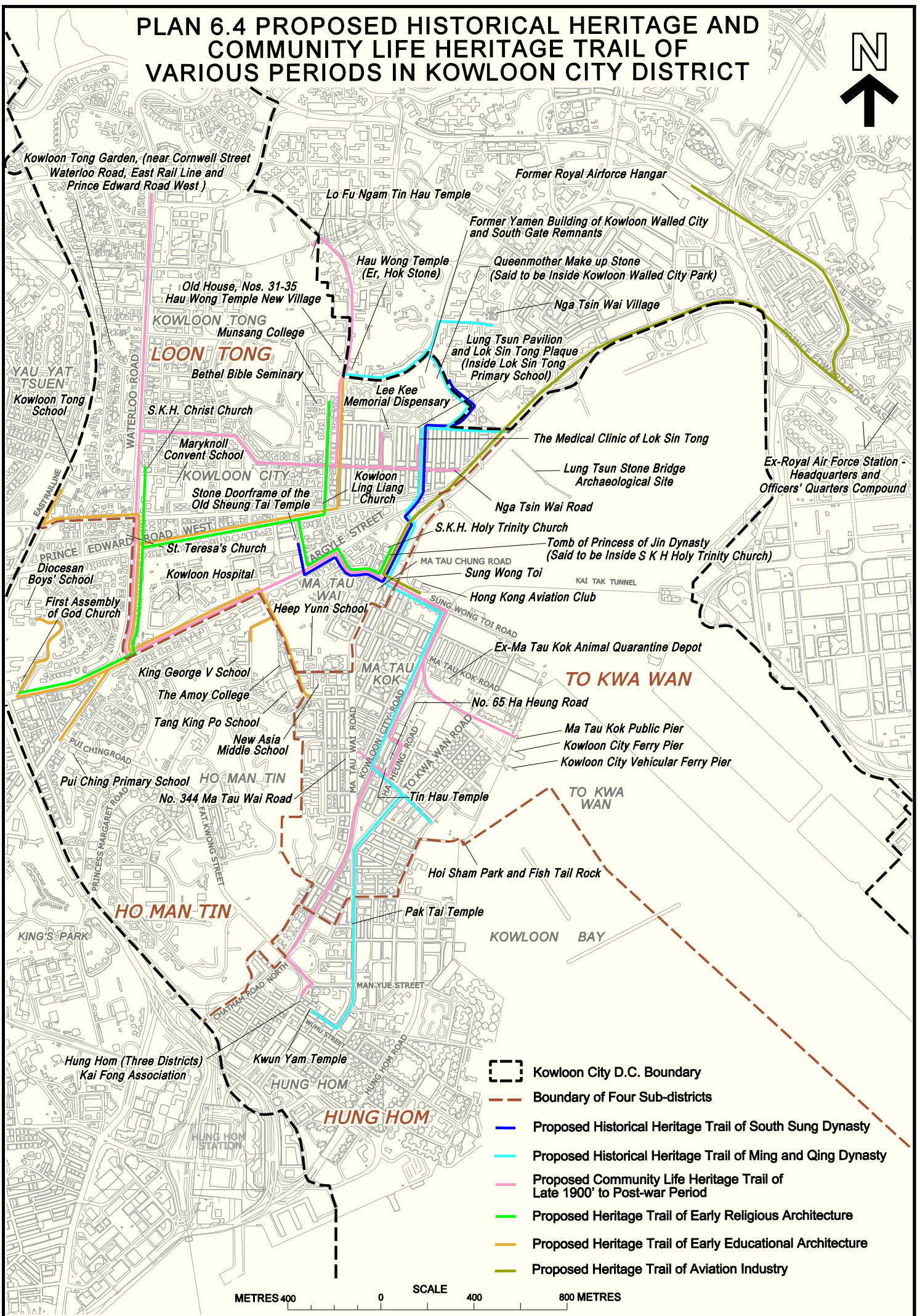
#### 6.5 Waterfront Revitalisation (Plan 6.2)

There is no shortage of waterfront site in the To Kwa Wan and Hung Hom sub-districts of Kowloon City. However, the existence of open car parks, preliminary treatment works and other uses poses barriers to the continuity of the existing waterfront running from the Kai Tak New Development Area to Tsim Sha Tsui East via To Kwa Wan and Hung Hom. Members of the district opine that the problem encountered in waterfront revitalization primarily arises from the deficiency in land resources utilization. The Government should revitalize the occupied waterfront sites and develop them as tourist attractions to link with the Kai Tak new development area to the east, Tsim Sha Tsui East to the south and west. As such, existing facilities such as Hoi Sham Park, piers, housing estates,





# PLAN 6.4 PROPOSED HISTORICAL HERITAGE AND COMMUNITY LIFE HERITAGE TRAIL OF VARIOUS PERIODS IN KOWLOON CITY DISTRICT



- Kowloon City D.C. Boundary
- Boundary of Four Sub-districts
- Proposed Historical Heritage Trail of South Sung Dynasty
- Proposed Historical Heritage Trail of Ming and Qing Dynasty
- Proposed Community Life Heritage Trail of Late 1900' to Post-war Period
- Proposed Heritage Trail of Early Religious Architecture
- Proposed Heritage Trail of Early Educational Architecture
- Proposed Heritage Trail of Aviation Industry

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etc can be connected. For proposed waterfront linkages see Plan 6.2. Waterfront open space and its facilities will also need to be enhanced to match with local characteristics.

## 7. Prospects

With long historic background, Kowloon City has gone through various stages of urban development. By now, the conditions of buildings and the living conditions in some areas of Kowloon City and To Kwa Wan have come to a state which require immediate improvements. There is great urgency to carry out urban renewal. With the setting up of the Kowloon City DURF, urban renewal can be carried out in a more systematic manner and the aspirations of the local residents can be well considered through public engagement activities. Section 6 above gives a summary of the local views on redevelopment, rehabilitation, old district revitalisation, cultural and heritage preservation and waterfront revitalization collected during the “District Aspirations Study on Urban Renewal in Kowloon City”. For further discussion on the topic of urban renewal in the district, Members may wish to consider the following points, taking into the account existing situation in the district:

- [i] How can local views involving diverse areas of concern be prioritized?
- [ii] How to strike a balance among the views from different people with different interests and ethnic origins?
- [iii] How can various resources available in the society be mobilized for implementing urban renewal initiatives?
- [iv] How can local characteristics be preserved?
- [v] How can local social networks be preserved?
- [vi] How to minimize the socio-economic impacts on the district?

It is hoped that under the collaboration of the Kowloon City DURF, stakeholders and local residents, a sustainable urban renewal blueprint can be formulated for Kowloon City District for Government consideration.

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23. Covered photo: Aerial Photo Ref. No. CW 88558, Lands Department.