

DESIGN GUIDELINES FOR KAI TAK PROMENADE

啟德 KAI TAK



TABLE OF CONTENTS

1 | INTRODUCTION

- 1.1 BACKGROUND AND OBJECTIVES
- 1.2 DISTRICT SCALE - PLANNING CONCEPTS AND PRINCIPLES
- 1.3 WATERFRONT SCALE - CHARACTER ZONE

2 | DESIGN GUIDELINE FRAMEWORK

- 2.1 FRAMEWORK
- 2.2 COMMON VALUES & DESIGN PRINCIPLES

3 | GUIDANCE NOTES

- 3.1 UPLIFTING SPATIAL QUALITIES
 - 3.1.1 NODAL QUALITIES
 - 3.1.2 VIBRANCY
 - 3.1.3 DIVERSITY
 - 3.1.4 WALKABILITY
- 3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY
 - 3.2.1 ACCESSIBILITY
 - 3.2.2 CONNECTING ELEMENTS
 - 3.2.3 VISIBILITY
- 3.3 PROMOTING & ENHANCING SUSTAINABILITY
 - 3.3.1 VERSATILITY
 - 3.3.2 FLEXIBILITY
- 3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY
 - 3.4.1 HISTORY
 - 3.4.2 BRANDING

ANNEX A | CASE EXAMPLE AT RUNWAY PRECINCT PROMENADE

- A.1 SITE CONTEXT
 - A.1.1 ZONING & SURROUNDING AREAS
 - A.1.2 CONNECTIVITY & NETWORK
- A.2 PROMENADE DESIGN CONCEPT & FRAMEWORK
 - A.2.1 CONCEPT & URBAN DESIGN RESPONSES
 - A.2.2 ZONING CONTROL
 - A.2.3 SPATIAL HIERARCHY
- A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES
 - A.3.1 URBAN NODES DESIGN
 - A.3.2 DESIGN OF PEDESTRIAN ZONE FACING VICTORIA HARBOUR
 - A.3.3 GREENWAY AND STRUCTURAL TREES ALIGNMENT
 - A.3.4 TERTIARY ZONE DESIGN
 - A.3.5 MICRO DESIGN ELEMENTS
 - A.3.6 SOFT LANDSCAPE TREATMENT

ANNEX B | CASE EXAMPLE AT PROMENADE ADJOINING ROAD D3b (METRO PARK SECTION)

- B.1 SITE CONTEXT
 - B.1.1 ZONING & SURROUNDING AREAS
 - B.1.2 CONNECTIVITY & NETWORK
- B.2 PROMENADE DESIGN CONCEPT & FRAMEWORK
 - B.2.1 CONCEPT & URBAN DESIGN RESPONSES
 - B.2.2 ZONING CONTROL
- B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES
 - B.3.1 KAI TAK BASECAMP DESIGN
 - B.3.2 METRO PARK JUNCTION DESIGN
 - B.3.3 MICRO DESIGN ELEMENTS
 - B.3.4 SOFT LANDSCAPE TREATMENT

1 | INTRODUCTION

- 1.1 BACKGROUND AND OBJECTIVES
- 1.2 DISTRICT SCALE
 - PLANNING CONCEPTS AND PRINCIPLES
- 1.3 WATERFRONT SCALE
 - CHARACTER ZONE

1.1 BACKGROUND AND OBJECTIVES

Background

According to the approved Kai Tak Outline Zoning Plan^a (OZP), Kai Tak Development (KTD) has a land area of about 323 hectares. It covers the North Apron Area, south Apron Area and Runway Area of the ex-airport site, Ma Tau kok waterfront, Kwun Tong waterfront, Cha Kwo Ling waterfront, Kai Tak Approach Channel (KTTS), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter (KTTS). There will be extensive landscaped open spaces, about one-third of the land area to be provided in KTD, inclusive of approximately 11 kilometres of waterfront promenades.

The 11 km long promenade at Kai Tak area is precious to Hong Kong and a holistic overview and planning of the promenade is crucial to foster the planning vision of Kai Tak Development (KTD). Most of the promenades in KTD are within areas zoned as “Open Space” for implementation on project basis by the Government. However, in order to allow the public to enjoy the promenade as early as possible, it is the Government’s intention to implement the promenade adjoining development sites at the Runway Precinct as Public Open Space in Private Development (POSPD)^b. As such, it would be essential to formulate the necessary design controls and guidelines to ensure design compatibility of adjacent sections of Kai Tak promenades which would be delivered partly under Public Works Programme (PWP) and partly by developers.

Objectives

This document aims at formulating the design principles and guidelines for the overall Kai Tak promenade to provide a consistent approach to ensure the quality and treatment of the public realm; as well as preparing the design control for the key design elements for the development of the respective promenade sections in the Runway Precinct under the POSPD approach.

The design guideline is evolved from the Harbour Planning Principles (HPPs)^c by the Harbour-front Enhancement Committee and the current approved Kai Tak OZP. The OZP formulated a comprehensive consideration for the development and implementation of Kai Tak Development (KTD), aiming to develop Kai Tak into a distinguished, vibrant, attractive and people-oriented Kai Tak by the Victoria Harbour.

^a Kai Tak Outline Zoning Plan (OZP) refers to OZP No.S/K22/6 in this document.

^b Promenades fronting development sites at Runway Precinct are to be designed and constructed by developers and handed over to LCSD for management and maintenance except for the promenade section fronting one commercial site facing Victoria Harbour would be designed constructed, managed and maintained by the developer.

^c The Harbour Planning Principles were developed and are monitored by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas.

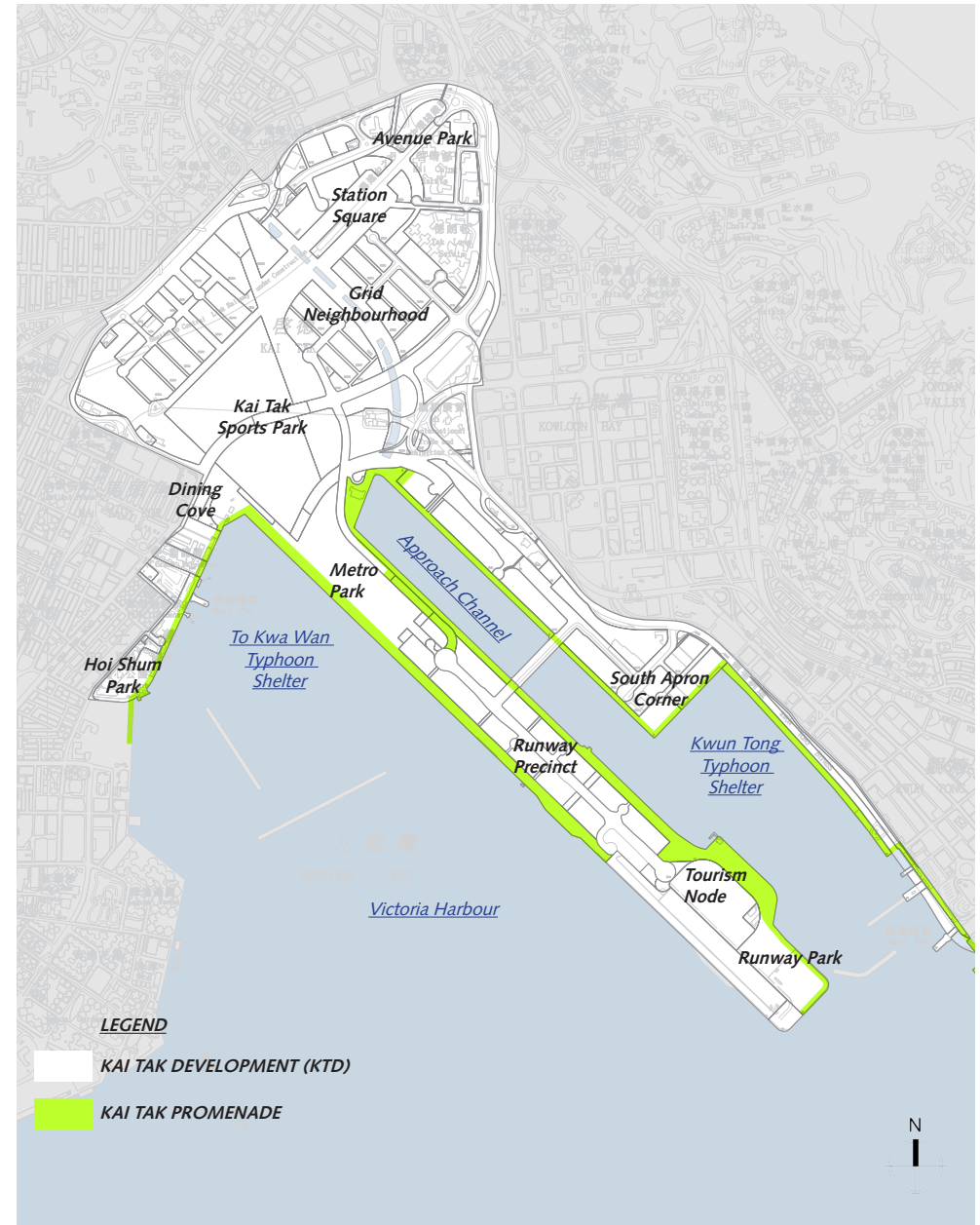
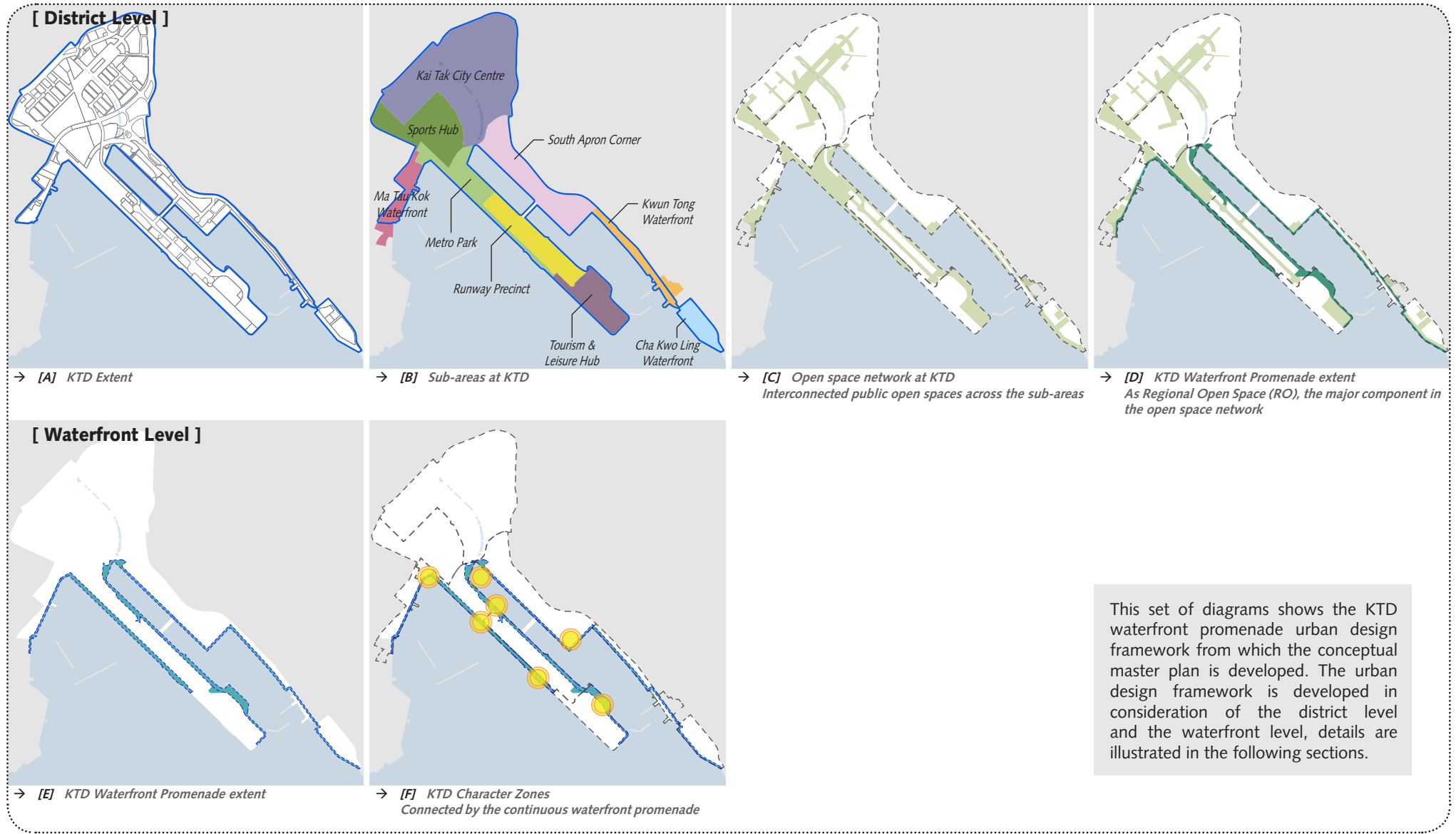


Fig. 1-01 Kai Tak Promenade Extent

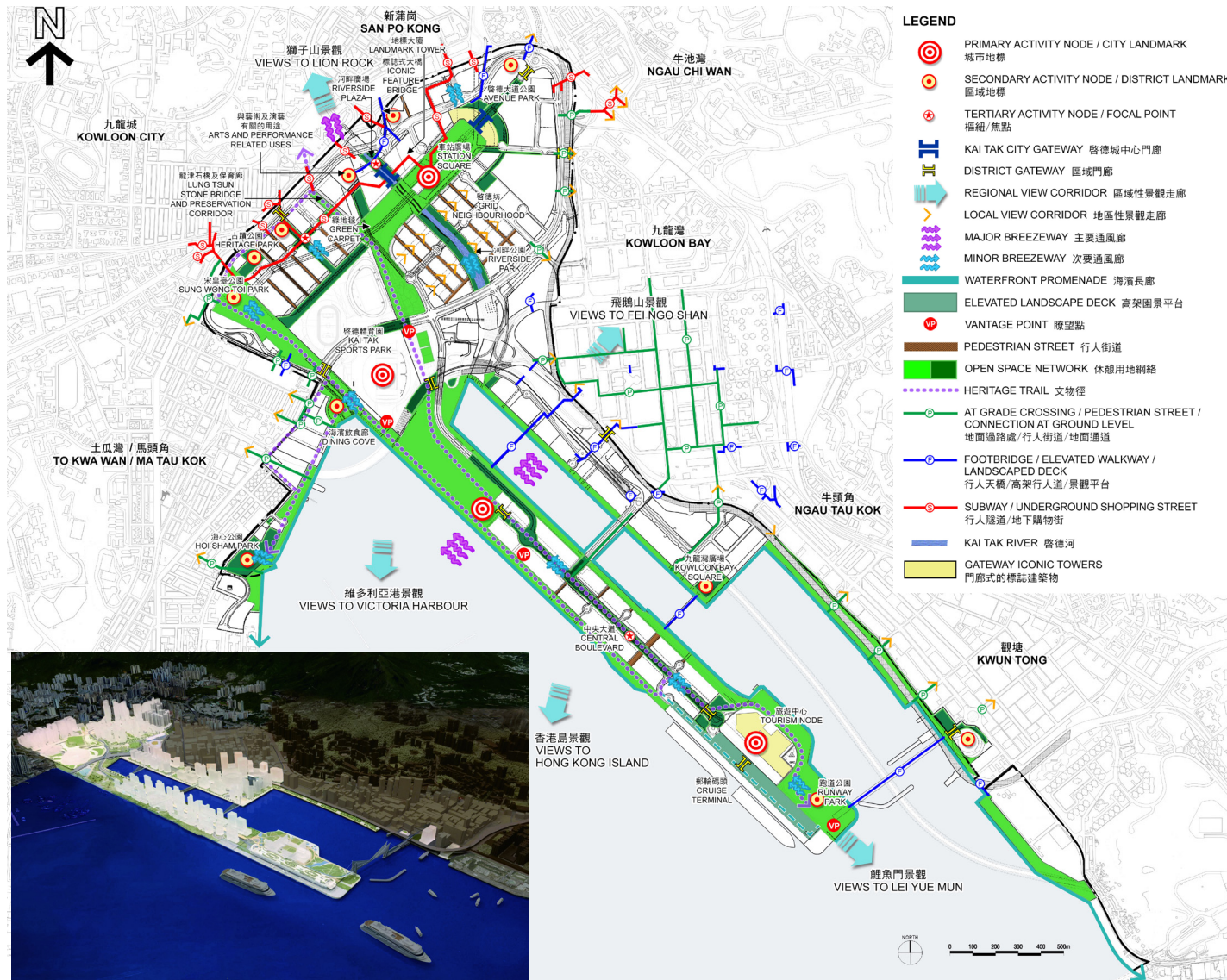
Urban Design Framework for Waterfront Promenade at KTD



This set of diagrams shows the KTD waterfront promenade urban design framework from which the conceptual master plan is developed. The urban design framework is developed in consideration of the district level and the waterfront level, details are illustrated in the following sections.

Fig. 1-02 KTD Waterfront Promenade Urban Design Framework

1.2 DISTRICT SCALE - PLANNING CONCEPTS & PRINCIPLES



Planning Concept

The planning theme for Kai Tak is proposed to be developed as the "Heritage, Green, Sports and Tourism Hub of Hong Kong. Kai Tak is aspired to become an attractive destination for tourism and sports events, concurrently improving the quality of life of the local residents and creating a sense of belonging. The main planning themes, as set out in the OZP, include Sports-oriented, People Oriented, Sustainable, environmental friendly and Distinguished and Attractive Urban Form.

In accordance with the urban design framework of KTD as shown in the OZP, the waterfront promenade together with Metro Park, the Heritage Park, Station Square and Runway Park are being categorized as Regional Open Space^d within Kai Tak which aim to serve the recreation needs of tourists, visitors and Hong Kong people. It should be a territorial asset and differ from District Open Space^e and Local Open Space^f which are conventionally geared to the provision of open space for local residents.

^d *Regional open space* is the large-scale open space to serve the recreational needs of tourists, visitors and the local residents as well as the territory. ... [Source: Kai Tak OZP No.S/K22/6 - Explanatory Statement]

^e *District open space* is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space and surrounding areas. ... [Source: Kai Tak OZP No.S/K22/6 - Explanatory Statement]

^f *Local open space* is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment. ... [Source: Kai Tak OZP No.S/K22/6 - Explanatory Statement]

Fig. 1-03 Kai Tak Urban Design Framework
[Source: Kai Tak OZP No.S/K22/6 - Explanatory Statement]



Fig. 1-04 Landscape Plan in Kai Tak OZP
 [Source: Kai Tak OZP No.S/K22/16 - Explanatory Statement]

啟德 KAI TAK



Planning Principles

Based on the urban design framework, six sub-districts linked by its definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner which are governed by the following planning principles:-

- Connecting the neighbourhood
- Creating nodes
- Activating the harbour-front
- Creating a pedestrian friendly environment
- Creating a dynamic skyline
- Celebrating the views
- Celebrating the gateways
- Creating a “Green web for sustainable development”

The whole urban design framework targets to create a “continuous” open space system that not only linking up the neighbourhood within the six character zones as mentioned above but also connecting the neighbourhood to the focal destinations and important gateways of Kai Tak which provide an extensive mobility and access network to the waterfront areas.

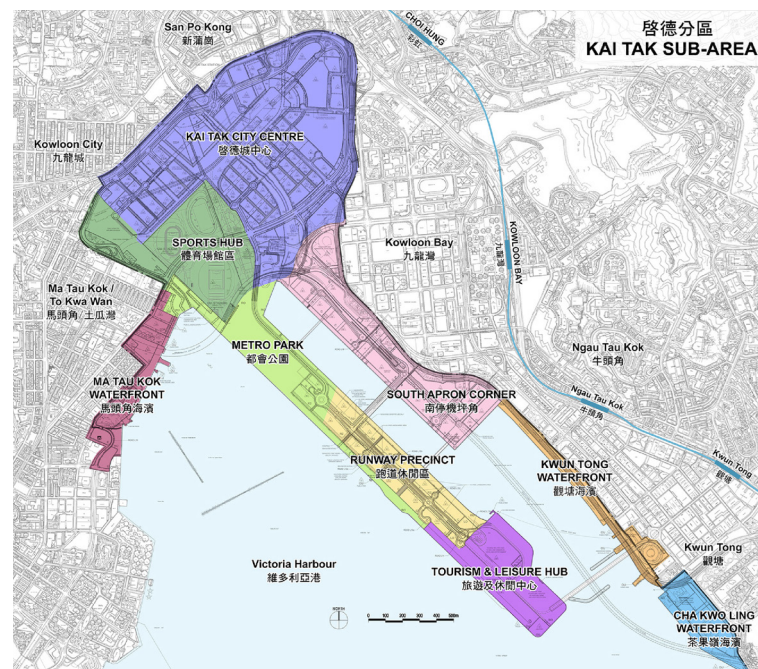


Fig. 1-05
Sub-areas of KTD
[Source: Kai Tak OZP
No.S/K22/6 - Explanatory
Statement]

- (1) Kai Tak City Centre -**
with strong connections to the neighbouring districts of Kowloon Bay, San Po Kong and Kowloon City, Kai Tak City Centre is positioned as a new urban centre of South East Kowloon. It also serves as a principal gateway to Kai Tak with clusters of commercial, residential and Government, Institution or Community (G/IC) development
- (2) Sports Hub -**
“Stadium in the Park” concept with multi-purpose stadium complex as a major landmark
- (3) Metro Park -**
regional open space for South East Kowloon and integration with Sports Hub and Runway Precinct
- (4) Runway Precinct -**
“living and relaxing on the runway” is a concept as unique as Hong Kong itself. With water on its two sides and a location adjacent to the Metro Park, the community and visitors can enjoy spectacular views
- (5) Tourism and Leisure Hub -**
identifiable layers of commercial, entertainment and cruise-related development with a wider sensory experience of the ex-runway
- (6) South Apron Corner -**
a variety of commercial and G/IC uses to act as a smooth transition between the Runway area attractions and the surrounding Kowloon Bay and Kwun Tong Business Areas, and help the regeneration of the latter
- (7-9) Ma Tau Kok, Cha Kwo Ling and Kwun Tong Waterfronts -**
new waterfront areas with open spaces for public enjoyment

1.3 WATERFRONT SCALE - CHARACTER ZONE

KAI TAK
 • **DISTINCTIVE**
 • **VIBRANT**
 • **LIVABLE destination**



At the waterfront scale, the concept establishes a continuous public waterfront linking destinations at different character zones, including Dining Cove, Metro Park & Kai Tak Base Camp, Runway Precinct promenade, Tourism Node (Kai Tak Fantasy), Commercial Hub at Former south apron area to the Water Sports Hub at South Apron Corner facing Kwun Tong Typhoon Shelter. The continuous waterfront will be connected by the signature element of Kai Tak – the Greenway which is shared use by pedestrians and cyclists. These places are a series of open spaces, ranging from medium to civic scale, which are expected to draw tourists and visitors to the waterfront for a variety of activities and events.

Kai Tak Promenade Design Conceptual Master Plan

The conceptual master plan in the previous page is developed in view of the specific settings of the promenade at KTD as illustrated above. Different design foci and characters are identified and set out in relation to the urban settings, geographical locations, surrounding atmosphere and relevant potentials and constraints.

The 2013 Policy Address of Kai Tak Fantasy announced the proposal of setting up a recreational landmark on the site of the former runway tip in the KTD. This recreational landmark at the site of the former airport runway tip in the KTD, Kwun Tong Ferry Pier Action Area and the Enclosed Water Body between the Kai Tak Runway Tip and Kwun Tong Ferry Pier Action Area should become a **tourism and entertainment destination** for all public enjoyment of the local community and visitors. It will have synergy with various Energizing Kowloon East initiatives. (Refer to Diagram of area 01 below)

The portion of promenade adjoining the Dining Cove will interact with the **commercial/ hotel development** at the land side and bring about vibrancy and energies to the promenade and the KTD with its stunning panoramic view to the Victoria Harbour and the Hong Kong Island. There is a retail belt adjoining the promenade at runway precinct facing the Victoria Harbour, the In addition, **urban nodes** will be formed in the runway precinct area to offer diversified places at the elongated promenade, the nodes shall be the driving forces to the area. (Refer to Diagram of area 02 & 03 below)

The waterbody at the Kai Tak Approach Channel and next to the Kwun Tong Typhoon Shelter is characterised by its especially calm and quite water in the city centre. It will be an ideal location for water-friendly activities and the surrounding promenade shall be facilitating and supporting. The area will be a focal point for future **water-friendly activities and related events** to be held in the city centre. (Refer to Diagram of area 04 below)

Kai Tak estuary and the beginning of the Kai Tak Approach Channel together with its surrounding promenade could be developed as a **performance/ events hub** by the water. The quiet waterbody and the specific unobstructed view towards Lei Yue Mun parallel to the former runway provide the natural setting for this hub with performance/ events related to the water. (Refer to Diagram of area 05 below)

In addition to these highlighted development characters, there will be **quiet and tranquil** sections as punctuations along the 11 km promenade. Responding to its immediate surroundings, these sections provide the **leisure** grounds by the waterbody for the local community as well as the city. (Refer to Diagram of area 06 below)

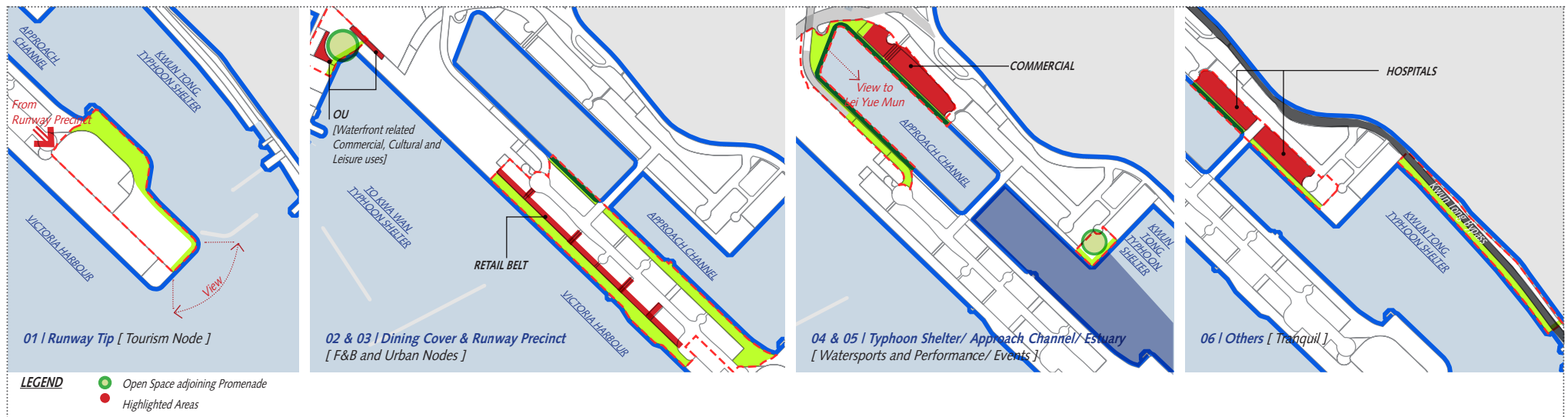


Fig. 1-06 Characteristics of Different Areas along the Kai Tak Promenade and their Immediate surroundings

2 | DESIGN GUIDELINE FRAMEWORK

2.1 FRAMEWORK

2.2 COMMON VALUES & DESIGN PRINCIPLES

2.1 FRAMEWORK

Structure of the Design Guideline

The Kai Tak promenade stretches along 11 km continuously along the waterfront in the KTD. In order to ensure the compatibility and consistency across designs of different sections to be designed and constructed by different project proponents in different periods, overarching design principles are essential. Taking into considerations of the urban design and landscape principles adopted in the Kai Tak OZP and the HPPs, a set of common values are drawn up to help achieving high quality open space design for the waterfront promenade in KTD.

These common values constitute the basis of the design principles for Kai Tak promenade. Guidance notes are laid down as interpretations of the design principles and recommended intentions in promenade design under the common values applicable to the specific site context and character. Two areas in KTD are chosen to illustrate/ demonstrate the possible execution of the guideline to be carried out by different project proponents, private developers and government department respectively, as examples.

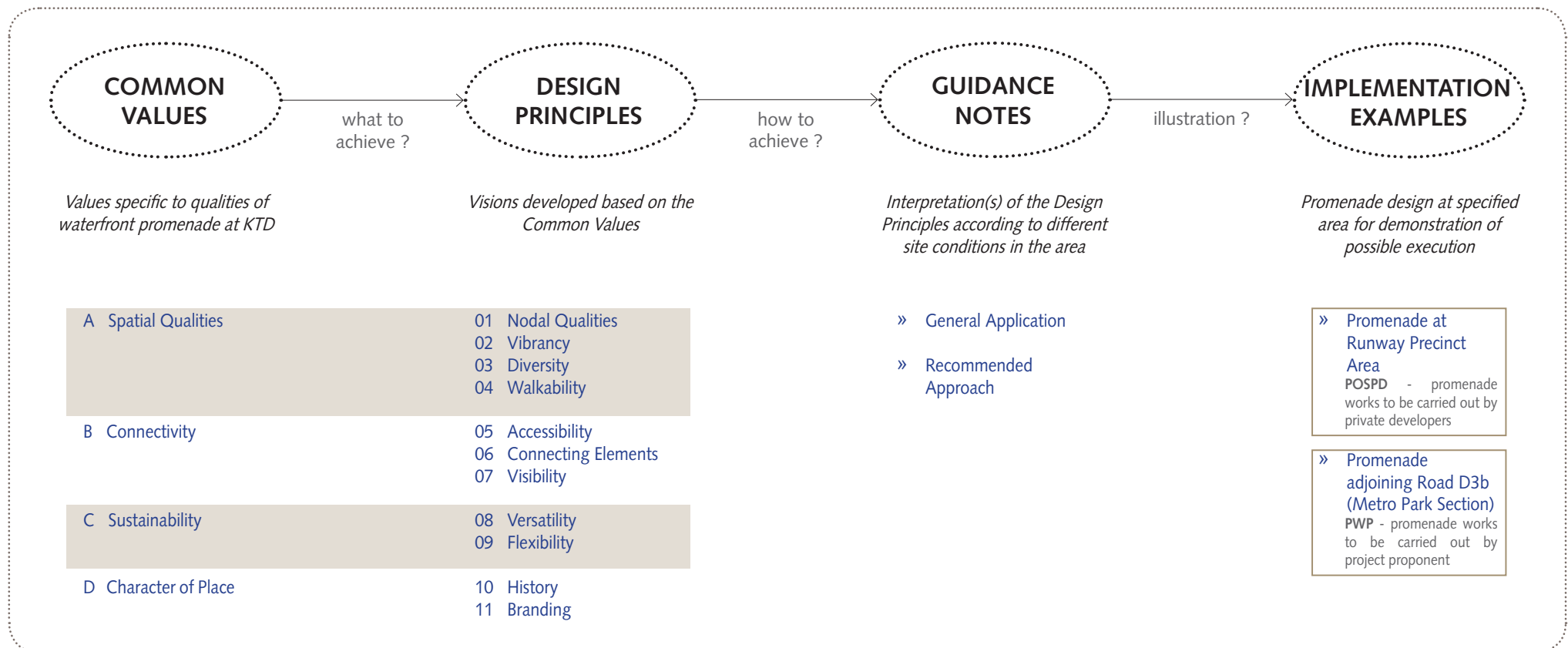


Fig. 2-01 Kai Tak Promenade Design Guideline Structure & Framework

2.2 COMMON VALUES & DESIGN PRINCIPLES

Common Values

Open spaces are spaces for the public enjoyment. KTD possesses a very long perimeter fronting the waterbody at the city centre, its promenade is the treasure of the entire community. Setting off from the planning and design principles governing the KTD and the harbourfront, namely Urban Design and Landscape Principles in KTD OZP and HPPs developed by the Harbour-front Enhancement Committee, four common values are derived to form the basis of this design guideline framework for the waterfront promenade at KTD.

The four common values defined for the promenade design at KTD are:

- Spatial Qualities
- Connectivity
- Sustainability
- Character of Place

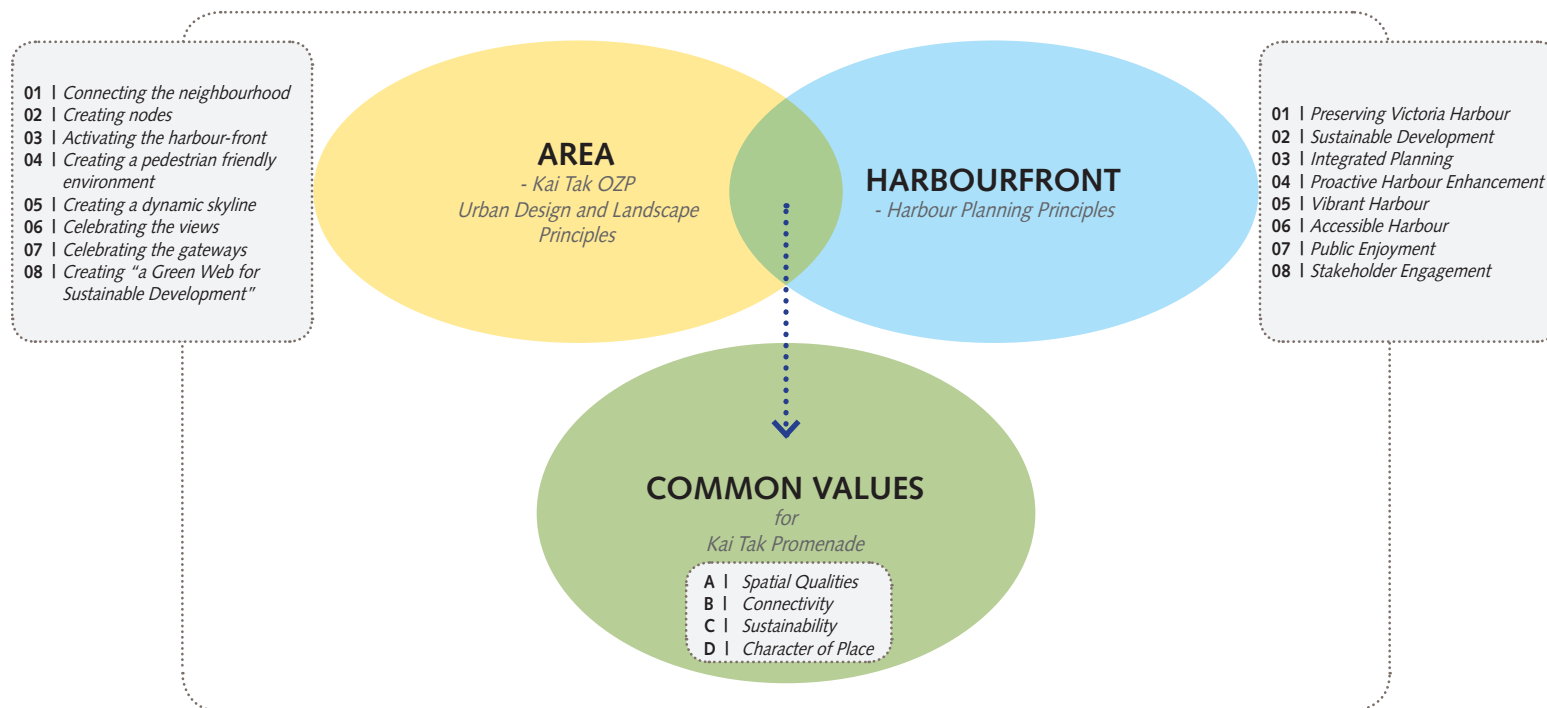


Fig. 2-02 Formation of Common Values for Kai Tak Promenade

Common Values

A | SPATIAL QUALITIES

As the common treasure of the city, the promenade should attain certain spatial qualities to maximise its potential to serve the public. The spatial qualities, nodal qualities, vibrancy, diversity, and walkability, are the qualities important to this promenade for the general public.

B | CONNECTIVITY

Connectivity should be achieved in 3 different aspects, physical connectivity fostered by accessibility from adjacent areas and connecting element within the area; and visual connectivity to the waterfront and from the areas adjoining the promenade.

C | SUSTAINABILITY

The promenade design in KTD should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations. Sustainability considers that future generations should have flexibility and choice available to them. In this sense, we derived two design principles in response to both current and long-term development of the promenade in KTD.

D | CHARACTER OF PLACE

The character of a place could be established by means of a place branding with signature design language as the basis for creating its identity.

Whereas, a place with historical memories could employ the history of the place to develop the basic design element to celebrate the character and identity.

3 | GUIDANCE NOTES

- 3.1 UPLIFTING SPATIAL QUALITIES
- 3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY
- 3.3 PROMOTING & ENHANCING SUSTAINABILITY
- 3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY

3.1 | UPLIFTING SPATIAL QUALITIES

As the common treasure of the city, the promenade should attain certain spatial qualities to maximise its potential to serve the public. The spatial qualities, nodal qualities, vibrancy, diversity, and walkability, are the qualities important to this promenade for the general public.

3.1 UPLIFTING SPATIAL QUALITIES

01 NODAL QUALITIES

Good open space design should be able to attract people to linger, play and stay. As such, focal points with a variety of functional activities should be considered in the design of these waterfront open spaces to attract people so as to inject vibrancy to the promenade. Developing nodes at strategic locations could also help to provide break-outs on the monolithic tone of the elongated promenade which could be a strategy of setting up the framework for spatial planning.



Fig. 3-01 *Nodal qualities - Waterscape at strategic location as focal point*
Darling Quarter, Sydney, Australia [Source: Shutterstock]



Fig. 3-02 *Nodal qualities - Temporary sculptural pavilion to be set up as focal point*
Serpentine Pavilion, London [Source: Shutterstock]

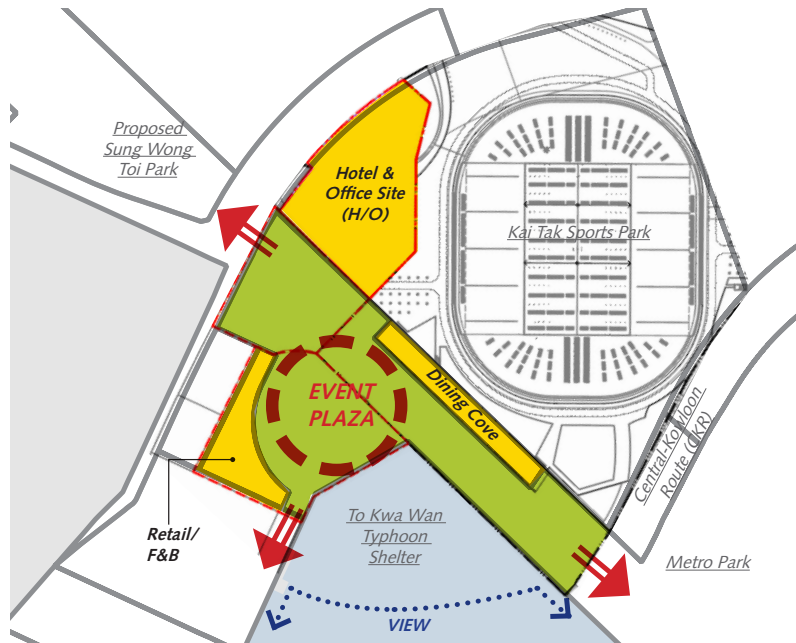
3.1 UPLIFTING SPATIAL QUALITIES

01 NODAL QUALITIES

- Define node(s) as a distinct place(s) with coherence to the surroundings
- Promote civic art and encourage public engagement in the design to inject characters to the place and promote a sense of belonging and ownership to the area
- Create distinctive character at focal points in harmony with the pedestrian experience



Fig. 3-03 *Nodal qualities - A distinct place with coherence to the surroundings encouraging public engagement*
Pyrmont and Ultimo, Sydney, Australia [Source: <https://www.property.nsw.gov.au/pyrmont-and-ultimo>]



Example | Kai Tak Dining Cove

- There are 3 major connection/access points in this area where the central open space facing the waterbody bounded by retail/F&B and the Dining Cove shall be the Node naturally in this setting
- The waterbody it faces is a protected typhoon shelter with calmer water which forms a great setting for developing innovative F&B with characters responding to the water as the feature for this area.



Fig. 3-04 *Al fresco dining at promenade*
Circular Quay, Sydney [Source: <https://www.property.nsw.gov.au/pyrmont-and-ultimo>]

3.1 UPLIFTING SPATIAL QUALITIES

02 VIBRANCY

In order to achieve a vibrant waterfront, a balanced use of the promenade to ensure the public from all sectors of the community should be targeted. There should be public spaces with mixed-uses being created along the promenade for people from any backgrounds, age groups, and with different interests having balanced opportunities to use the spaces. The vibrancy is built up by the variety of uses to promote and nurture successful place-making.



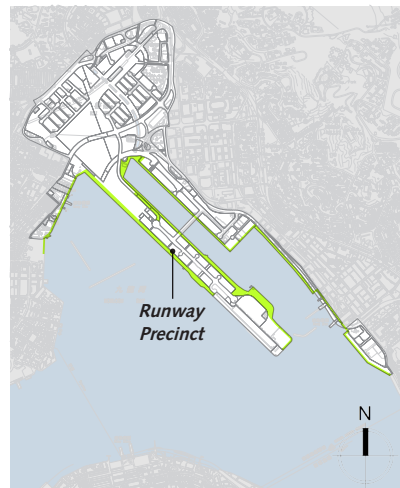
Fig. 3-05 *Vibrancy - Balanced use of the promenade for the public from all sectors of the community*
above: "Usadba Jazz" in Moscow [Source: Shutterstock]
below: New York City [Source: Shutterstock]

3.1 UPLIFTING SPATIAL QUALITIES
02 VIBRANCY

- Create places at promenade with atmosphere cohering with the activities adjacent to the promenade
- Provide suitable facilities to support the surrounding activities and enable the promenade to be suitable for different stakeholders
- Provide multi-purpose areas and integrate the surrounding activities with the promenade design
- Provide smooth transition and avoid obstruction from the surrounding activities to the promenade supporting facilities



Fig. 3-06 Vibrancy - Pedestrian zone in front of the Retail Belt at Runway Precinct



Example | Kai Tak Runway Precinct Area facing the Victoria Harbour

- There is a retail belt at the residential site facing the promenade
- A pedestrian zone equipped with proper shading and seating facilities by the retail belt could help to extend the vibrancy to the promenade

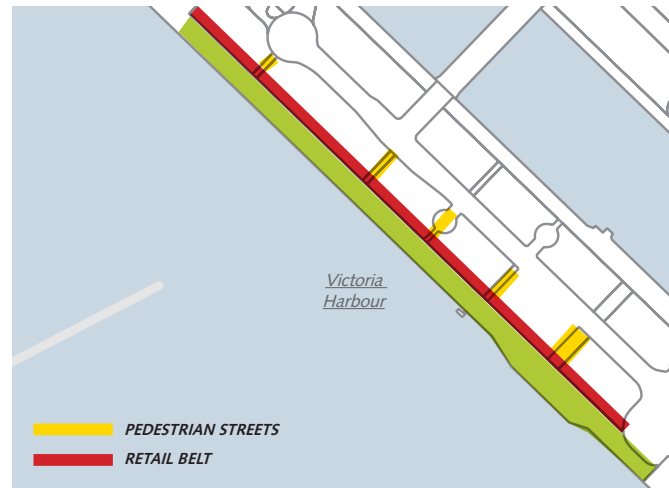


Fig. 3-07 Supporting facilities along the promenade Sydney Cove [Source: Shutterstock]

3.1 UPLIFTING SPATIAL QUALITIES

03 DIVERSITY



Fig. 3-09 *Diversity - Stepped seating facing waterfront for people to linger*
Chicago Riverwalk [Source: Shutterstock]



Fig. 3-08 *Diversity - Viewing deck and facilities to enable F&B along waterfront*
Darling Harbour, Sydney [Source: Shutterstock]

Different types of spaces should be considered in the promenade design to facilitate people to stay and linger, to sit down, to enjoy the view, and to spend their leisure time.

In order to support the different types of spaces, sufficient and appropriate amenity facilities should be provided at strategic places as they are the major components to the good qualities of spaces. The arrangement, design and function of these amenity facilities should respond to the behavioral pattern of the nearby communities or the projected majority of users.

3.1 UPLIFTING SPATIAL QUALITIES

03 DIVERSITY

- Adopt thematic design at strategic locations to offer diversity to the promenade
- Provide varieties of seating and shelter in adequate number responding to the waterfront and the surrounding activities
- Integrate different attractive landscape features in the promenade design for diversified spaces



Fig. 3-10 *Diversity - Different types of spaces with amenity facilities to offer diversity to the promenade*
above: Serpentine Gallery Pavilion 2008 by Frank Gehry, London [source: Shutterstock]
below: Darling Quarter, Sydney, Australia [Source: <https://www.property.nsw.gov.au/darling-quarter>]

3.1 UPLIFTING SPATIAL QUALITIES

04 WALKABILITY

A safe, direct and pleasant walking environment is essential to an attractive promenade.

Sufficient lighting, signage, seating, shelter and amenity planting arrangement should be carefully planned to promote walkability.

Visual interests and attractive features, such as landform, art features, tree avenues with scent flowers, unique paving materials and patterns, etc. could be considered at strategic locations along the walking pathways to enhance the walking experience.



Fig. 3-12 *Walkability - Pleasant walking environment with adequate shading and aesthetic planting*
[Source: Shutterstock]



Fig. 3-11 *Walkability - Attractive features and seating area to enhance walking experience*
Sun Hop Park, Vancouver (by Hapa Collaborative)
[Source: <http://hapacobo.com/project/mid-main-park/>]

3.1 UPLIFTING SPATIAL QUALITIES

04 WALKABILITY

- Provide access/ path with adequate width
- Provide proper shading, such as tree avenue, along the path to define the way and provide comfort
- Integrate proper way-finding in the promenade design
- Provide adequate seatings for people to take rest
- Provide proper alternative pathways to improve the accessibility to places
- Provide simple landscape lighting along the promenade including bollard and street lighting.



Fig. 3-13 *Walkability - Pleasant walking environment with adequate shading and seating*
Grand Mall Park Yokohama by stgk inc [Source: <https://stgk.jp/EN/projects/gmp/>]
[Photo: Koji Okumura (Forward Stroke Inc.)]

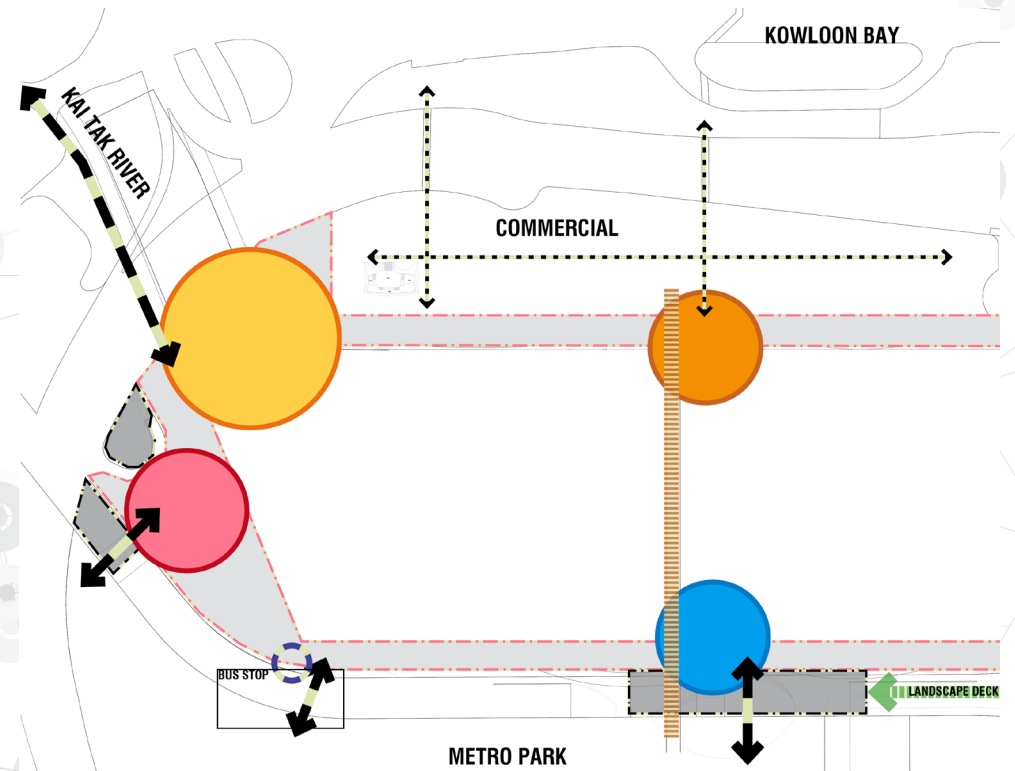
3.2 | FOSTERING PHYSICAL & VISUAL CONNECTIVITY

Connectivity should be achieved in 3 different aspects, physical connectivity fostered by accessibility from adjacent areas and connecting element within the area; and visual connectivity to the waterfront and from the areas adjoining the promenade.

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

05 ACCESSIBILITY

The promenade is situated at the city edge interfacing with the water, which provides a more natural and open area that juxtapose with the dense developments of the inner city. Accessibility is crucial to the success of a place as it determines how convenient the promenade could be reached. In Kai Tak, it should be well connected to and integrated with the nearby open space network to neighbouring circulation system and as a network of public spaces that connect the waterfront to the popular destinations and nearby neighbourhoods within KTD.



03 | GUIDANCE NOTES

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

05 ACCESSIBILITY

- Integrate the promenade into the wider pedestrian networks in the KTD
- Connect the nodes along the promenade and maximise gradual connections between the node and the adjoining public circulation
- Maximise possible connections from the associated land-side area to the promenade
- Buffer planting will be proposed to screen the temporary use areas and vacant development sites in order to enhance the amenity value of the area
- Establish direct visual linkage to the waterfront to allow the public to enjoy the panoramic sea view



Fig. 3-14 At-grade connection under elevated road where multi-purpose ground is created

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

06 CONNECTING ELEMENTS

In KTD, a continuous 11km long waterfront promenade is planned, a connecting element is crucial to realise the continuity will be the key feature to KTD promenade. This element should be a signature to the area with its own spatial qualities cohering with its surrounding environment and provide an easy route for both pedestrian and cyclist to travel along the promenade.



Fig. 3-15 *Connecting Element - Greenway for co-use by pedestrians and cyclists as the key feature*
Copenhagen [Source: DANISH™
<https://danish.tn/article/urban-development-copenhagens-bicycle-bridges/>]
[Photo credit Rasmus Hjortshøj – COAST Studio]

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

06 CONNECTING ELEMENTS

- Provide a continuous greenway all along the Promenade with smooth transition between different portions
- Provide a 6-10m wide hard paved walkway to be shared-use by cyclists and pedestrians with no segregation
- Provide a meander greenway to enrich the walking & cycling experience
- Provide structural trees along the greenway to offer shelter and define the route
- Provide adequate seating and shelter along the greenway to form an enjoyable leisure ground to encourage people to stay and avoid a wrong impression of the greenway being merely a passageway
- Provide side walks / alternative pathways connected to the greenway



Fig. 3-16 *Connecting Element - Environment suitable for both pedestrians and cyclists*
[Source: Shutterstock]



Fig. 3-17 *Proposed recommended greenway network in KTD*

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

07 VISIBILITY

Visibility enhances the openness and public image of the promenade. The more open and visible the space is, the more accessible it becomes. The degree of visibility could be maximised by avoiding solid visual obstacles as well as by appropriate treatment of its arrival.

The point of arrival and the spaces related should be designed to be able to be seen at the pedestrian level and should be opened up to the view to the waterfront to elevate the attractiveness and encourage usage by the public.

Apart from the above, the promenade design should celebrate the characteristic view and visual angle and water edge treatment should be well considered in the planning.



Fig. 3-18 *Visibility - The design should celebrate the characteristic view at promenade in KTD*
Kai Tak Cruise Terminal, Hong Kong [Source: Shutterstock]

3.2 FOSTERING PHYSICAL & VISUAL CONNECTIVITY

07 VISIBILITY

- The main path should capture the panoramic sea view
- Viewing platform or facilities to be provided at strategic locations to celebrate the sea view
- The point of arrival and the spaces related should be designed to be able to be seen at the pedestrian level and should be opened up to the view to the waterfront



Fig. 3-20 Plaza opened up to the waterfront at entry point



Fig. 3-21 Lookout Tower and vertical connection from elevated road to the promenade
Samuel-De Champlain Promenade, Québec City



Fig. 3-19 View opened up to the waterfront and such could be turned into stage
Marina Bay, Singapore [Source: Shutterstock]

3.3 | PROMOTING & ENHANCING SUSTAINABILITY

The promenade design in KTD should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations. Sustainability considers that future generations should have flexibility and choice available to them. In this sense, we derived two design principles in response to both current and long-term development.

3.3 PROMOTING & ENHANCING SUSTAINABILITY
08 **VERSATILITY**



Fig. 3-22 Versatility - Adaptations to the space setting

Versatility in space utilisation. The promenade design should be able to adapt or be adapted to different activities from passive functions to active uses. The promenade design should support a sustainable growth through time, and versatility is one of the key components to achieve a robust design.

3.3 PROMOTING & ENHANCING SUSTAINABILITY

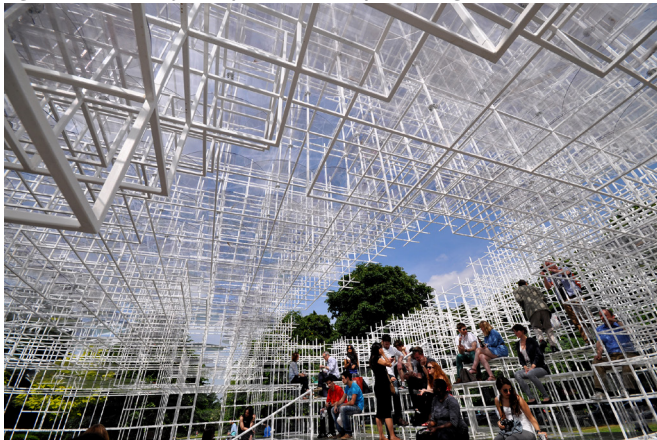
08 VERSATILITY

- Create places catering for multi-functions to support different kinds of activities for different stakeholders to activate the waterfront
- Celebrate any existing water-land interface features, such as landing steps, pier, lower embankment, etc. by integrating the features in the promenade design and promoting them as the focal point



Fig. 3-23 Places adaptable to different functions at waterfront

Fig. 3-24 Versatility - Adaptations to the space setting



Serpentine Pavilion, London [Source: Shutterstock]



Secondhand bookstall on Southbank, London [Source: Shutterstock]



Folly for a Flyover by Assemble, London [Source: Dezeen <https://www.dezeen.com/2011/07/05/folly-for-a-flyover-by-assemble/>]

3.3 PROMOTING & ENHANCING SUSTAINABILITY

09 FLEXIBILITY

Flexibility should be considered in the spatial design arrangement and also be applied in the detail layout of functional items of a promenade design.

Public open spaces should be flexible to allow for changes through time to accommodate different needs in future.

In detail design, flexible furniture design and seating arrangement should be considered to encourage different kinds of social interaction and thus enhance the usage of the space.

- Design flexible furniture to encourage different kinds of social interactions
- Create installations which could be changed to suit different functional needs



Fig. 3-25 Flexibility - Flexible furniture design to support different functions and activities
Museums Quartier, Vienna [Source: Shutterstock]

3.4 | CELEBRATING CHARACTERS & PROMOTING IDENTITY

The characters of place to be celebrated and elevated to the level as branding of the area for cohesive designs at the different areas along the promenade at KTD. At another level, there are portions along the promenade with specific features, which were based on their geographical locations and surroundings. Special attention should be paid to those features in the design to celebrate the character and identity of such portion of the promenade.

3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY

10 BRANDING

Adopting a branding strategy in the area is crucial, to integrate the merit of design, art and event of a public space, develop a single yet collective vision, encourage participation of stakeholders, professionals and the publics to collaboratively orchestrate a policy for sustainable development.

Public Creatives is the innovative place branding concept with the aim to foster a visually cohesive identity that reflects the core values and personalities of a place. It enhances and strengthens a place brand with a distinctive identity attracting talents locally and internationally. It is a useful tool for bringing out this principle in the design of the promenade at KTD.

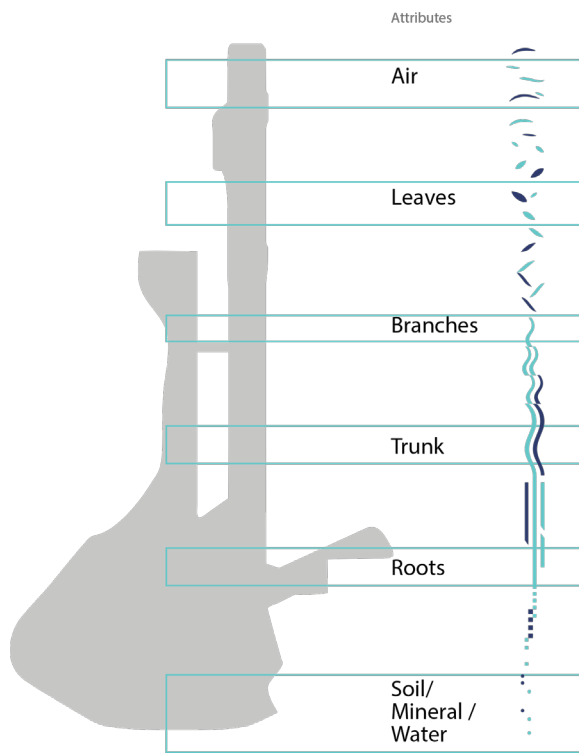


Fig. 3-26 Branding - Public Creatives for KTD branding design

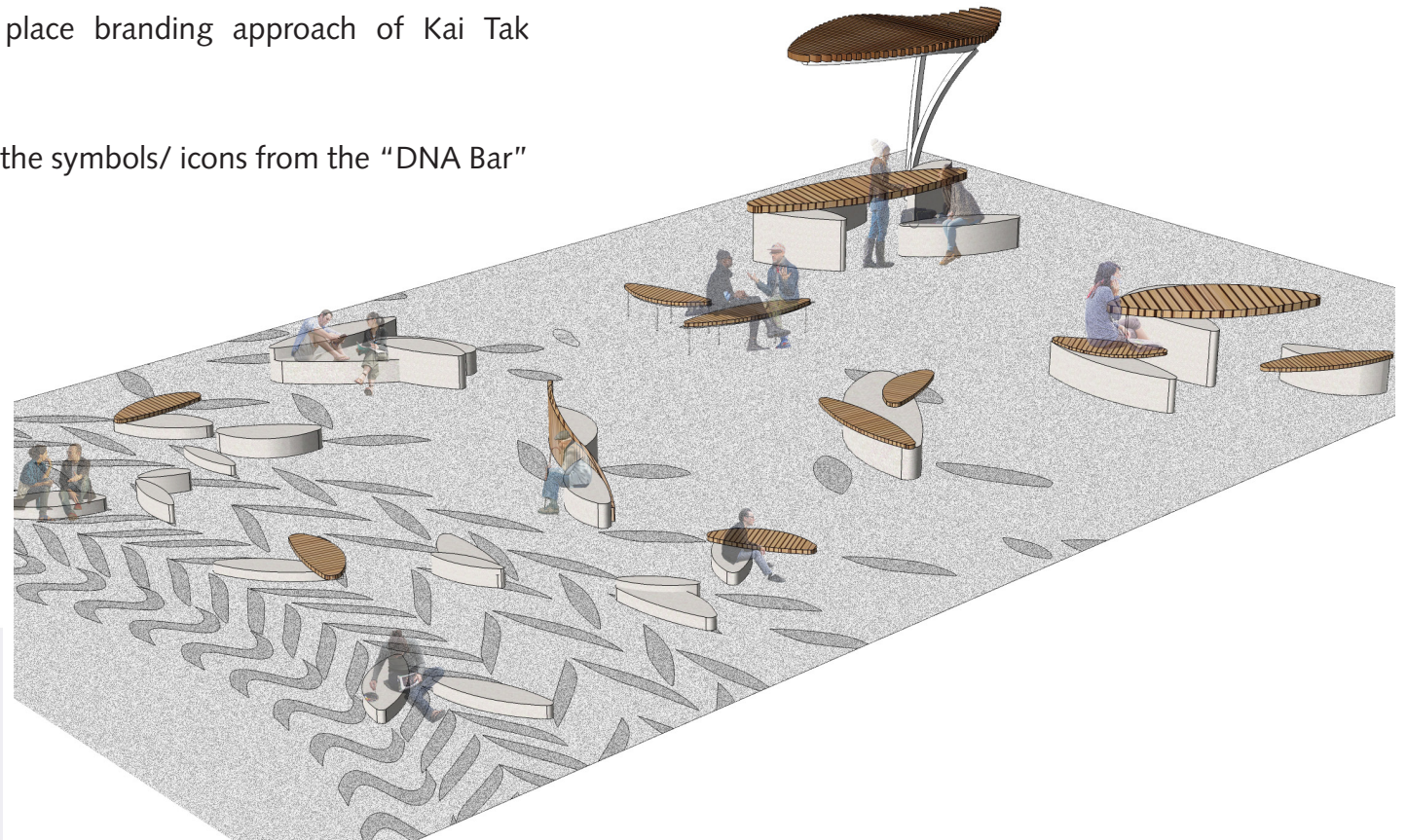
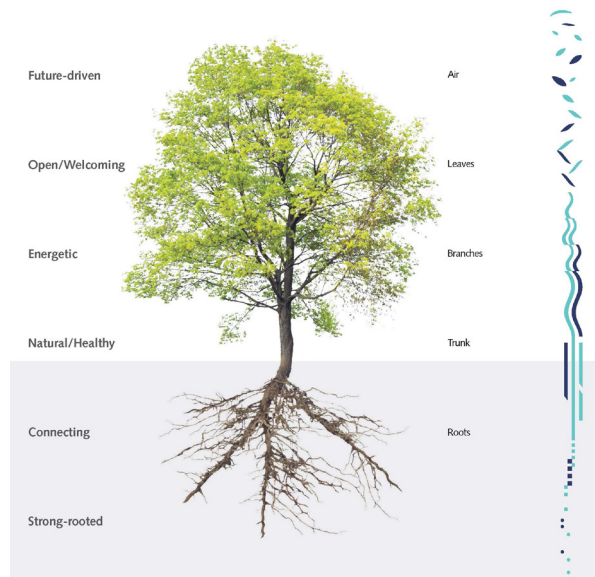


Fig. 3-27 Branding - Holistic and uniform design language as brand building
Yokohama [Source: Shutterstock]

3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY

10 BRANDING

- Adoption of Public Creatives in the promenade design and to the key design elements such as seating bench and shelter, paving pattern, balustrade and signage, etc. at the promenade is promoted to help fostering a visual cohesive identity and branding of the district.
- Promotion of Public Creatives is the place branding approach of Kai Tak Development.
- Develop seating and shelter design from the symbols/ icons from the “DNA Bar” in Public Creatives



3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY

11 HISTORY

With the aviation history inherited from the historical role and remembrance of the ex-Kai Tak Airport, the design of waterfront promenade, which outlines the former airport area, should subtly incorporate aviation theme.



Fig. 3-28 *History - Aviation theme employed in the choice of building materials and character of design elements*
Perdana Botanical Gardens, Kuala Lumpur [Source: Shutterstock]



3.4 CELEBRATING CHARACTERS & PROMOTING IDENTITY

11 HISTORY

- Employ metal, glass, concrete and timber as major design components for key design elements such as balustrade, shelters, signage, façade treatment of building structures etc. as aviation technology is signified by the use of steel and glass in the construction of aircraft
- Incorporate bold steel and glass detailing in the design of building façades and key design elements
- Adopt painted concrete surface in pastel soft grey finishes with steel detailing where appropriate to reinforce the nuances of the aviation theme employed in connection with contemporary airport terminals
- Use soft greys generally in tandem with dark grey highlighting



Fig. 3-29 *Use of metal, glass, concrete and timber as combination of materials for building structures*
Top: ArchSD Public Toilet, Tin Shui Wai Park
Bottom: [Source: Shutterstock]

**ANNEX A | CASE EXAMPLE AT
RUNWAY PRECINCT PROMENADE**

- A.1 SITE CONTEXT
- A.2 PROMENADE DESIGN CONCEPT & FRAMEWORK
- A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.1 SITE CONTEXT



Fig. A-01 Location Plan of Promenade at Runway Precinct

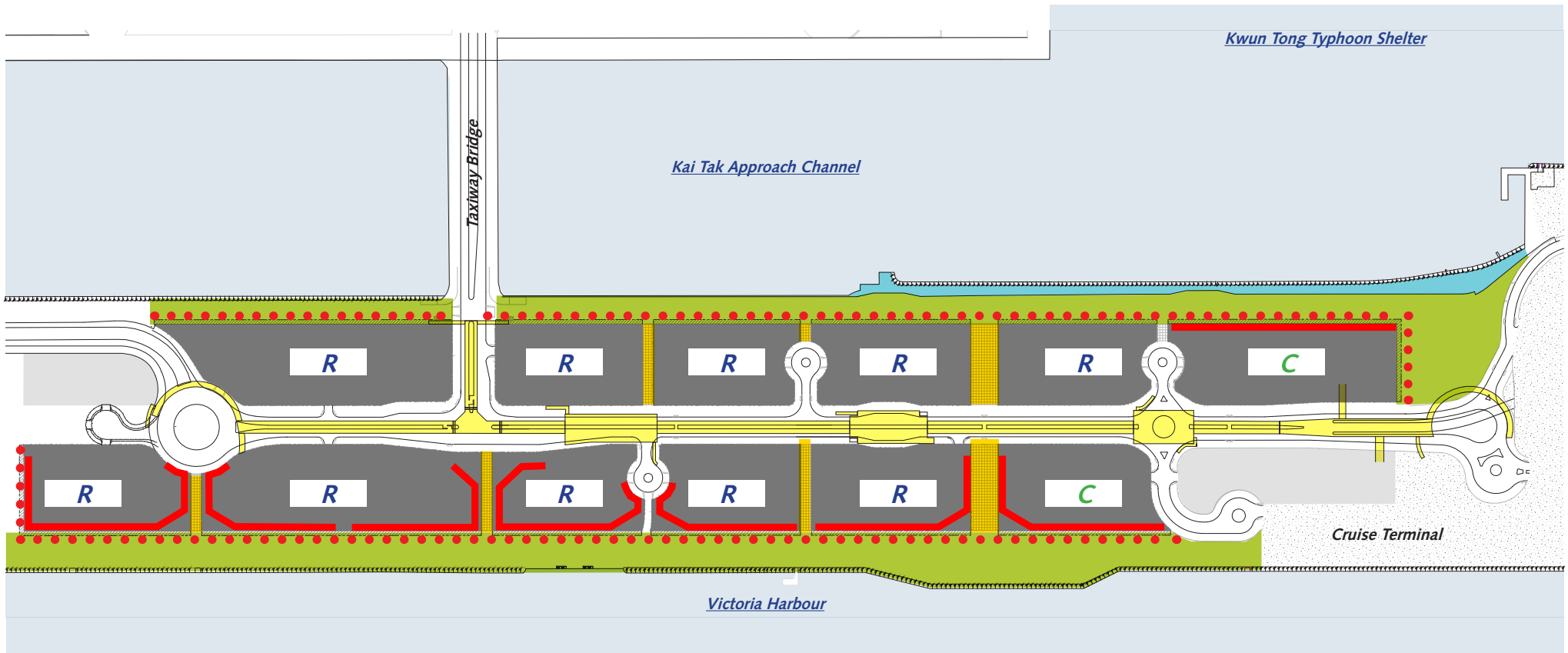
Runway Precinct is situated in the former runway of the Kai Tak Airport, adapts to its elongated shape with about 11 kilometer long waterfront promenade on both sides. The area is characterized by its former historical background and the possession of two promenades in close proximity opposite to each other which provide very different views and atmosphere.

A.1 SITE CONTEXT

A.1.1 Zoning & Surrounding Areas

The Runway Precinct is planned to be connected by the main distributor running from north to south connecting future Metro Park, Runway Precinct, Cruise Terminal and future Runway tip developments including Tourism Node and Runway Park. According to the latest Kai Tak OZP amendment, there are total 14 development sites at Runway Precinct with 12 of the sites having water frontage. According to the latest Kai Tak OZP amendment, in order to enliven the adjoining waterfront promenade, Planning Department suggested to include a retail belt within the development sites along the promenade frontage facing the Victoria Harbour.

| LEGEND | |
|--------|---------------------------------|
| | RETAIL BELT |
| | DEDICATED PEDESTRIAN ZONE (DPZ) |
| | PEDESTRIAN STREET |
| | ELEVATED LANDSCAPE DECK |
| | PROMENADE |
| | PROMENADE - LOWER EMBANKMENT |
| | DEVELOPMENT SITE - RESIDENTIAL |
| | DEVELOPMENT SITE - COMMERCIAL |



ANNEX A / RUNWAY PRECINCT PROMENADE

Fig. A-02 Overview of Land uses at Runway Precinct Area

A.1 SITE CONTEXT

A.1.2 Connectivity & Network

Apart from the main distributor running in the central portion of the Runway precinct which is crucial to the district's connectivity, the elevated landscaped deck above the distributor is planned to be the main pedestrian route connecting with the local at-grade pedestrian streets as well as with the planned link bridges of development sites to the at-grade retail belt, forming the main pedestrian circulation network that ensure the accessibility of the waterfront promenades.

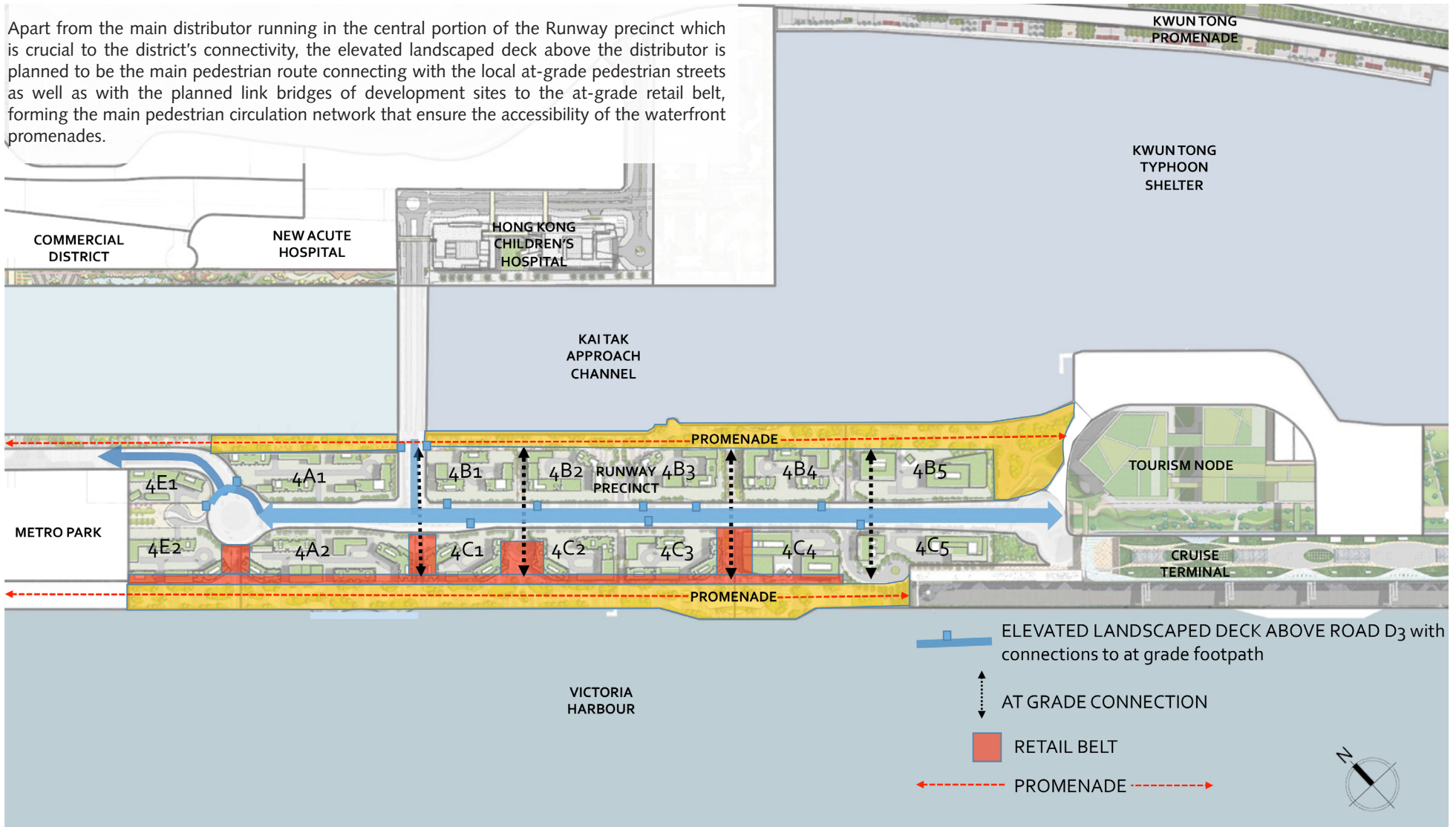
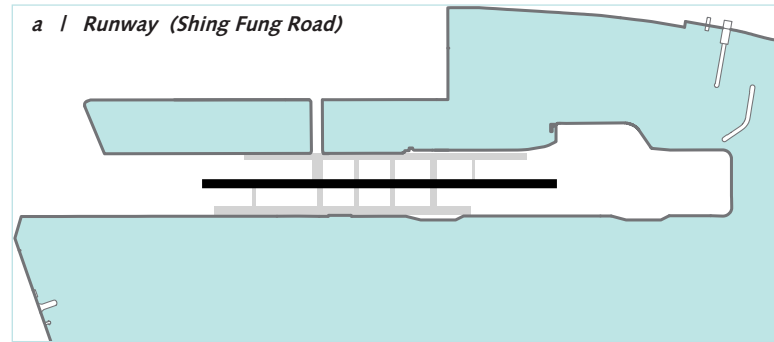


Fig. A-03 Overview of Connectivity & Network at Runway Precinct Area

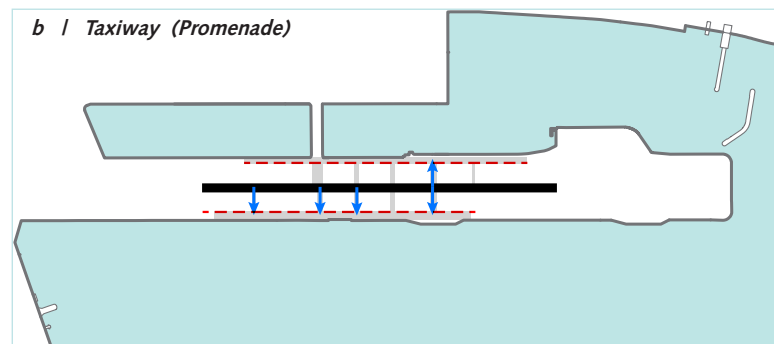
A.2 PROMENADE DESIGN CONCEPT & FRAMEWORK

A.2.1 Concept & Urban Design Responses

The design concept for the Runway Precinct promenade is to commemorate its identity as the former runway which was being the main gateway of Hong Kong to the other countries. By adopting its unique spatial arrangement of a runway which comprises of pull over to taxiway, we introduce a series of “pullover spaces” along the promenade at the junction with the selected pedestrian streets. These “pullover spaces” are the Urban Nodes, which are the focal points designed with various attractions echoing the urban design responses of the city fabric.

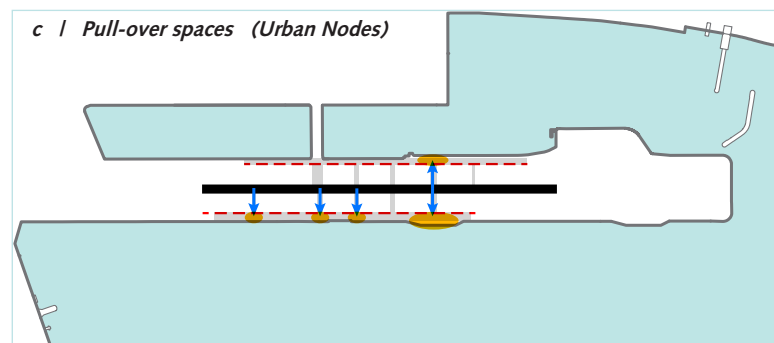


a | Shing Fung Road and Elevated Landscaped Deck in the centre is depicted as the “Runway”, connects pedestrians (“planes”) to/ from the development sites with North Apron and the Tourism Node at both ends of the runway precinct area as the major route at a higher speed.



b | The promenade in front of the development sites is then depicted as “taxiway”, for people to “pull out” from the main circulation.

“Taxiway is a path for aircraft at an airport connecting runways with aprons, hangars, terminals and other facilities. The taxiway also allow a plane to pull out of the line of the runway”



c | Urban nodes at junction points are depicted as “pull-over” spaces along the “taxiway”, to allow people (“planes”) to linger, stay and travel.



Fig. A-04 Kai Tak Runway
[Source: Shutterstock]

Fig. A-05 (a~c) Illustrations of Concept & Urban Design Responses

A.2 PROMENADE DESIGN CONCEPT & FRAMEWORK

A.2.2 Zoning Control

The promenade in this area could be divided into three portions with respect to the geographical location and existing site condition.

Referring to the diagram in the following page, the first portion (denoted "A" in the diagram) is found at where the promenade faces the victoria harbour overlooking towards the Hong Kong Island side. This portion is about 30-50m wide supported by a retail belt at the adjoining development sites with occasional non-building area at strategic locations in connection to the pedestrian streets. The other portions are at the opposite side of the runway facing the Kai Tak Approach Channel. The section denoted "B" has its characteristic lower embankment in front of it between the water body and the upper promenade. The last portion faces the Kai Tak Approach Channel (denoted as "C") is the most quiet portion in this area with the width of about 20-25m.

The landscape design / treatment shall be responding to the individual characters of the 3 zones.

LEGEND

| | |
|----------|--|
| A | PROMENADE FACING VICTORIA HARBOUR |
| B | PROMENADE FACING APPROACH CHANNEL (with Lower Embankment) |
| C | PROMENADE FACING APPROACH CHANNEL (without Lower Embankment) |
| | LOWER EMBANKMENT |
| | RETAIL BELT |
| | DEVELOPMENT SITES |

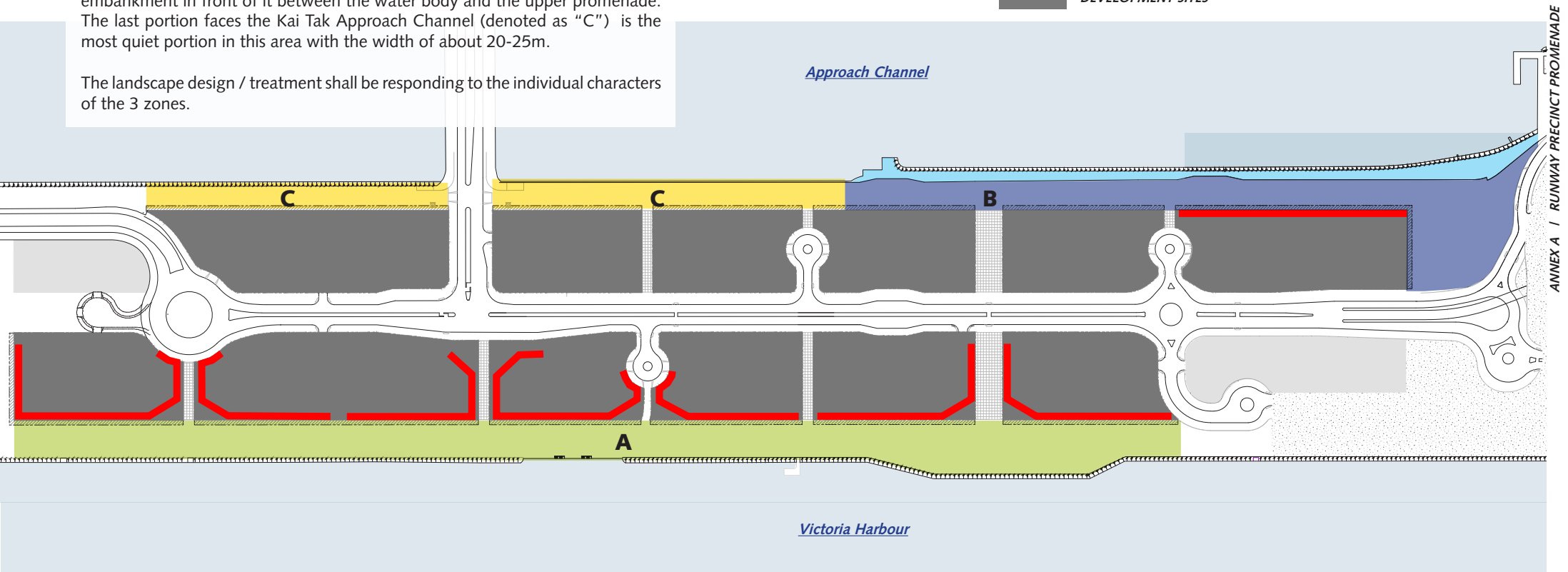


Fig. A-06 Zoning & Network at Runway Precinct

A.2 PROMENADE DESIGN CONCEPT & FRAMEWORK

A.2.3 Spatial Hierarchy

A clear hierarchy, both horizontal along the promenade and transverse across the promenade, is defined to set out the framework of the design.

Primary zone - Urban Nodes are defined at strategic juxtapositions of pedestrian streets and the promenade (refer to "Fig. A-09 Spatial Hierarchy implementation at Runway Precinct" for illustration). Secondary and Tertiary zones are developed between the Urban Nodes (refer to "Fig. A-07 Relationship of Urban Node with Transition & Transient Spaces" for illustration). A rhythm is created with the interplay of the nodes with connection to these zones. A linear spatial hierarchy is formed along the promenade (refer to "Fig. A-08 Spatial relationship of series of Urban Nodes" for illustration). Fig. A-09 shows the implementation of the spatial hierarchy at Runway Precinct area.

The Urban Nodes are identified as the major foci at the promenade at strategic locations to bring about vibrancy and energy to both sides. These nodes are developed as gathering points with different themes and atmospheres forming punctuations along the way, to give essences and to avoid monotonous along the promenade. The different themes at the urban nodes are shown in the "Fig. A-10 Urban Nodes Themes & Atmospheres at Runway Precinct" in next chapter.

Different landscape treatments along the transverse sections across the promenade shall be employed to create the different atmospheres of the respective zoning. Details will be discussed in the following chapter.

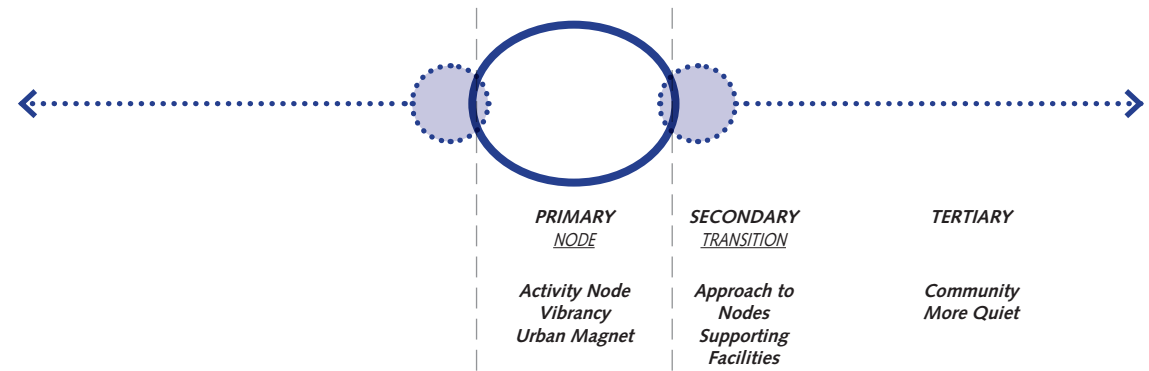


Fig. A-07 Relationship of Urban Node with Transition & Transient Spaces

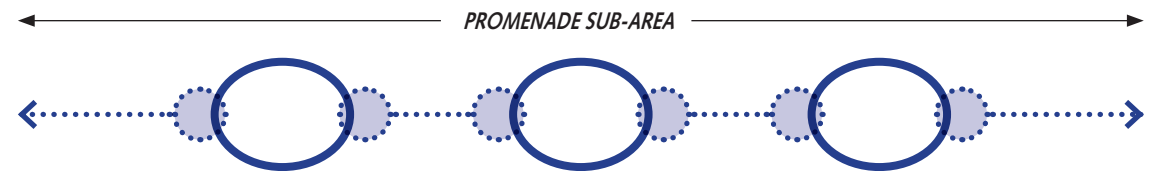


Fig. A-08 Spatial relationship of series of Urban Nodes

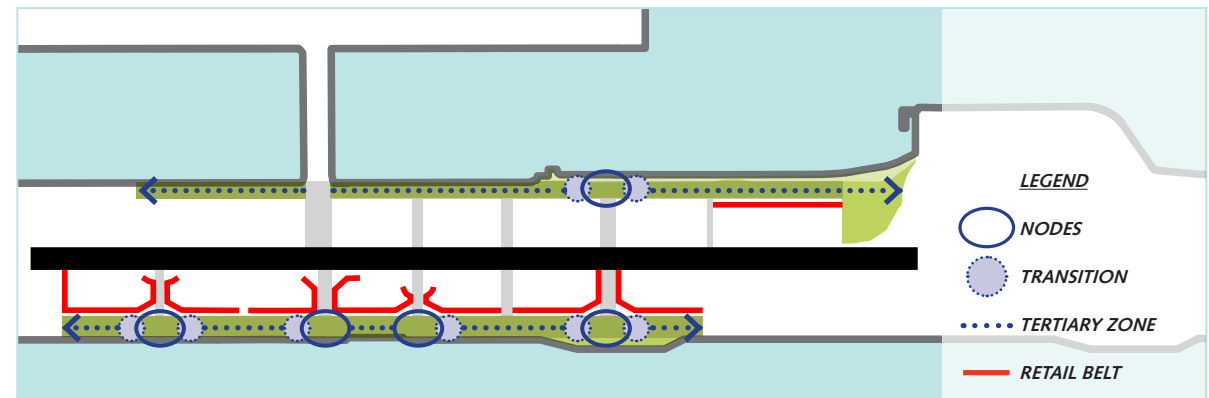


Fig. A-09 Spatial Hierarchy implementation at Runway Precinct

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

According to the design concept and framework discussed in the previous chapter, the spatial hierarchy and characteristic urban nodes are identified in response to the urban setting of the area.

In this chapter, we will discuss the following topics:

- design of the urban nodes and the articulation with the tranquil zone to uplift the spatial qualities in the promenade design and to maximise accessibility and visibility;
- landscape treatment and formation of greenway as the connecting element to enhance the physical connectivity;
- micro-elements design to promote the versatility, flexibility, walkability and identity in the design;
- and, specific soft landscape treatment responding to the above.

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design

Urban Nodes - the “pullover spaces” as the focal points designed with various attractions echoing the urban design responses of the city fabric are identified. As points of attraction, different themes are assigned to the 5 urban nodes (including 3 nodes and 2 sub-nodes) in the runway precinct area in order to promote the vibrancy and diversity of the promenade.

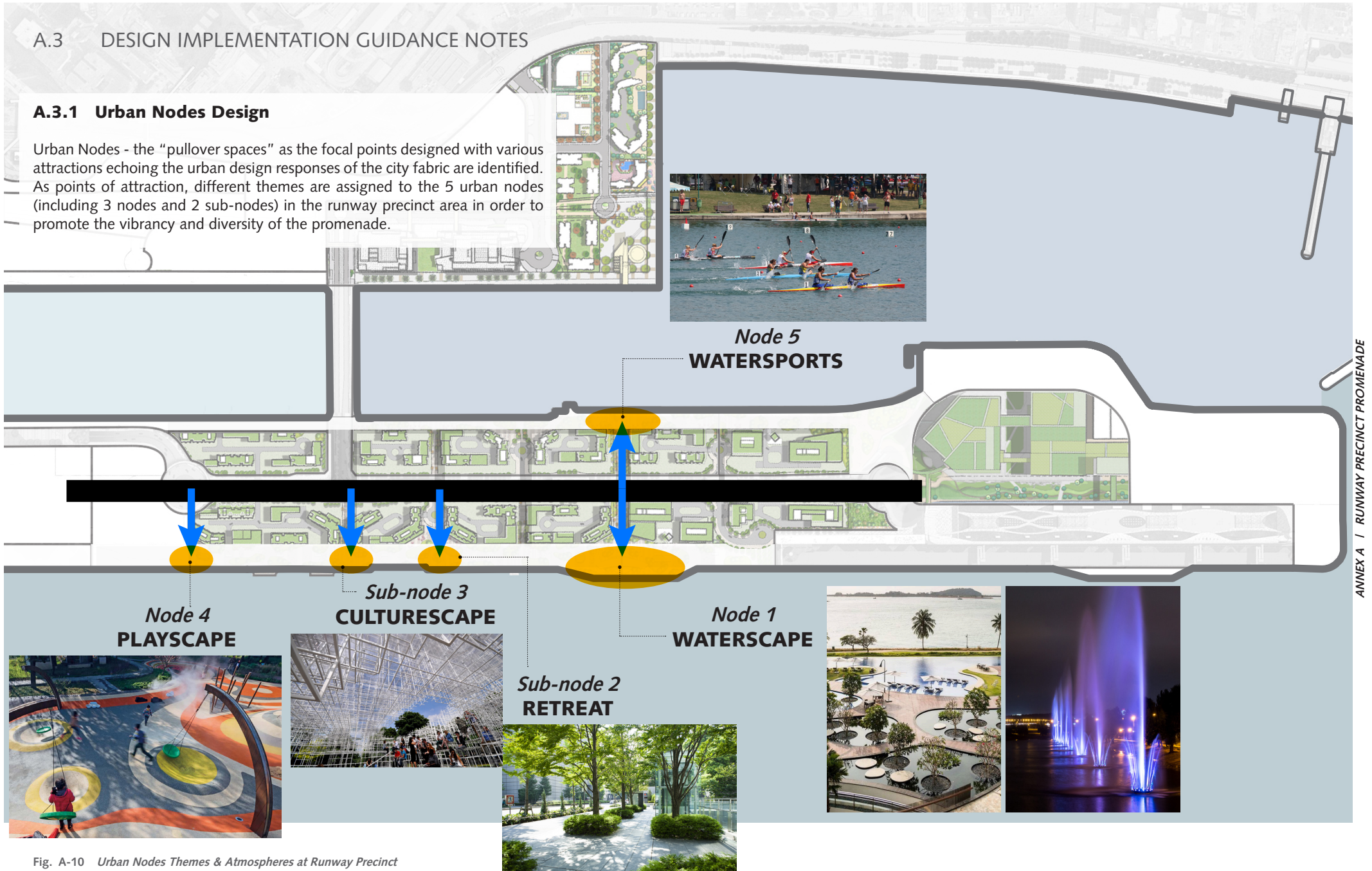


Fig. A-10 Urban Nodes Themes & Atmospheres at Runway Precinct

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design

- ***Playscape (Node 4)*** is to be formed at the first node entering from the metro park to the runway precinct facing the Victoria Harbour as the family-friendly zone
- The node at the other end in this area facing the Victoria Harbour, in front of the 25m wide pedestrian street, marks the entrance to the promenade for people coming by the public transport, it is to be signified by the ***Waterscape (Node 1)***. This provides the best opportunity for welcoming large-scale water features integrating with the landscaped area to celebrate the waterfront. Public events could be held with the stunning harbour view as the backdrop.

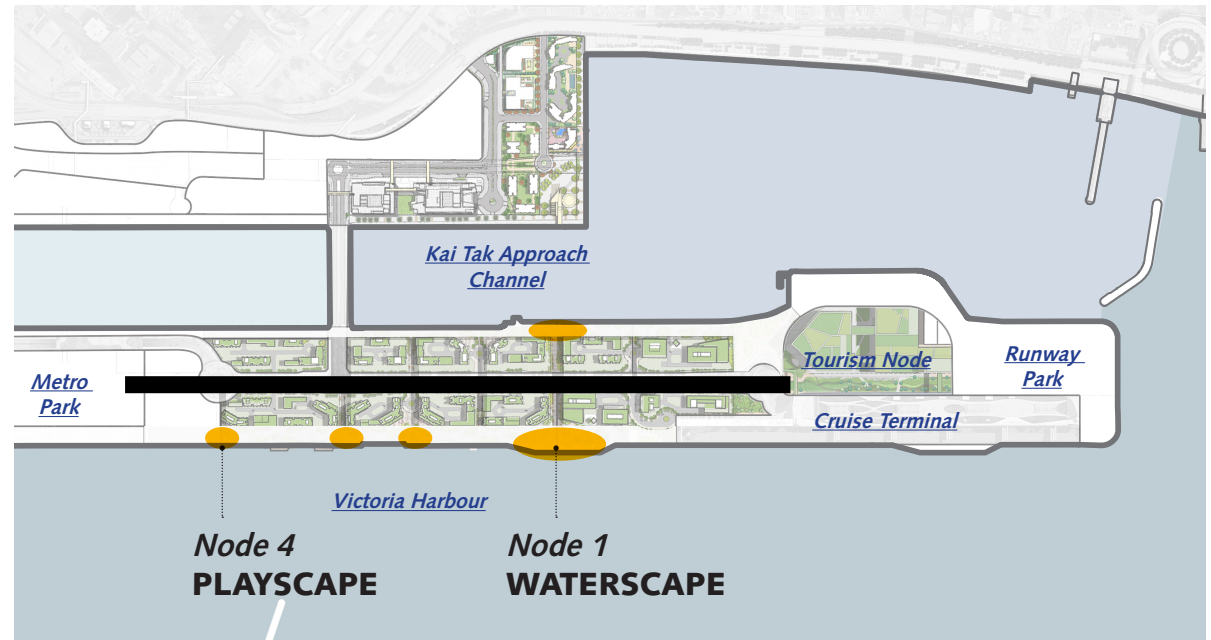


Fig. A-11 Urban Nodes Location - Node 1 & Node 4

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design

- In between the above 2 nodes, a pair of sub-nodes is introduced with the theme of ***Culturescape (Sub-node 3)*** and ***Retreat (Sub-node 2)***.
- Space is allowed at the node of ***Culturescape (Sub-node 3)*** for temporary structure/ installation of art & culture, surrounded by a big piece of lawn area for public engagement.
- At the node of ***Retreat (Sub-node 2)***, a forest in the city will be created in a form of tree canopy, for people to stay and relax with enjoyment of the harbour view in the city centre.

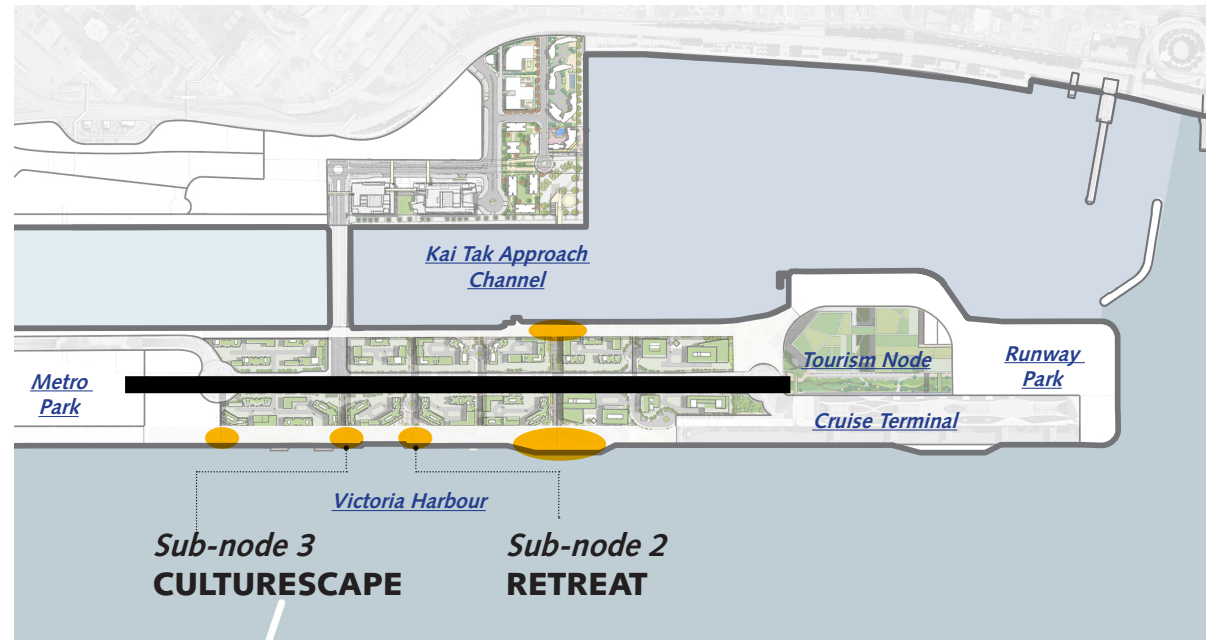


Fig. A-12 Urban Nodes Location - Sub-node 2 & Sub-node 3

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design

- Another node, ***Watersports (Node 5)*** is formed at the opposite side of the 25m wide pedestrian street, facing the Kai Tak Approach Channel, as a hub for water-friendly activities. The promenade at this side of the runway is special and unique with its calm water and a lower embankment close to the water surface. Its original setting is already naturally fitting with ad-hoc water-friendly activities and events.

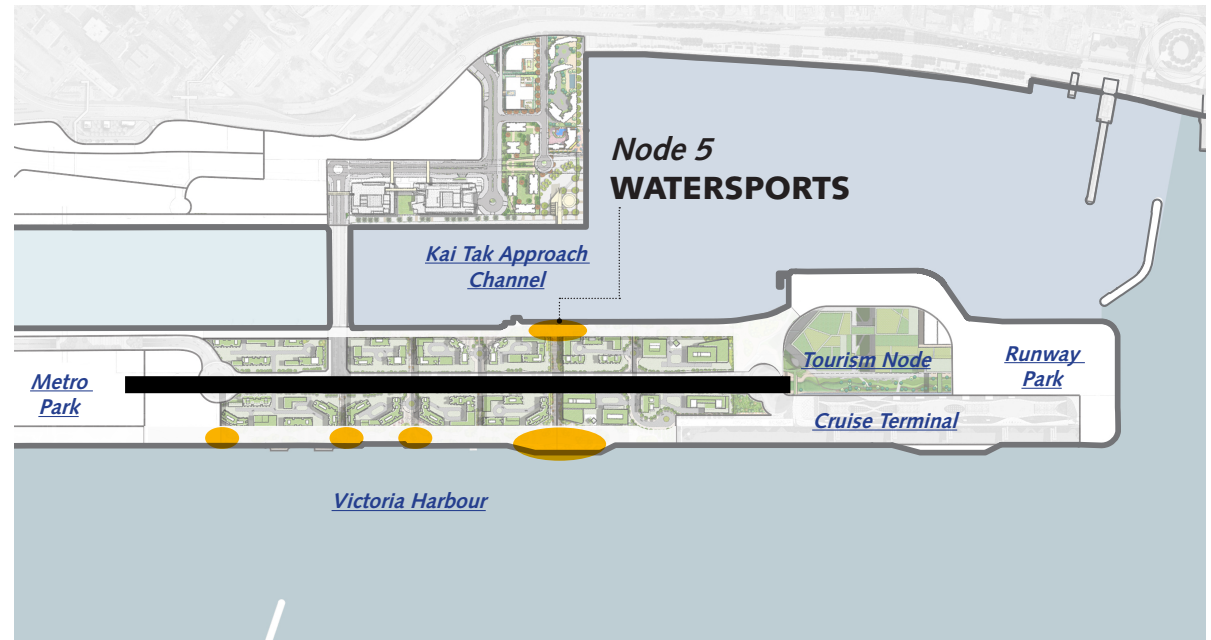


Fig. A-13 Urban Nodes Location - Node 5

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design **NODE 1 - WATERSCAPE**



Fig. A-14 Artist Impression for Node 1 - *Waterscape*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design NODE 1 - WATERSCAPE

Create the node of Waterscape at the designated location with the following qualities:

- Large-scaled and innovative water features with varieties by the waterfront to encourage the public to have direct interaction with water
- Versatile to accommodate different types of events/ activities
- Large plaza with cascade seatings by its side facing the Victoria Harbour with flexible water features
- Adequate seating and shelter area



A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design **SUB-NODE 2 - RETREAT**



Fig. A-15 Artist Impression for Node 2 - *Retreat*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design SUB-NODE 2 - RETREAT



ANNEX A | RUNWAY PRECINCT PROMENADE

Fig. A-16 Artist Impression for Node 2 - *Retreat*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design SUB-NODE 2 - RETREAT

Create the sub-node of Retreat at the designated location with the following qualities:

- More densely arrayed trees at the plaza by the waterfront to provide tree canopy to provide shadow for leisure area in the centre of the city
- Signature multi-function seating design to echo with the tree canopy



Grand Mall Park Yokohama by stgk inc [Source: <https://stgk.jp/EN/projects/gmp/>]
[Photo: Koji Okumura (Forward Stroke Inc.)]

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design **SUB-NODE 3 - CULTURESCAPE**



Fig. A-17 Artist Impression for Node 3 - *Culturescape*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design SUB-NODE 3 - CULTURESCAPE

Create the sub-node of Culturescape at the designated location with the following qualities:

- Large open lawn area by the waterfront
- Versatile to accommodate different types of cultural events/ activities
- Designated location suitable for temporary installation/ pavillion/ sculpture, etc. at specific events
- Adequate seating and shelter area



A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design **NODE 4 - PLAYScape**



Fig. A-18 Artist Impression for Node 4 - Playscape

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design NODE 4 - PLAYSCAPE

Create the node of Playscape at the designated location with the following qualities:

- Large-scaled adventurous playscape incorporated with undulating landscape suitable for children at different age groups
- Adequate seating and shelter areas for families
- Colourful with varieties



A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design **NODE 5 - WATERSPORTS**



Fig. A-19 Artist Impression for Node 5 - Watersports

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.1 Urban Nodes Design NODE 5 - WATERSPORTS

Create the node of Water Sports at the designated location with the following qualities:

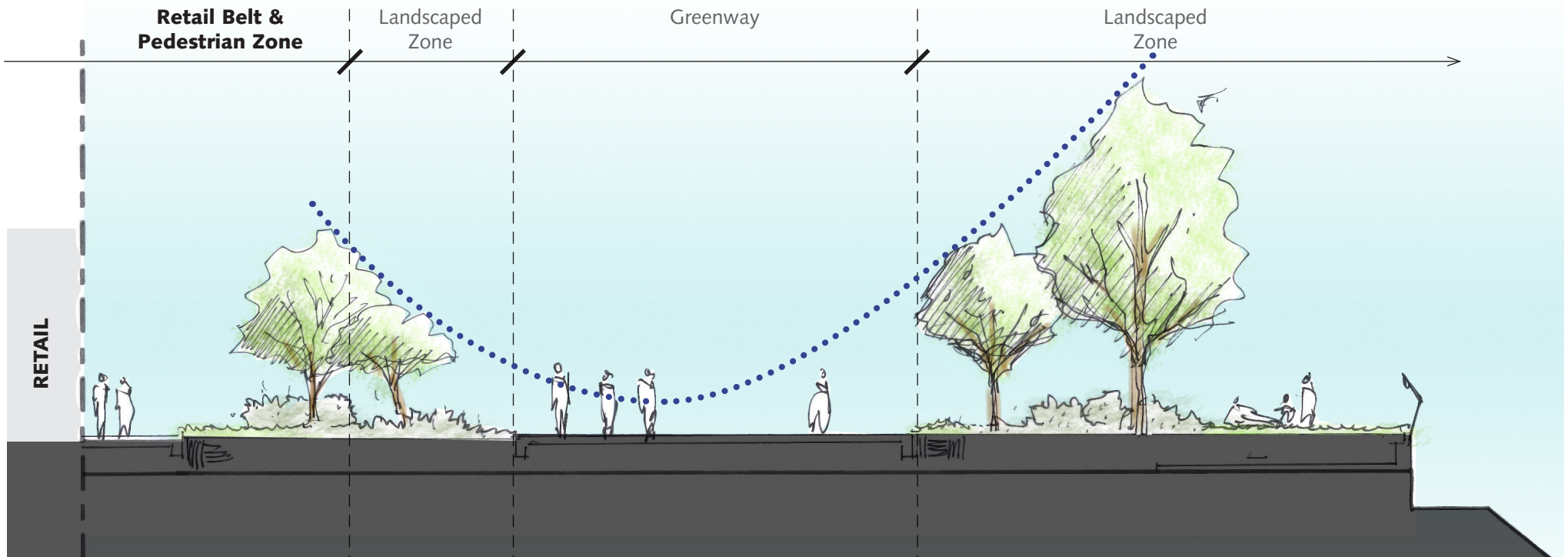
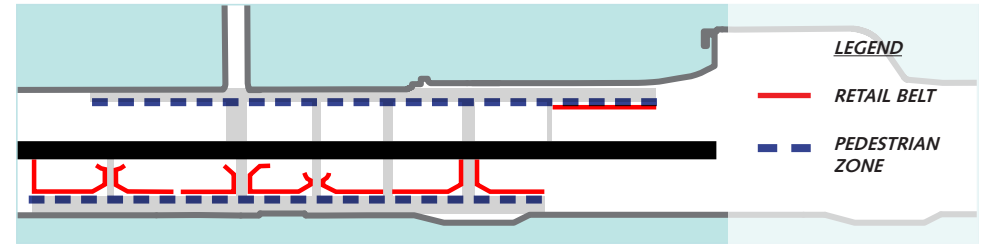
- Large-scaled cascade seatings facing the Approach Channel to be created as audience seating for events and as leisure seating area when no event is taken place
- Create look-out areas at strategic locations with proper seating and shelter
- Create stepped lawn areas to smoothen the edge between the upper and lower embankment



A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.2 Design of Pedestrian Zone facing Victoria Harbour

Along the promenade facing the Victoria Harbour at runway precinct area, a retail belt was created at the development sites leading from the pedestrian streets to the promenade and along the promenade. This would be the first line of “magnet” for people to “pull-over” to the promenade area as the key to bring in vibrancy pedestrian flow.



4.5m (w) Dedicated Pedestrian Zone with special seating and shading and trees to enhance the walking experience along the retail belt and to support the retail activities for integration into the promenade

Fig. A-20 Transverse section - relationship between retail belt, pedestrian zone and the promenade

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.2 Design of Pedestrian Zone facing Victoria Harbour



Fig. A-21 Artist Impression for Pedestrian Zone facing Victoria Harbour

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.2 Design of Dedicated Pedestrian Zone facing Victoria Harbour

Create the pedestrian zone facing Victoria Harbour with the following qualities:

- Provide adequate seating and shading area along the pedestrian zone
- Provide seating with integration of shading by trees
- Provide facilities to support the activities along the retail belt and to integrate the pedestrian zone with the promenade design functionally
- Provide smooth transition from the pedestrian zone to the zone facing the water edge
- Provide structural trees along the pedestrian zone
- Adequate Hard paved at the 4.5m (w) dedicated pedestrian zone (DPZ)

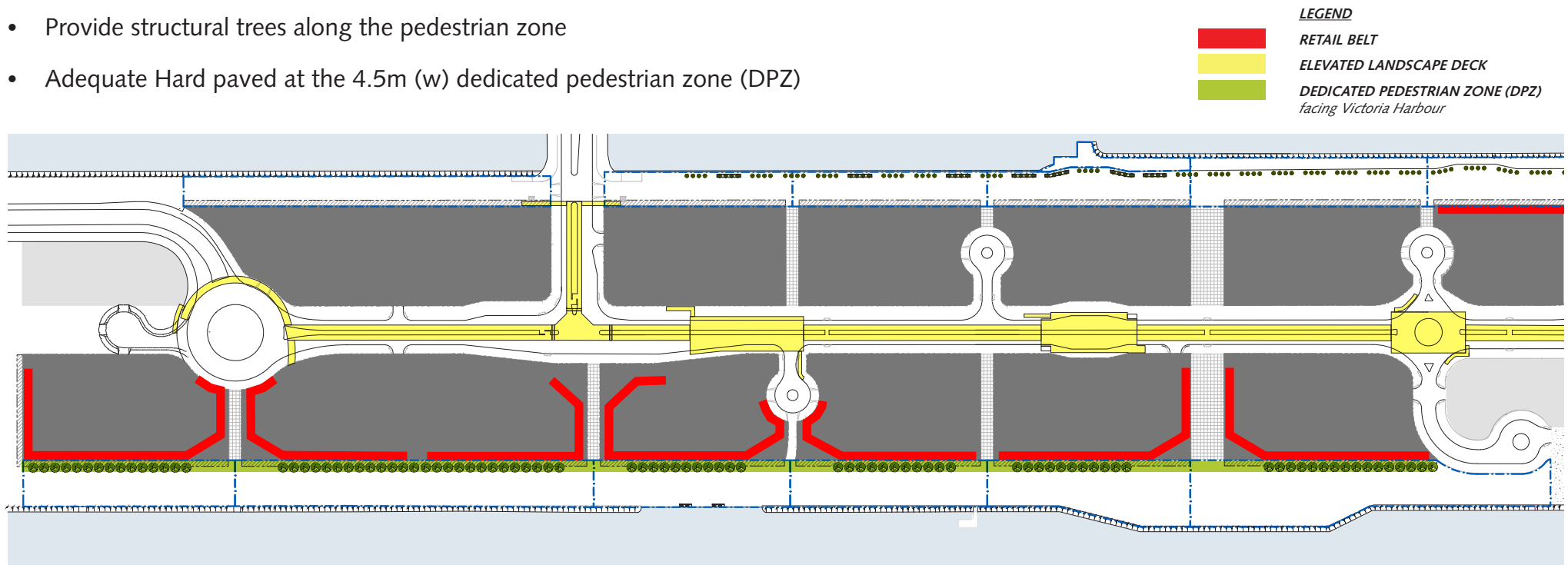


Fig. A-22 Structural trees along the dedicated pedestrian zone facing Victoria Harbour

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.3 Greenway and Structural Trees Alignment

Greenway is the key connecting element and feature at Kai Tak Promenade. Its alignment and relative proximity to the waterfront are important to define places at the linear profile of the promenade. And the landscape treatment are important to give shape to the specific atmospheres at different portions along the promenade.

- Create continuous meandering greenway, 10m (w) at Victoria Harbour side & 8m (w) at Approach Channel side, along the promenade, alignment shall refer to *Fig. A-23* in this page and the requirements stipulated in the lease condition
- Provide structural trees in clusters by the side of the greenway
- The greenway should be hard paved with clear visual segregation from the rest of the promenade
- The greenway should be shared by pedestrian and cyclist
- Structural trees are categorised into three groups with different characters and requirements as per *Fig. A-24* in the following page

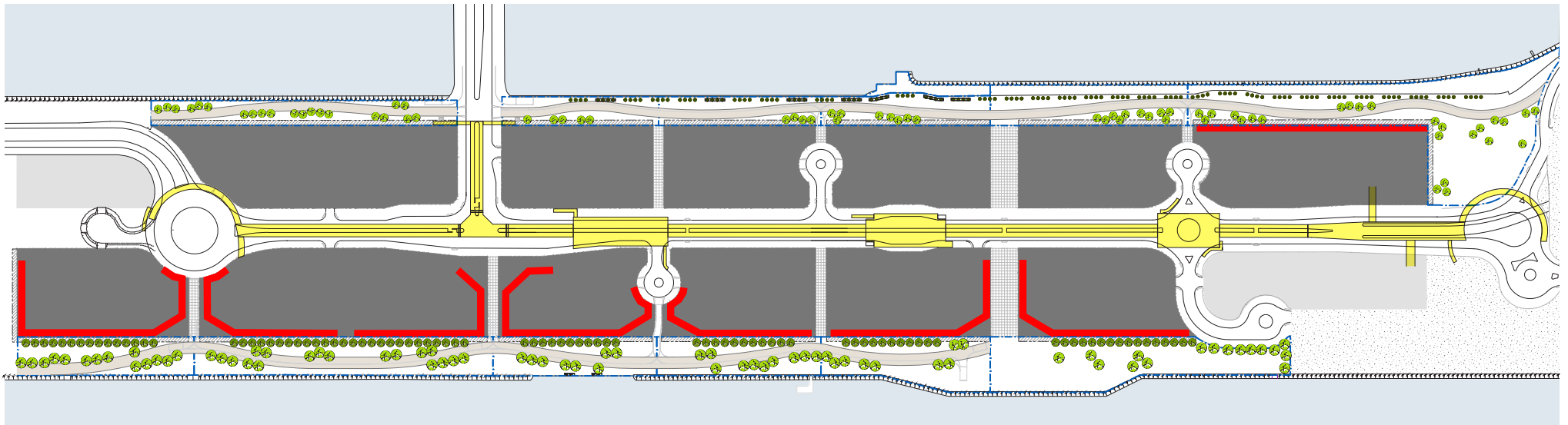





Fig. A-23 Structural trees along the pedestrian zone facing Victoria Harbour

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.3 Greenway and Structural Trees Alignment

- A | Retail Belt Zone
 - A linear row of structural trees along the retail belt
 - Provide special seatings and shelters along supporting the retail belt
- B | Approach Channel Zone
 - Retain existing trees along existing Shing Fung Road
 - Provide special seatings and shelters along facing the waterfront
- C | Greenway Zone
 - Clusters of structural trees by the side of greenway
 - To provide adequate shading along with tree canopy

LEGEND

-  A | RETAIL BELT ZONE
-  B | APPROACH CHANNEL ZONE
-  C | GREENWAY ZONE

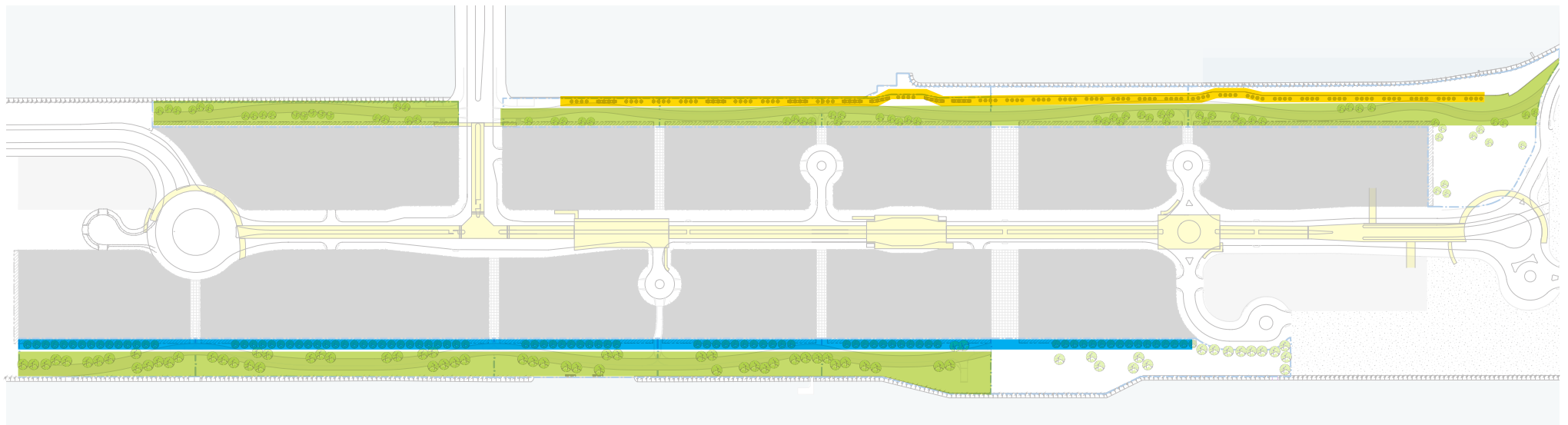


Fig. A-24 Three zones of structural trees

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.4 Tertiary Zone Design

The tertiary zone connects the Urban Nodes and the meandering Greenway is the key connecting element running through entire promenade. The location of the greenway at the tertiary zone sets out different scenarios as illustrated below.

- Keep the sightline towards the waterfront
 - 1** - provide canopy structure/ avenue effect/ park scale enclosure with the structural trees
 - 2** - allow clear branch height of all trees 2.5M to maximise waterfront views/ provide passive surveillance/ allow pedestrians and cyclists to pass underneath
 - 3** - any shrubs height upto 1M maximum
- Provide adequate seating and shading area
- Provide sidewalk or alternative paths at strategic locations to allow more diversified paths in the promenade
- Provide smooth and obstacle free transition from the pedestrain zone to the waterfront

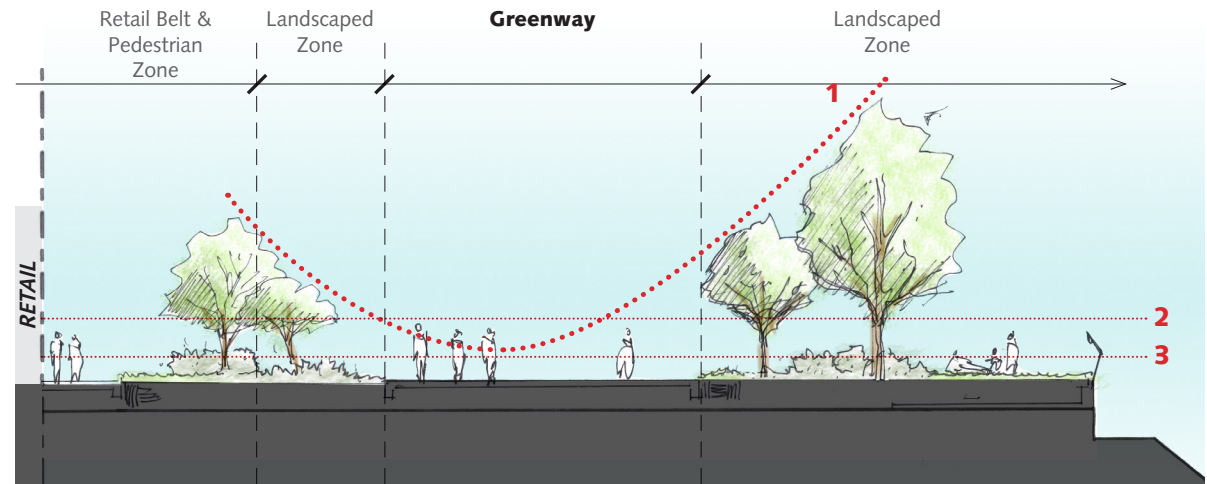


Fig. A-25 Transverse section at Tertiary Zone - Scenario 1

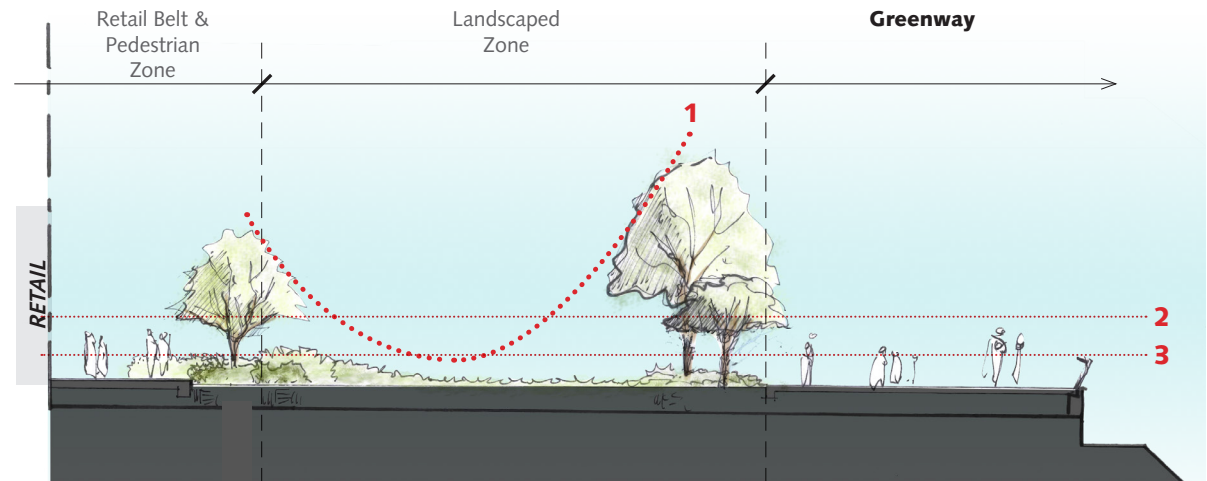
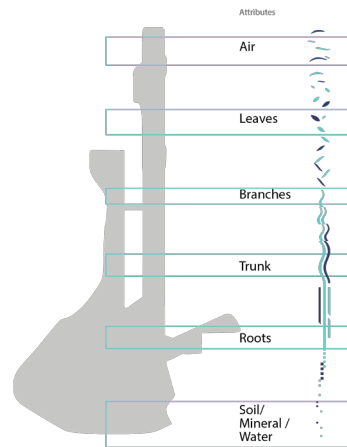


Fig. A-26 Transverse section at Tertiary Zone - Scenario 2

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Seating & Shelter]



- Create systems of general seating and shelter facilities and adopt different components to fit in different situations and atmosphere along the promenade
- Create systems of special seating and shelter and adopt relevant components at strategic locations
- Provide cohesive designs with adoption of the Public Creative - Leaf and/or Air element(s) as the basis of the furniture design

LEGEND

- █ A | RETAIL BELT ZONE
- █ B | APPROACH CHANNEL ZONE
- █ C | SPECIAL FEATURE

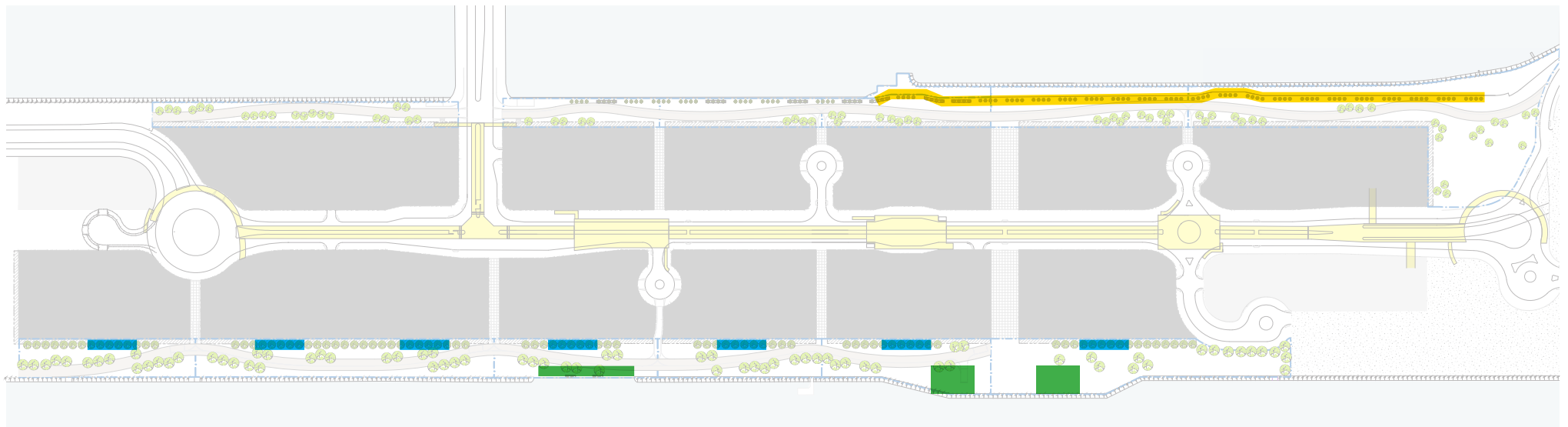


Fig. A-27 Special seating provision strategy

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Seating & Shelter]

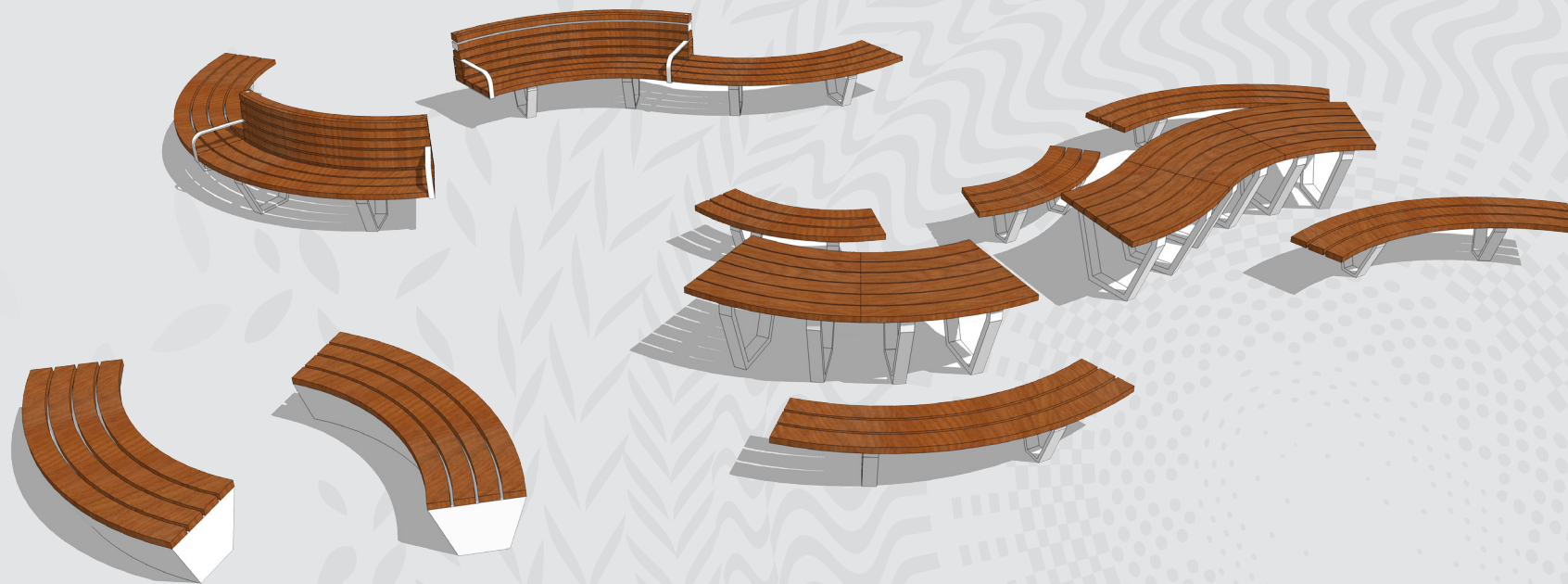


Fig. A-28 *Combination of tables and seats developed from Public Creative "Air" form to suit the atmosphere*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Seating & Shelter]

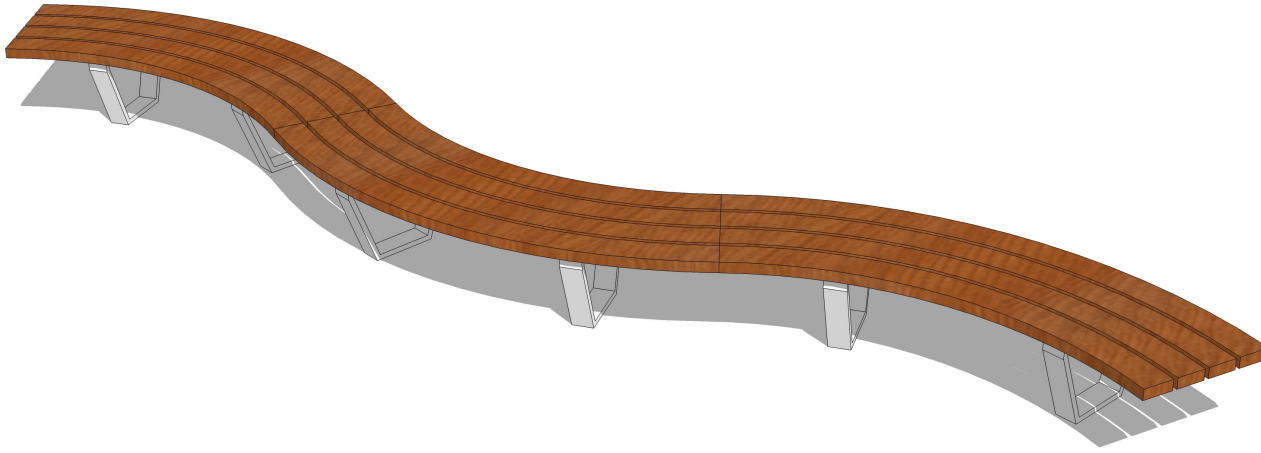


Fig. A-29 Benches



Fig. A-30 Benches surrounding trees

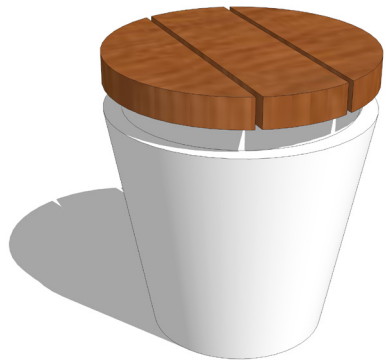


Fig. A-31 Fixed stool

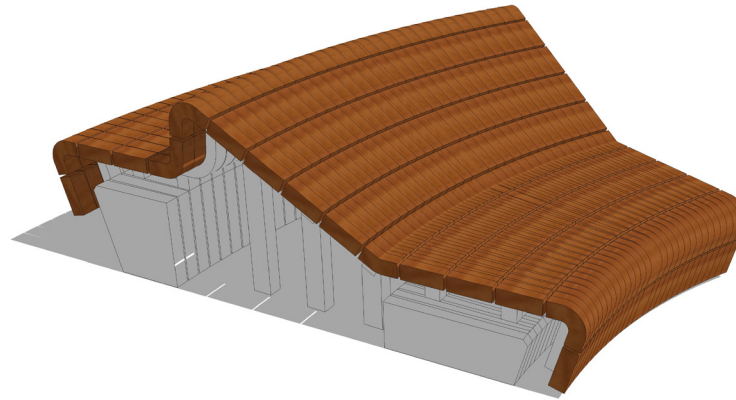


Fig. A-32 Seat for different posture



Fig. A-33 Seat on concrete bench

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Seating & Shelter]

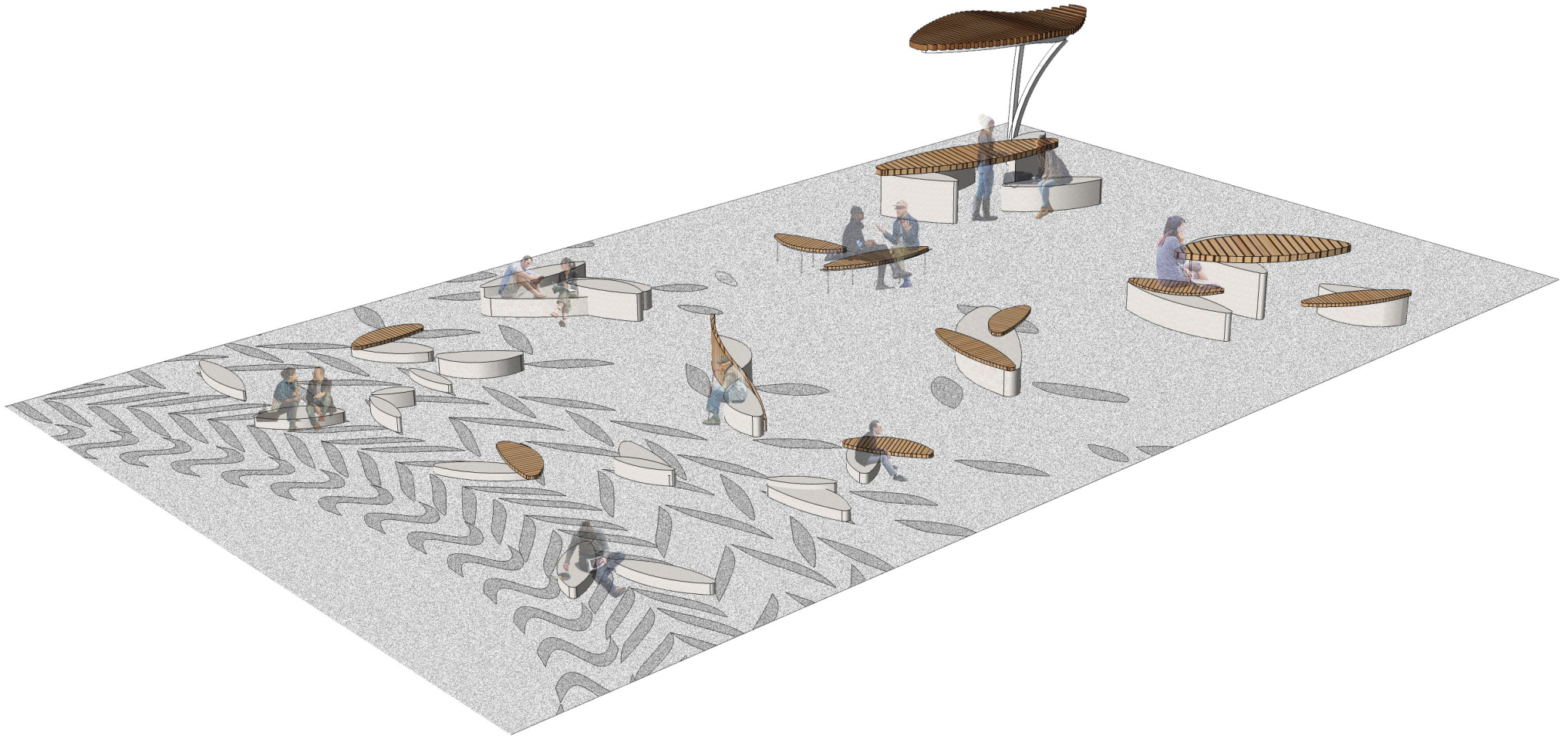
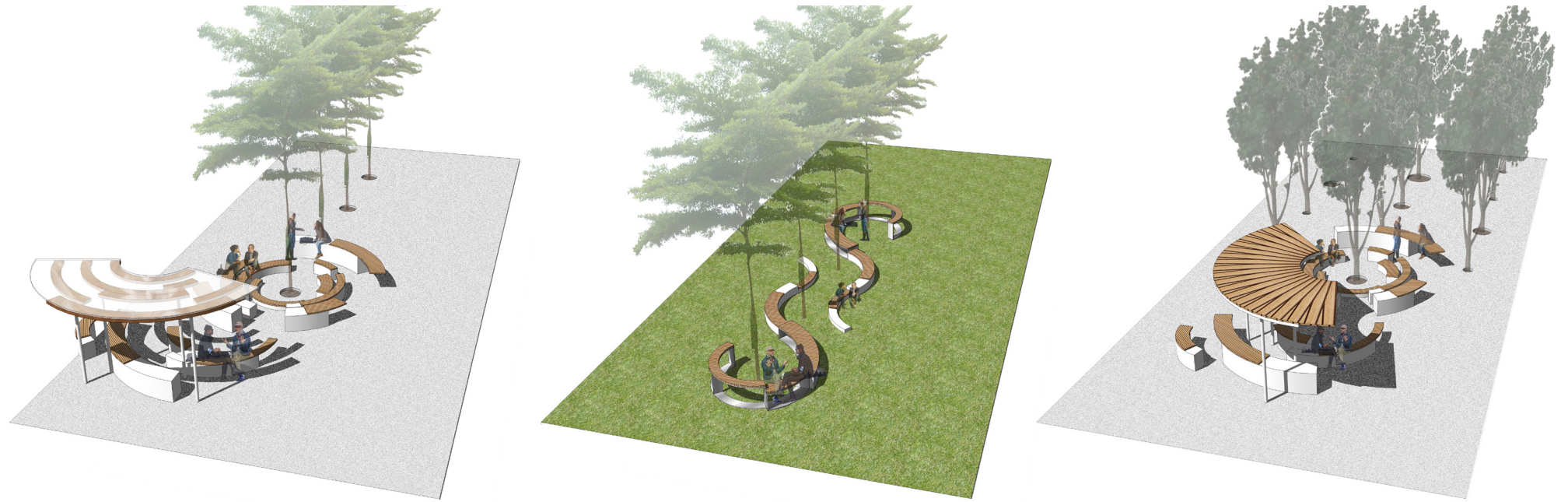


Fig. A-34 *Combination of tables and seats developed from Public Creative "Leaves" form to suit the atmosphere*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Seating & Shelter]



ANNEX A | RUNWAY PRECINCT PROMENADE

Fig. A-35 *Combination of tables and seats developed from Public Creative "Air" form to suit the atmosphere*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Balustrade / Railing]

- Balustrade is the first row in sight viewing from the water body towards the promenade, adopt a consistent/ coherent balustrade design developed with Public Creatives as the basis

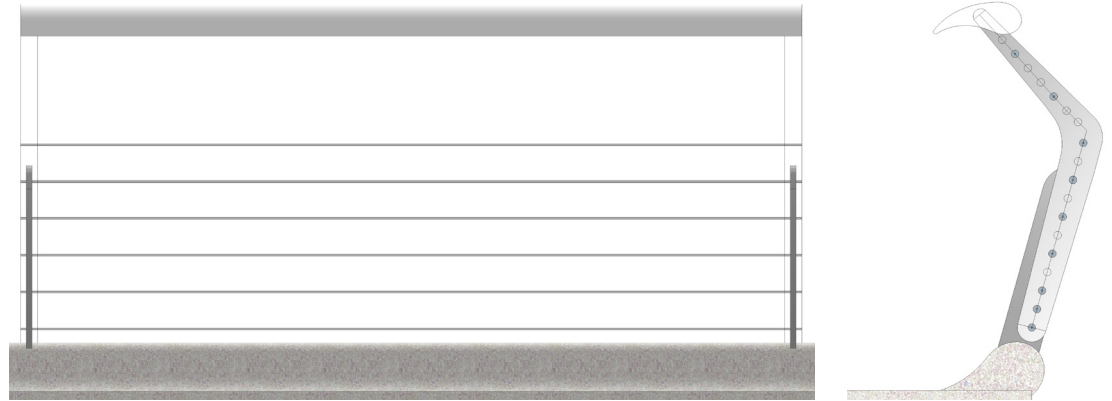


Fig. A-36 Balustrade Elevation and Section






Fig. A-37 Artist Impression for balustrade at Promenade

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Paving Design]

- Apply Public Creatives at connection points to indicate a welcoming gesture to people entering or leaving the Kai Tak promenade
- Adopt paving pattern inherited and simplified from the “Energy Swirl” at strategic locations, such as node, plaza, juxtaposition, etc
- Develop different paving patterns to be integrated into the landscape design for easy distinguishment of areas, such as Greenway

LEGEND

-  A | DEDICATED PEDESTRIAN ZONE
-  B | PLAZA
-  C | GREENWAY

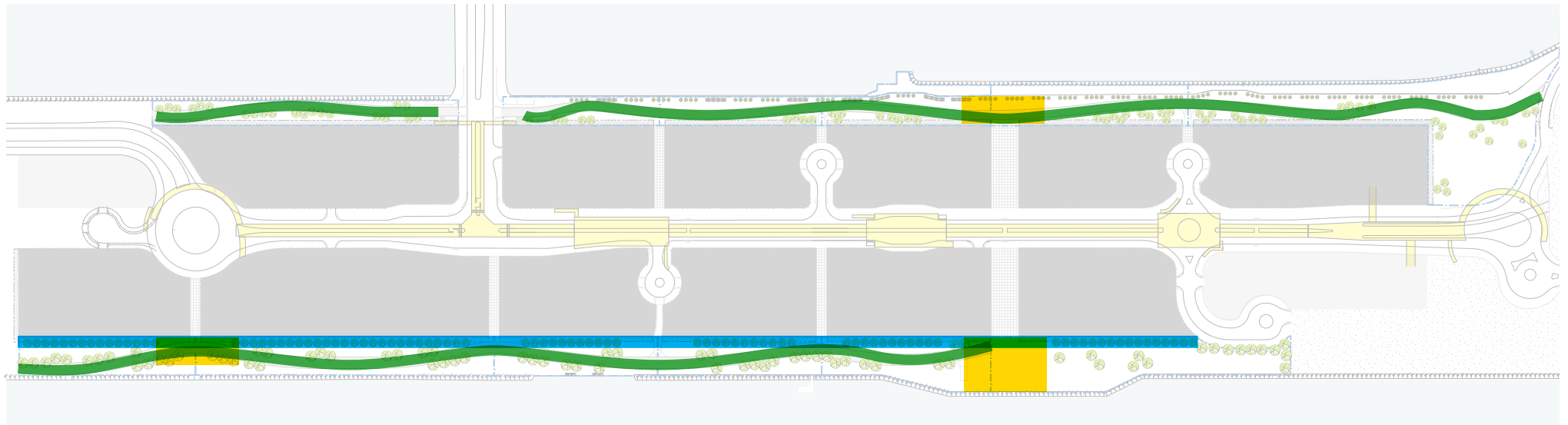


Fig. A-38 Paving zones

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Paving Design] -Paving at Plaza

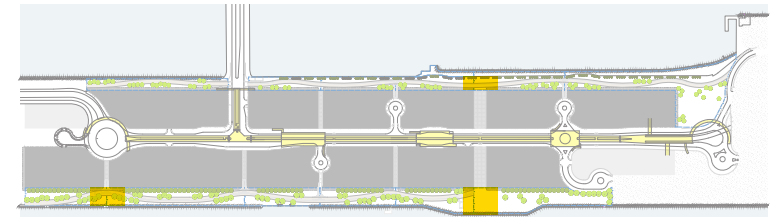


Fig. A-39 Location Plan - Plaza with special paving pattern

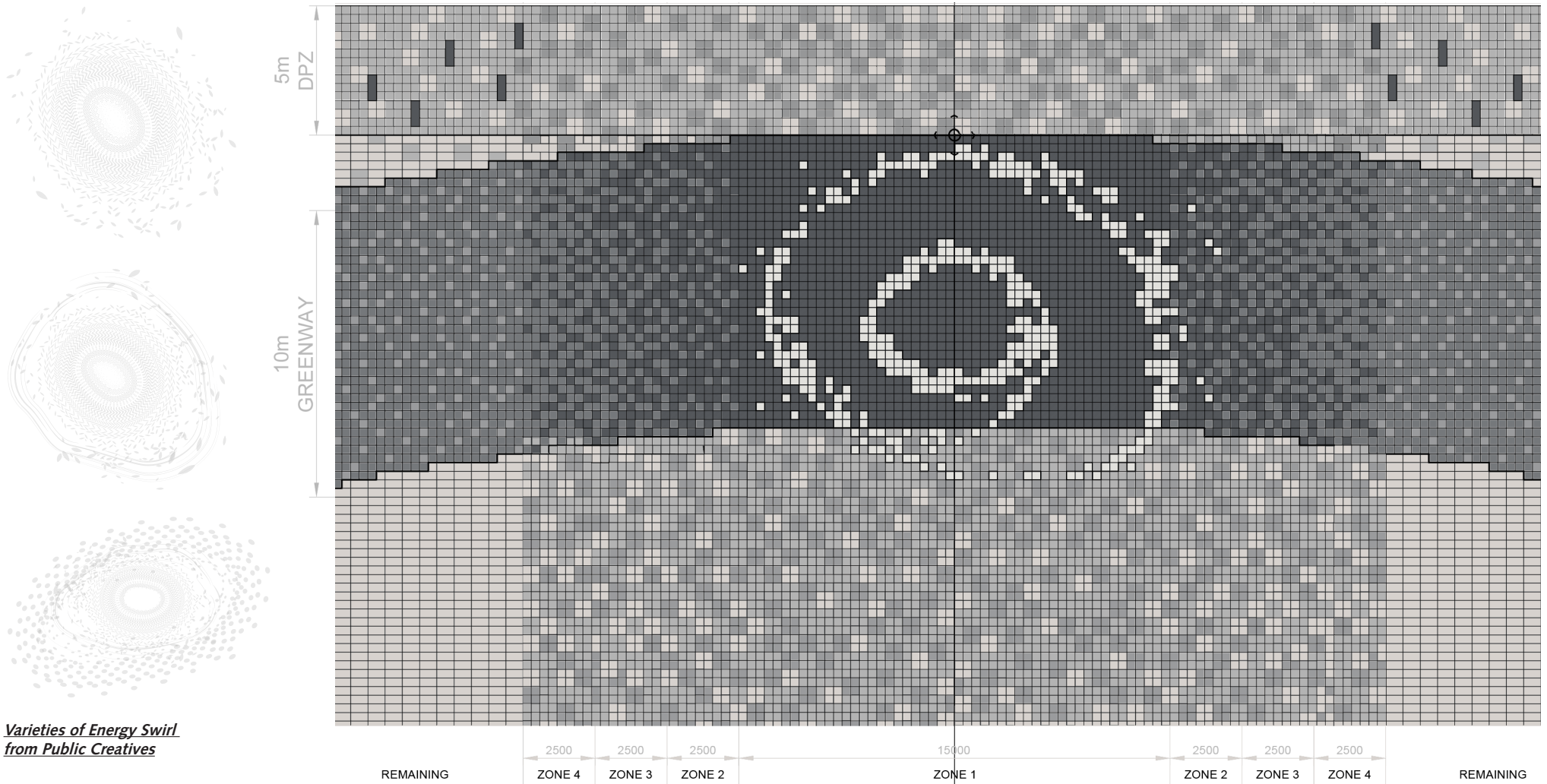


Fig. A-40 "Energy Swirl" paving at Strategic locations - Plaza

*Varieties of Energy Swirl
from Public Creatives*

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Paving Design] -Paving at DPZ

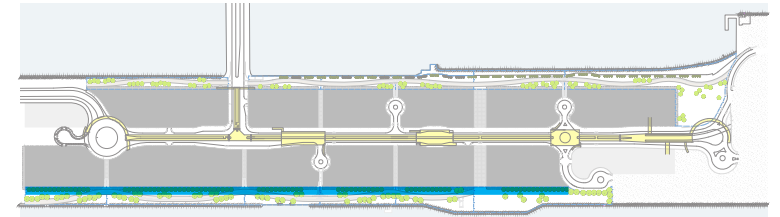


Fig. A-41 Location Plan - DPZ with special paving pattern

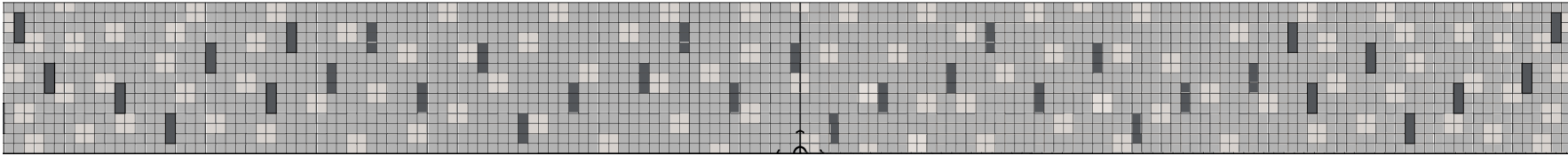


Fig. A-42 Paving at DPZ

[Paving Design] -Paving at Greenway

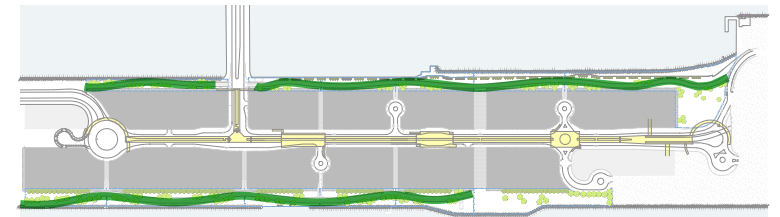


Fig. A-43 Location Plan - Greenway with special paving pattern

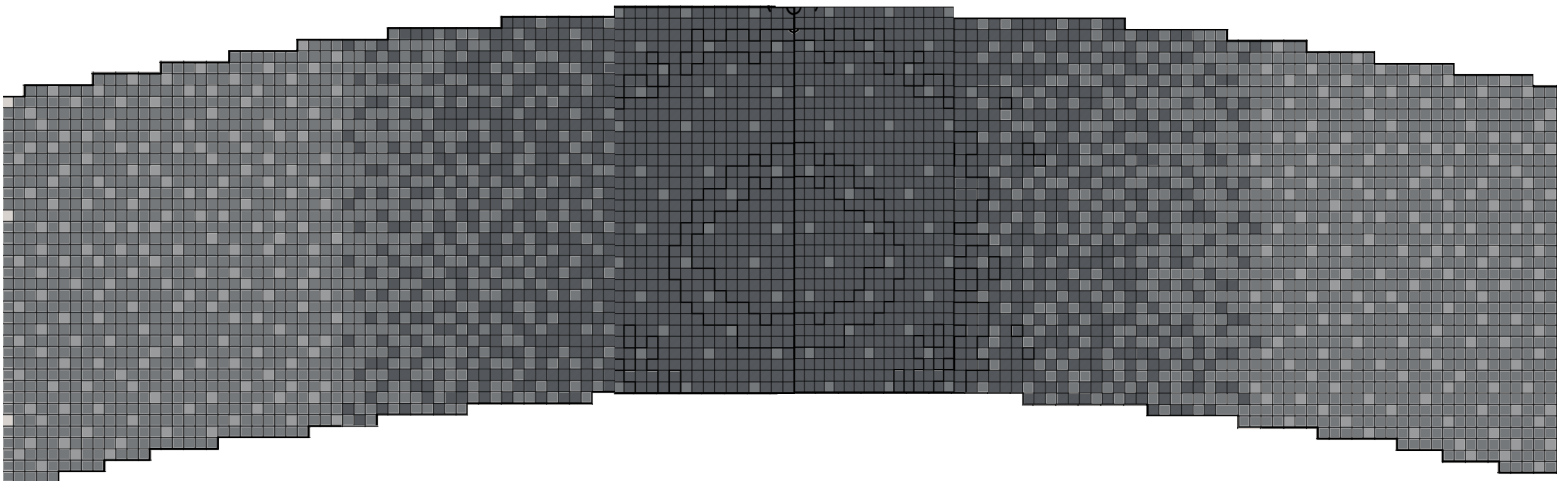


Fig. A-44 Paving at Greenway

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Signage Design]

- Simple and elegant designed signage system with materials echoing the aviation theme and adaptation of graphics, symbols, typeface standard from Public Creatives



Fig. A-45 Signage Design (Type 1)

Signage Design Example (Type 1)

Flat surface design suitable for digital display, linear way-finding, labelling and description



Way-finding / Labelling

Digital Display Signage

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Signage Design]



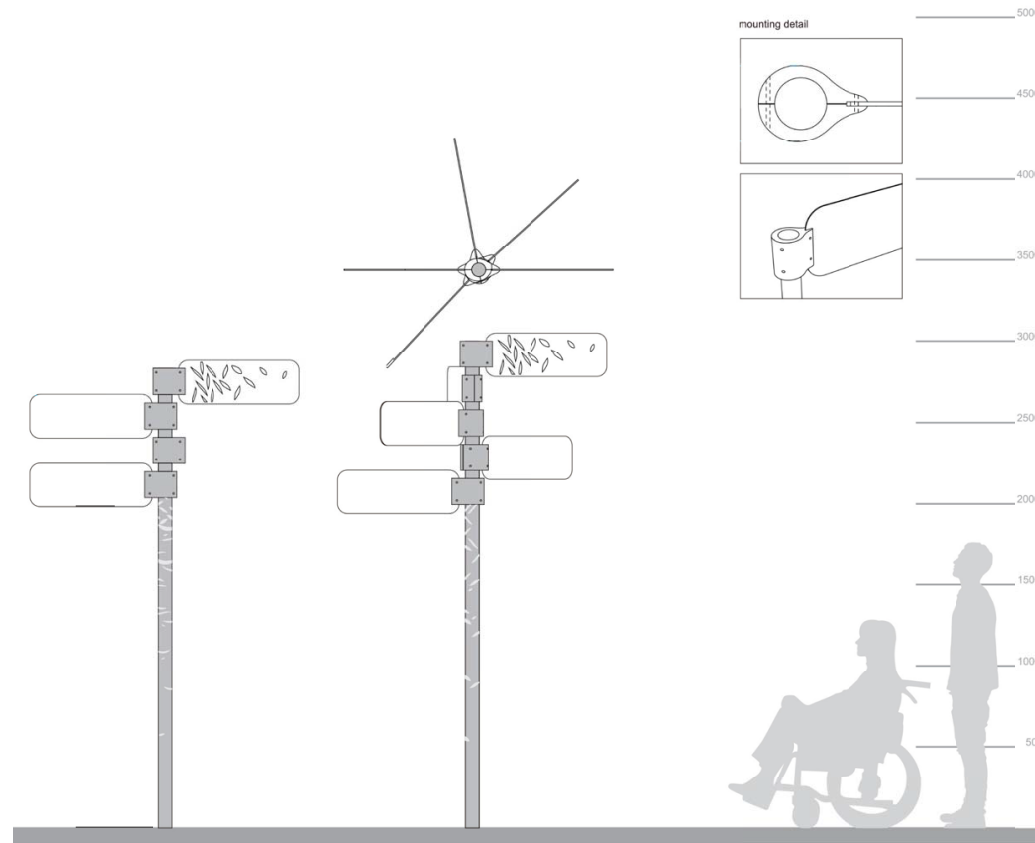
Fig. A-46 Signage Design (Type 2)



Fig. A-47 Signage Design (Type 3)

Signage Design Example (Type 3)

Flat design suitable for simple labelling



A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Signage Design]

Graphics & Typeface for Signage Design To adopt the Public Creatives



Fig. A-48 Symbol/ Graphic samples from Public Creatives

In any typographic applications, the specialized typeface must be used, designers should choose to apply the appropriate weight according to each particular application design's needs.

Information can always be emphasized in a variety of ways by using devices such as colour, contrast, composition, weight and underlining. Avoid using too many devices in one application as this will confuse the layout and make the message less effective. Create a clear hierarchy and tailor the presentation towards the message to be communicated. When a variety of type sizes and weights are used, the differences between them must be clearly recognizable. Contrast can create clear, strong and consistent design.

[ENGLISH TYPEFACE]

Syntax - Roman

abcdefghijklmnopqrstuvwxy
ABCDEFGHIJKLMNPOQRSTUVWXYZ
0123456789

Syntax - Italic

abcdefghijklmnopqrstuvwxy
ABCDEFGHIJKLMNPOQRSTUVWXYZ
0123456789

Syntax - Bold

abcdefghijklmnopqrstuvwxy
ABCDEFGHIJKLMNPOQRSTUVWXYZ
0123456789

Syntax - Black

abcdefghijklmnopqrstuvwxy
ABCDEFGHIJKLMNPOQRSTUVWXYZ
0123456789

Syntax - Ultra Bold

abcdefghijklmnopqrstuvwxy
ABCDEFGHIJKLMNPOQRSTUVWXYZ
0123456789

[CHINESE TYPEFACE]

MHeiHK-Light

啟德 活力磁場

MHeiHK-Medium

啟德 活力磁場

MHeiHK-Bold

啟德 活力磁場

MHeiHK-Medium

啟德 活力磁場

Fig. A-49 Typeface requirements from Public Creatives

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.5 Micro Design Elements [Lighting Design]

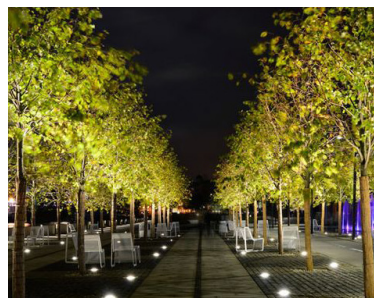
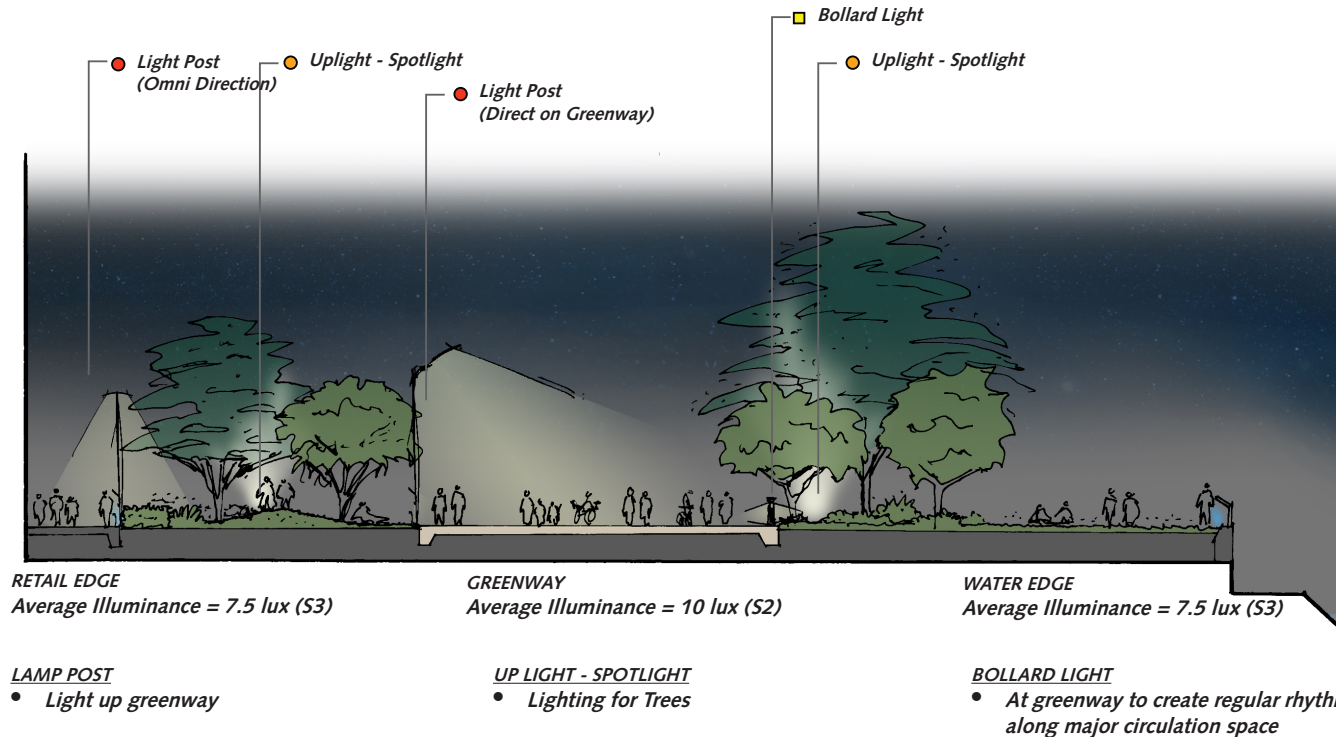


Fig. A-50 Recommended external lighting arrangement at Promenade

- Provide simple landscape lighting along the promenade including bollard and street lighting. Ambient lighting level for the Promenade shall be around 40 lux.

Table 2-5 Lighting Classes for Footpaths and Cycle Tracks

| Lighting Class | Locations | Maintained Average Illuminance (lux) | Maintained Minimum Illuminance (lux) |
|----------------|--|--------------------------------------|--------------------------------------|
| S1 | Footpaths at prestigious and crowded pedestrian areas | 15.0 | 3.0 |
| S2 | Footpaths/cycle tracks at amenity areas where nighttime public utilization is moderate to high, e.g. places associated with amenities such as shopping precincts, footpaths/cycle tracks near train stations or town centres | 10.0 | 2.0 |
| S3 | Footpaths/cycle tracks at amenity areas where nighttime public utilization is moderate | 7.5 | 1.5 |
| S4 | Footpaths where nighttime public utilization is low | 5.0 | 1.0 |
| S5 | Footpaths where nighttime public utilization is very low | 3.0 | 0.6 |

*Average Illuminance based on Table 2-5 of Public Lighting Design Manual issued by Highways Department

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Design [Overall Planting Strategy]

The planting design strategy works on a number of different levels combining to form a coherent and seamless waterfront parkland experience and contributing to the creation of a vibrant harbour front. At the harbor front scale large canopy trees along the greenway corridor and retail and residential garden edges form the overall structure along the promenade providing legibility in the form of a continuous green strip along the waterfront when viewed from afar; define the retail/residential edge, tranquil promenade park and waterfront edge; as well as providing welcome shade for visitors using the greenway or enjoying the retail frontage. At the human scale a secondary layer of smaller amenity trees – some with attractive flowers and others with colourful foliage – provide seasonal effect and enhance the visitor experience along the greenway.

This chapter will discuss more in details the planting design intention at this portion of the Promenade in KTD.

Framework of planting design strategy

Provide coherence along entire promenade through the use of Structure Tree planting along the Greenway and in front of Retail Belt (Type A Planting)

Allow Nodal/ Localized planting design in order to enrich the visual interest and facilitate way-finding (Type B,C and D Planting)

A I Structural trees along greenway corridor and retail belt

- Select large canopy trees to form a tree avenue effect and provide shading along the Greenway at the promenade facing the Victoria Harbour
- Select two to three different types of trees arranged in cluster along the Greenway at the promenade facing the Approach Channel
- Select medium sized flowering trees to form a row of trees in front of the retail belt facing the Victoria Harbour

B I Amenity trees

- Select medium to small sized flowering trees to provide seasonal interest and visual attractiveness near different seating and activity areas

C I Accent trees

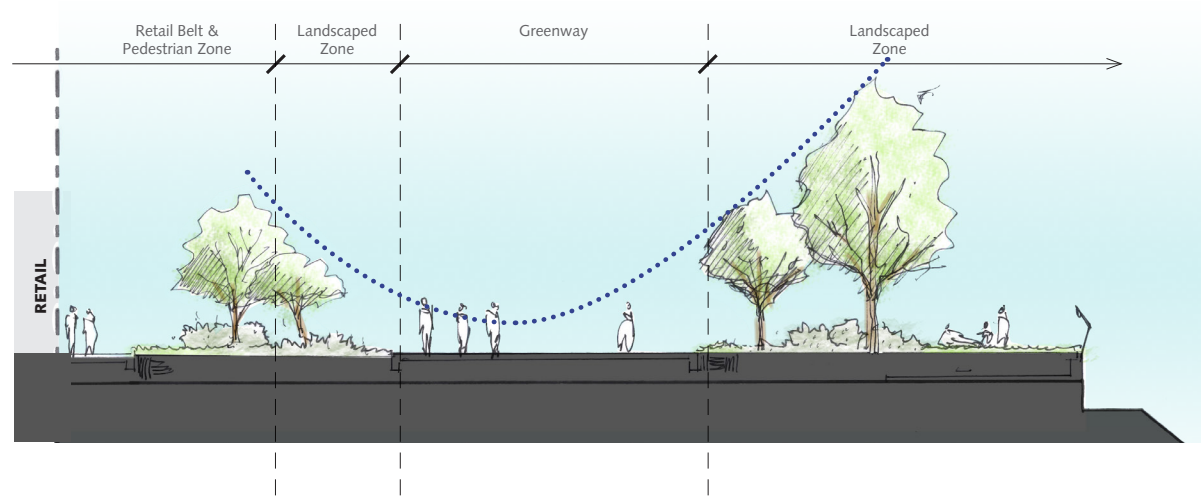
- Select theme trees and shrubs with strong characters at connecting nodes with conspicuous flowering/ seasonal interest / sensory interest, which help emphasize the theme of the nodes

D I Palette for Shrubs selection

- Adopt a low maintenance and naturalist approach
- Select low and hedging form shrubs to allow for passive surveillance and open views towards the Harbour
- Create rich sensory interest along the promenade with varieties of plant textures, colour, forms, fragrances and shapes in order to unite the different sections of the Promenade as a whole

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Structural Trees along Promenade]



APPROACH CHANNEL WATERFRONT



VICTORIA HARBOUR WATERFRONT



Fig. A-51 Elevation of the promenade - formation by structural trees

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Structural Trees & Amenity Trees]

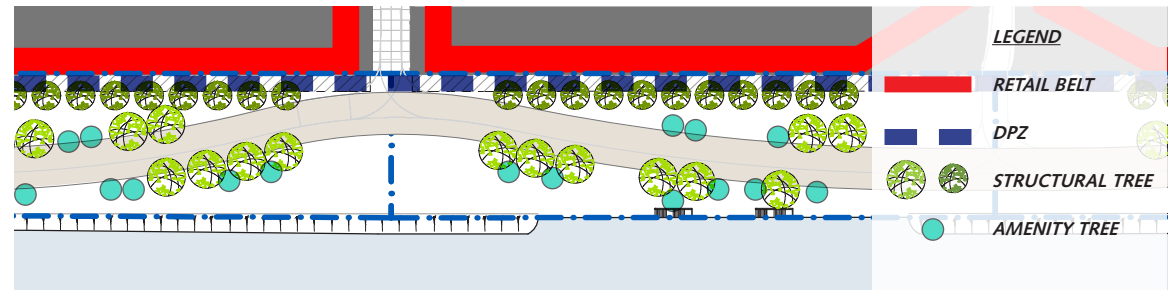

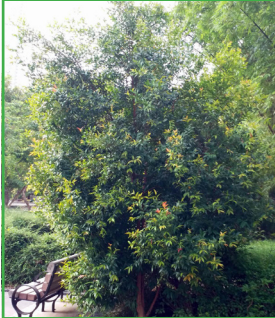



Fig. A-52 Example of recommended arrangement of Structural trees and Amenity trees

**STRUCTURAL TREES AT APPROACH CHANNEL SIDE
(ALONG GREENWAY)**

| | | |
|---|---|---|
|  |  |  |
| <i>Pongamia pinnata</i> 水黃皮 | <i>Syzygium hancei</i> 韓氏蒲桃(紅鱗蒲桃) | <i>Glyptostrobus pensilis</i> 水松 |






**STRUCTURAL TREES AT VICTORIA HARBOUR SIDE
(ALONG DEDICATED PEDESTRIAN ZONE)**

| | | |
|--|---|---|
|  |  |  |
| <i>Melia azedarach</i> 棟(苦棟)(森樹) | <i>Crateva trifoliata</i> 鈍葉魚木 | <i>Sterculia lanceolata</i> 假蘋婆 |

**STRUCTURAL TREES AT VICTORIA HARBOUR SIDE
(ALONG GREENWAY)**



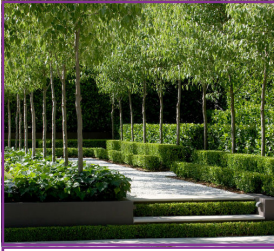








| | |
|---|---|
|  |  |
| <i>Terminalia mantaly</i> 小葉欖仁 | <i>Elaeocarpus balansae</i> 大葉杜英 |

AMENITY TREES

| | | | | |
|---|--|---|---|---|
|  |  |  |  |  |
| <i>Plumeria rubra</i> 雞蛋花(紅雞蛋花) | <i>Callistemon x hybridus</i> "Golden Ball" 黃金串錢柳 | <i>Callistemon rigidus</i> 紅千層 | <i>Lagerstroemia speciosa</i> 大花紫薇(洋紫薇) | <i>Acacia podalyriifolia</i> 珍珠合歡 |

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

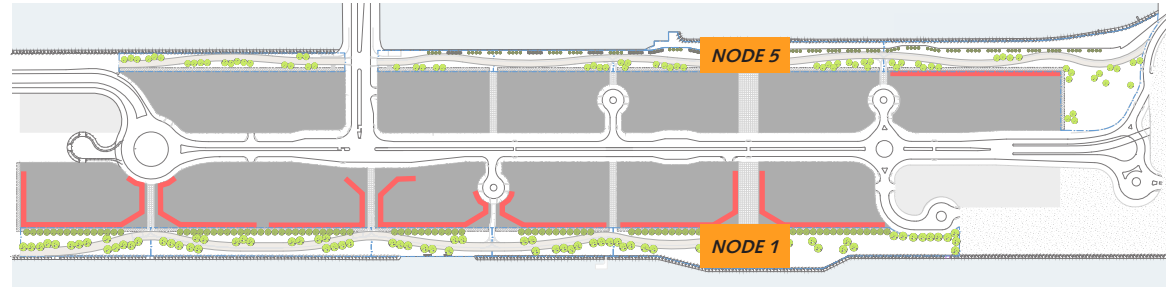
A.3.6 Soft Landscape Treatment [Accent Trees]

| | | | | | |
|---|---|---|---|---|---|
|  |  |  |  |  | |
| <i>Koelreuteria bipinnata</i> 複羽葉欖樹 | <i>Tabebuia chrysostricha</i> 黃鐘木, 風鈴木 | <i>Viburnum odoratissimum</i> 珊瑚樹 | <i>Tabebuia rosea</i> 紅花風鈴木 | <i>Albizia julibrissin</i> 合歡 | |
|  |  |  |  |  |  |
| <i>Albizia saman</i> 雨樹 | <i>Cinnamomum camphora</i> 樟 | <i>Bauhinia-x-blakeana</i> 洋紫荊 | <i>Sapium sebiferum</i> 烏桕 | <i>Cinnamomum burmannii</i> 陰香 | <i>Liquidambar formosana</i> 楓香 |

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Palette for Shrub Selection] - URBAN NODES 1 & 5

Shrub and groundcover planting shall be selected to emphasise the theme of the node they are located in. Planting combinations shall make use of plant forms, colour and textures and scent, to provide distinct recognisable spaces that are suitable for the coastal location.



Casuarina nana
千頭木麻黃



Schefflera arboricola
'variegata'
斑葉鵝掌藤



Duranta repens 'variegata'
花葉假連翹



Pennisetum alopecuroides
狼尾草 (狗仔草)



Ligustrum sinense
'variegatum'
花葉山指甲



Syzygium rehderianum
紅枝蒲桃



Loropetalum chinense var.
rubrum
紅檵木



Hibiscus rosa-sinensis var.
variegata
花葉扶桑



Cuphea hyssopifolia
(white flower)
白花雪茄花



Trachelospermum
jasminoides 'Flame'
花葉絡石



Serissa japonica
六月雪



Zephyranthes candida
(white flower)
白花蔥蘭

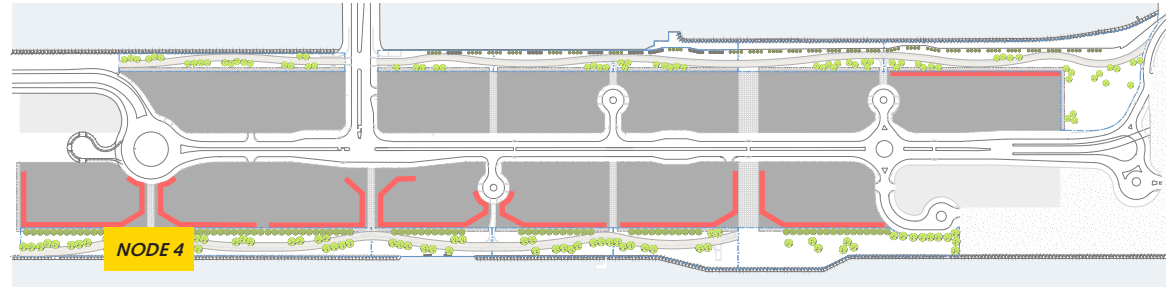
URBAN NODES 1 & 5

The waterscape node is connected to the key node of the Approach Channel Waterfront via a 25m wide pedestrian street which passes beneath the elevated Landscaped Deck. The tree species for these two spaces will take their cue from the autumn planting theme on the landscaped deck in order to highlight the importance of connection between both waterfronts that this corridor represents.

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Palette for Shrub Selection] - URBAN NODES 4

Shrub and groundcover planting shall be selected to emphasise the theme of the node they are located in. Planting combinations shall make use of plant forms, colour and textures and scent, to provide distinct recognisable spaces that are suitable for the coastal location.



Iris tectorum Maxim.
鳶尾 (藍蝴蝶)



Caesalpinia pulcherrima
洋金鳳 (金鳳花)



Allamanda schottii
黃蟬 (硬枝黃蟬)



Rhodomyrtus tomentosa
桃金娘 (崗稔)



Hibiscus rosa-sinensis var. variegata
花葉扶桑



Ruellia brittoniana
蘭花草 (翠蘆莉)



Alternanthera dentata f. rubiginosa
紅龍莧



Codiaeum variegatum
變葉木 (灑金榕)



Duranta repens cv. Dwarf yellow
金葉假連翹



Cuphea platycentra Lemanie
火紅萼距花 (雪茄花)



Eremochloa ophiuroides
假儉草



Vitex trifolia
蔓荊



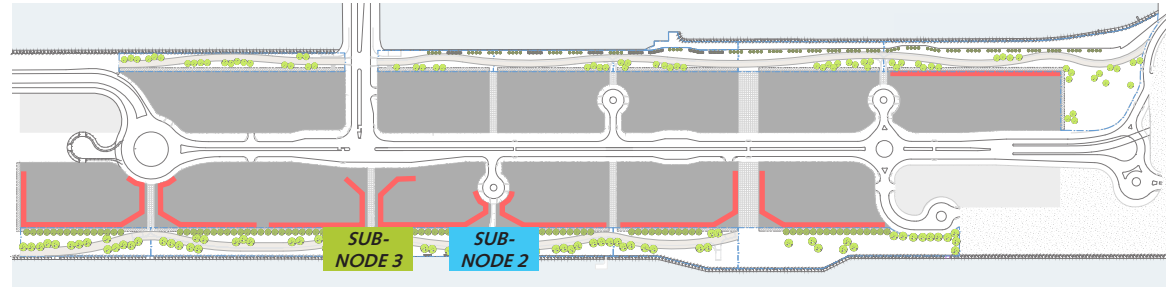
Zephyranthes citrina
黃花蔥蘭

URBAN NODES 4
A youthful energy is emphasised for the Playscape node through planting with profusion of colour, and vibrant forms and textures.

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Palette for Shrub Selection] - URBAN SUB-NODES 2 & 3

Shrub and groundcover planting shall be selected to emphasise the theme of the node they are located in. Planting combinations shall make use of plant forms, colour and textures and scent, to provide distinct recognisable spaces that are suitable for the coastal location.



Asparagus densiflorus
狐尾天冬



Ceratostigma plumbaginoides
藍雪花



Nephrolepis auriculata
腎蕨



Evolvulus nuttallianus
藍星花



Pennisetum alopecuroides
狼尾草, 狗仔草



Pennisetum setaceum
'rubrum'
紫葉狼尾草



Paspalum vaginatum
海雀稗

URBAN SUB-NODE 2

Create a space for reflection and contemplation under a continuous canopy of trees that can be planted close together to symbolize mystery and the mood of a still forest in the Retreat node.

URBAN SUB-NODE 3

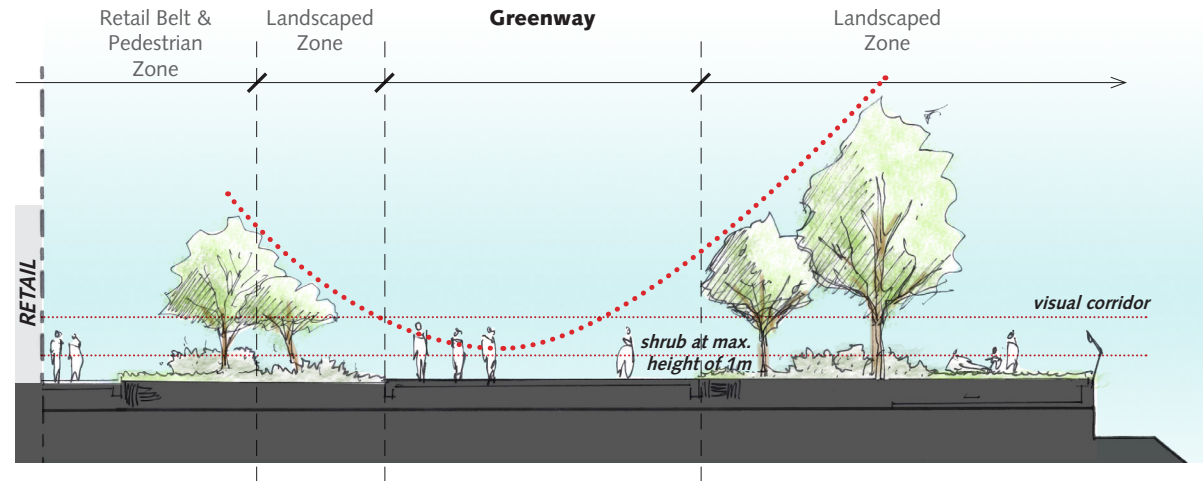
Tree species of great significance to the people of Hong Kong will form the focus in the Culturescape node, set amongst lawns and ornamental grasses to emphasise a sense of community and togetherness.

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Palette for Shrub Selection]

GENERAL - LARGE SHRUBS & LAWN

The experience of the promenade as a whole shall be unified by incorporating the core shrub and groundcover planting palette shown here, providing a variety of colour and interest year round. The plants are shown grouped into large shrubs, small shrubs, hedges, ground cover and lawns/grasses, which can be used in various combinations. By adopting the special spatial arrangement of the former runway area as a metaphor at the macro level, the design of the promenade in area 4 shall commemorate the aviation history of Hong Kong and act as a unifying element within the landscape design.



Rhaps excelsa
棕竹



Alpinia zerumbet 'Variegata'
花葉豔山薑



Arundo donax var versicolor
蘆竹



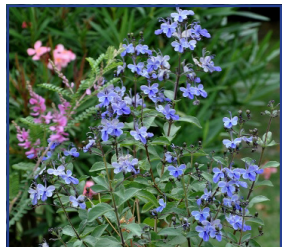
Caesalpinia pulcherrima
洋金鳳, 金鳳花



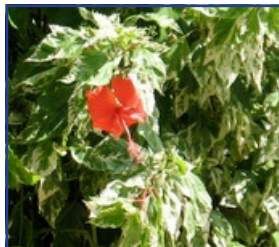
Canna generalis cv striatus
金葉綠脈美人蕉



Casuarina nana
千頭木麻黃



Clerodendrum ugadense
藍蝴蝶花



Hibiscus rosa-sinensis var. variegata
花葉扶桑

LARGE SHRUBS



Paspalum vaginatum
海雀稗

LAWN

A.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

A.3.6 Soft Landscape Treatment [Palette for Shrub Selection]

GENERAL - SMALL SHRUBS, HEDGING SHRUBS & GROUND COVER



Allamanda schottii
黃蟬 (硬枝黃蟬)



Aspidistra elatior
葉蘭



Rhododendron mucronatum
cv. akemomo
粉白杜鵑



Rhododendron simsii
紅杜鵑



Rhodomyrtus tomentosa
桃金娘 (崗稔)



Schefflera arboricola
鴨腳木

SMALL SHRUBS



Aglaia odorata
米仔蘭



Carmona microphylla
基及樹 (福建茶)



Duranta repens cv. Dwarf
yellow
金葉假連翹

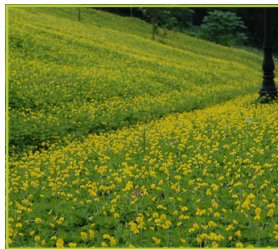
HEDGING SHRUBS



Alternanthera ficoidea
'Amoena'
彩莨草



Angelonia angustifolia
狹葉天使花(小天使花)



Arachis duranensis
蔓花生



Asparagus densiflorus
狐尾天冬



Asystasia gangetica
寬葉十萬錯



Cuphea hyssopifolia
細葉萼距花

GROUND COVER

**ANNEX B | CASE EXAMPLE AT
PROMENADE ADJOINING
ROAD D3 (METRO PARK SECTION)**

- B.1 SITE CONTEXT
- B.2 PROMENADE DESIGN CONCEPT & FRAMEWORK
- B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

B.1 SITE CONTEXT

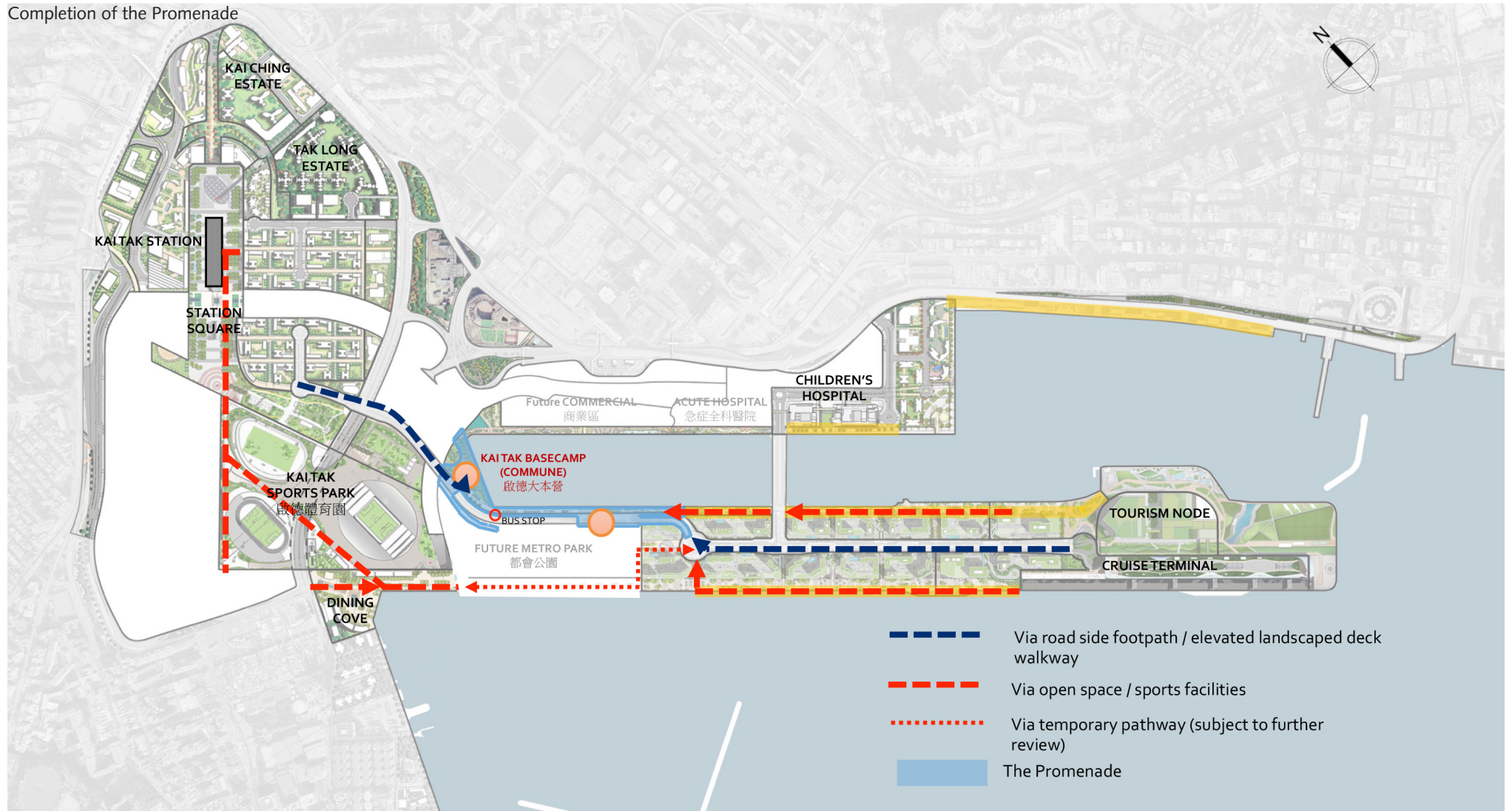


Fig. B-01 Location Plan of Promenade at Runway Precinct

B.1 SITE CONTEXT

B.1.1 Connectivity

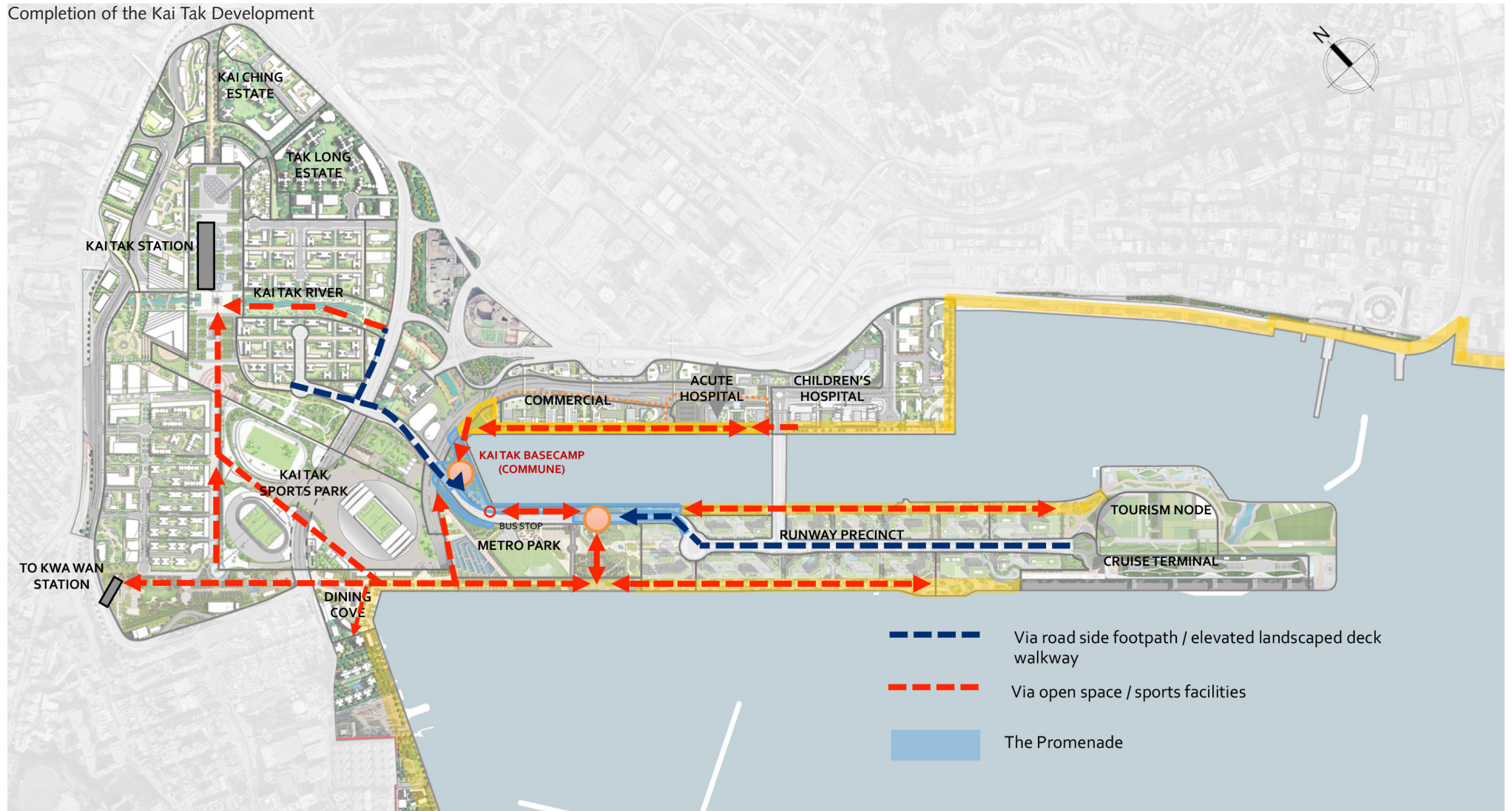
Completion of the Promenade



B.1 SITE CONTEXT

B.1.2 Connectivity

Completion of the Kai Tak Development

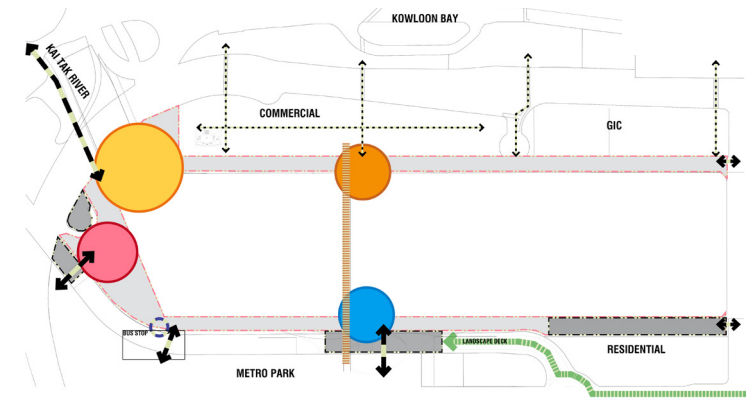
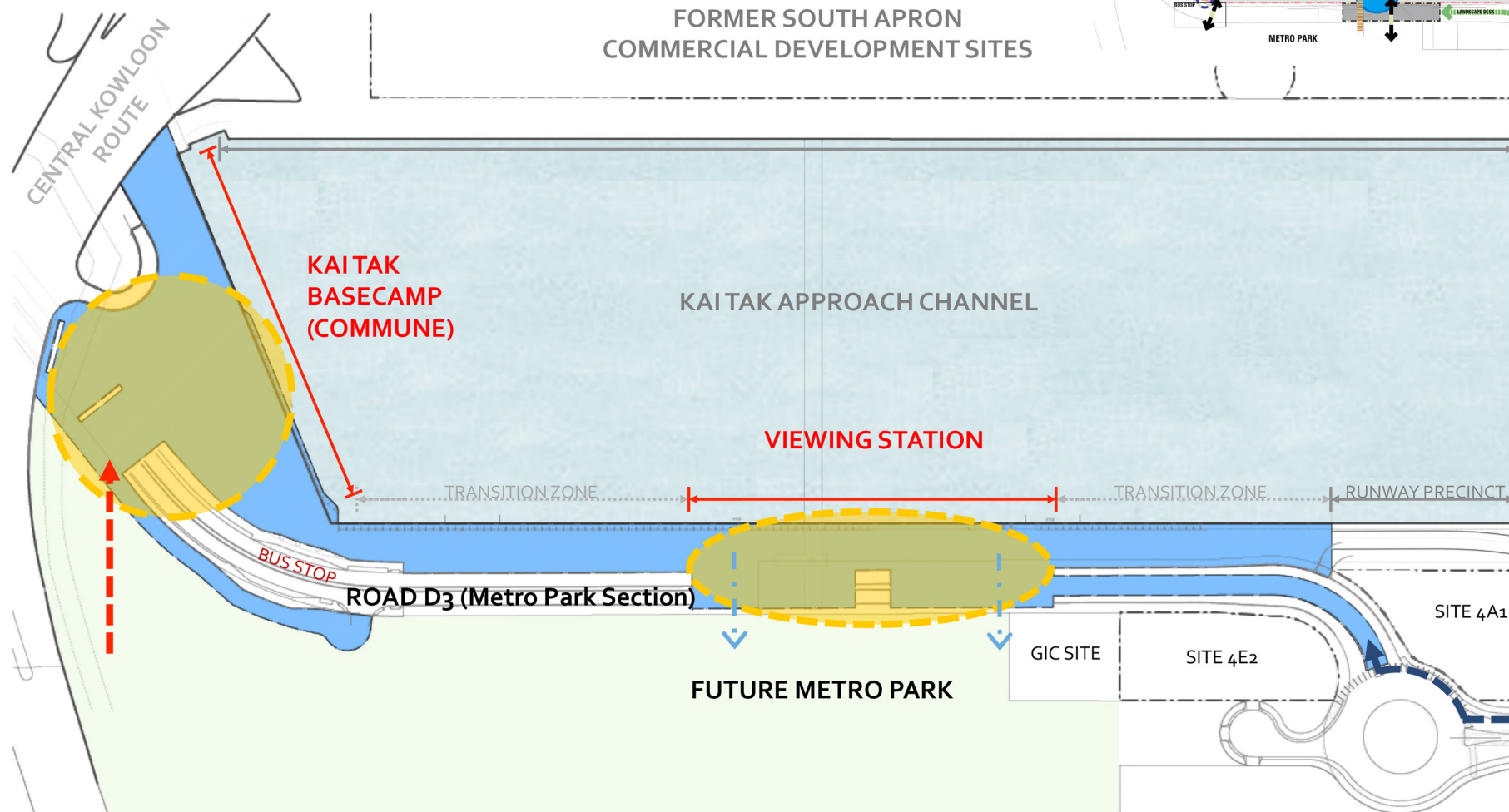


ANNEX B / PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

B.2 PROMENADE DESIGN CONCEPT & FRAMEWORK

B.2.1 Urban Design Response

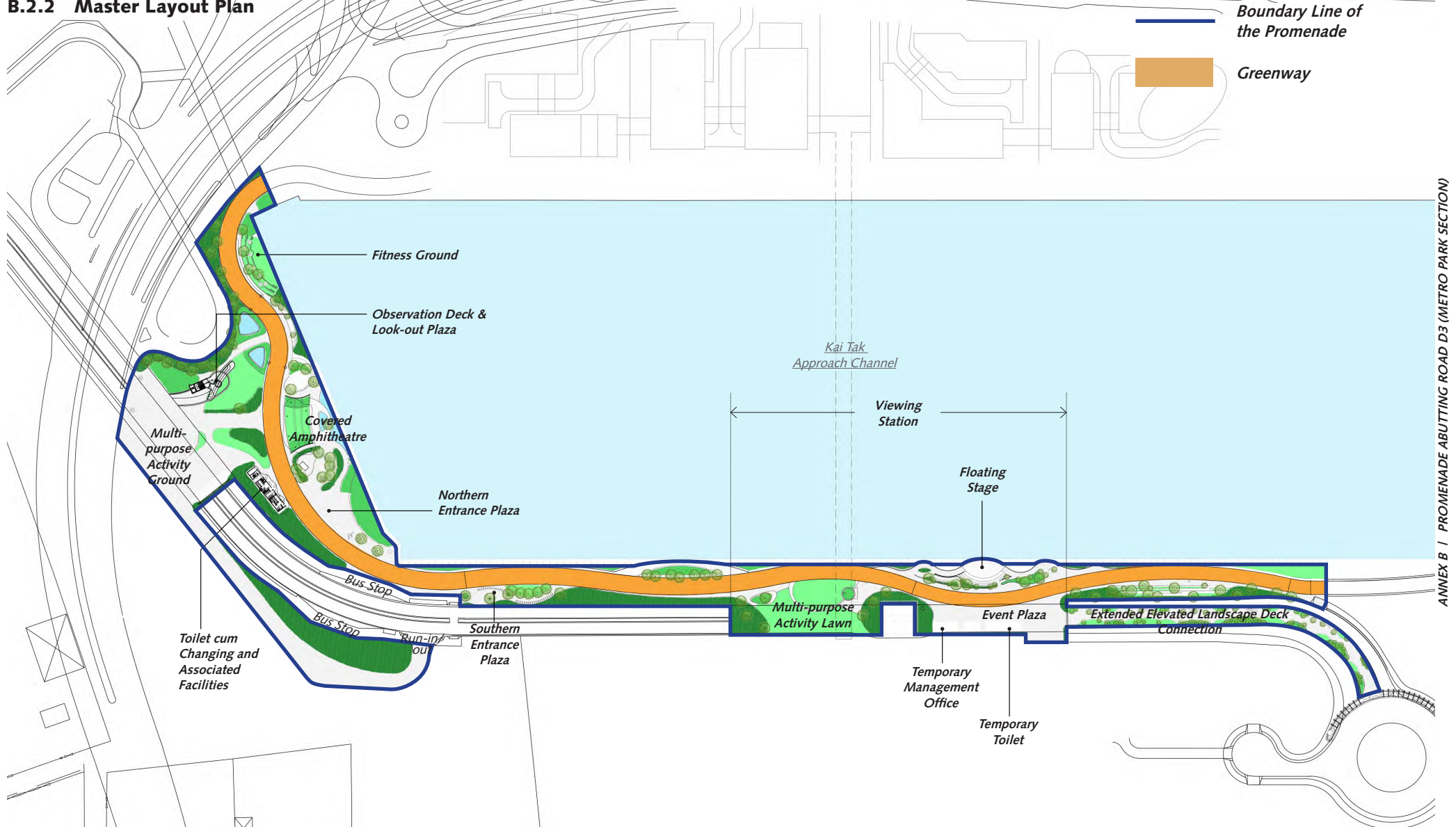
2 Nodes to be created at strategic locations responding to the connections to the future Metro Park and commercial sites at Former South Apron



ANNEX B | PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

B.2 PROMENADE DESIGN CONCEPT & FRAMEWORK

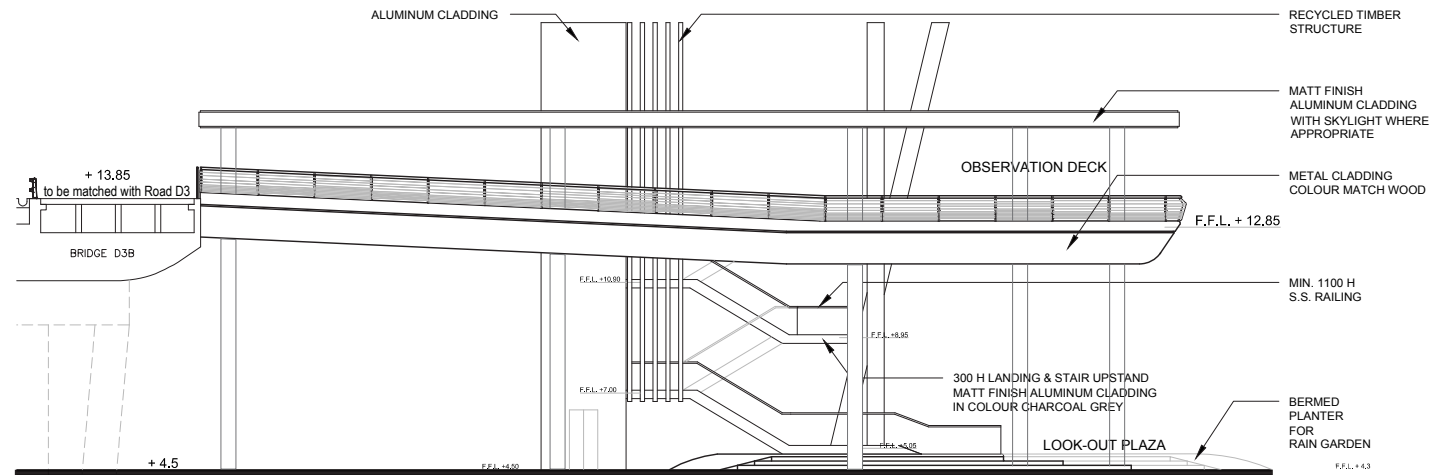
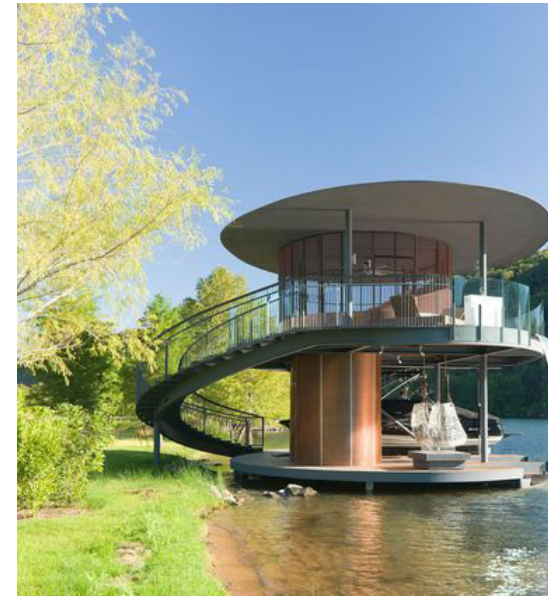
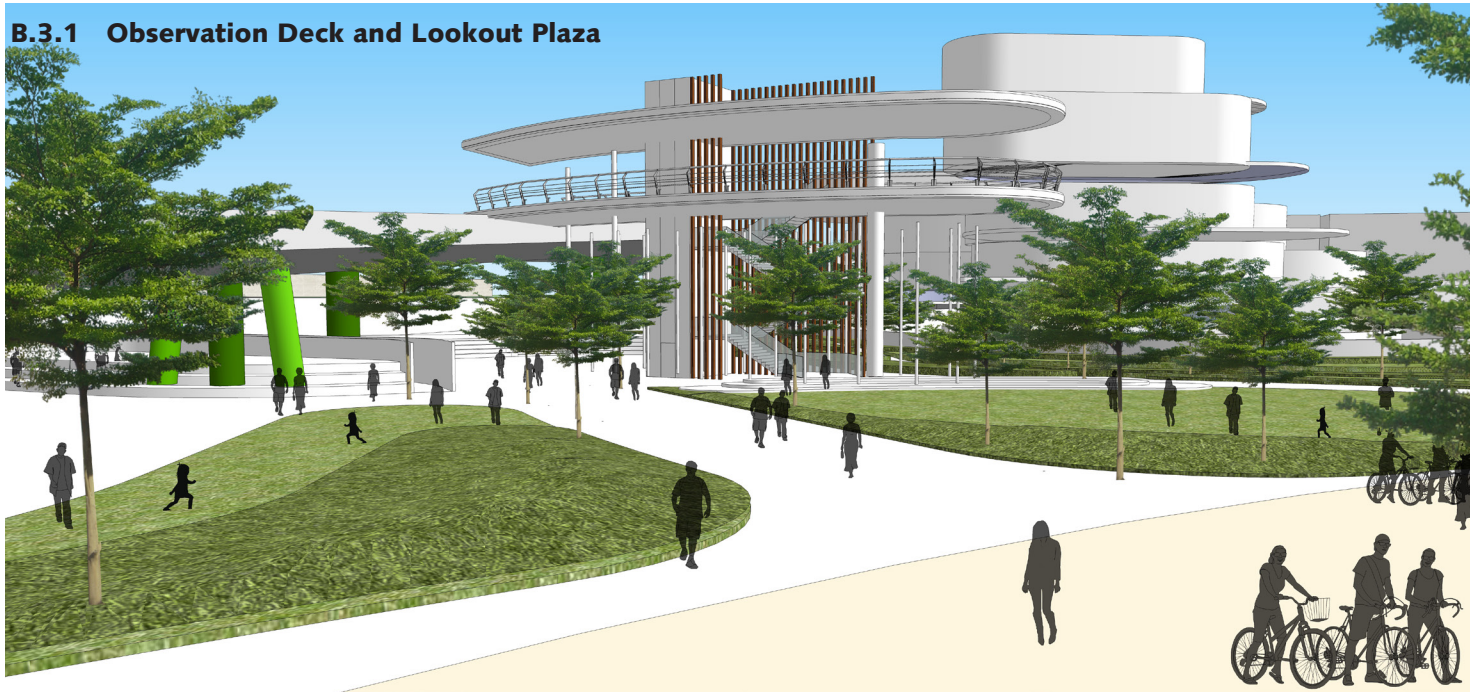
B.2.2 Master Layout Plan



ANNEX B / 1 PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

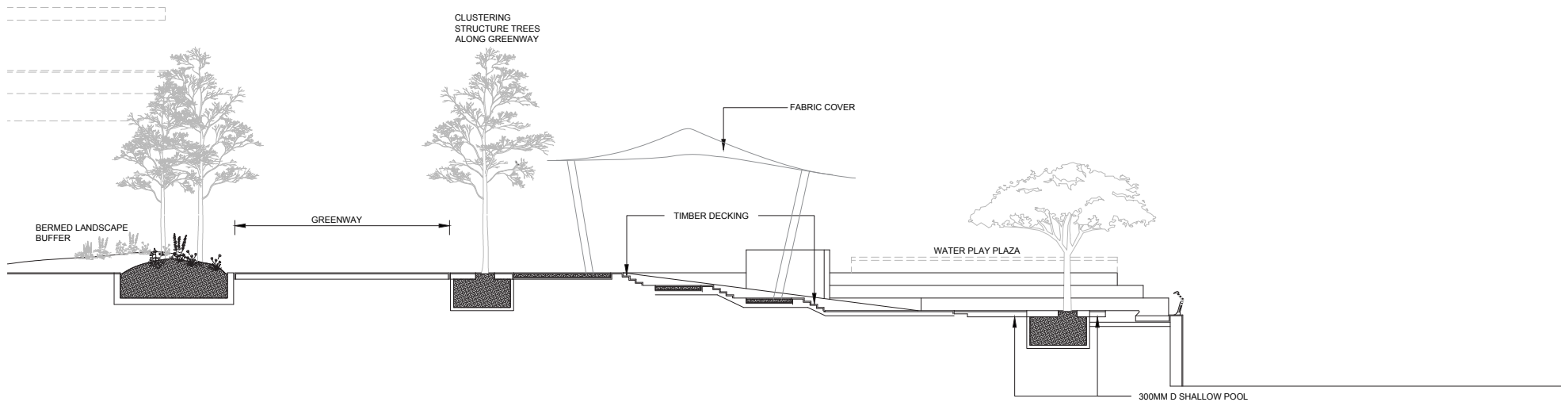
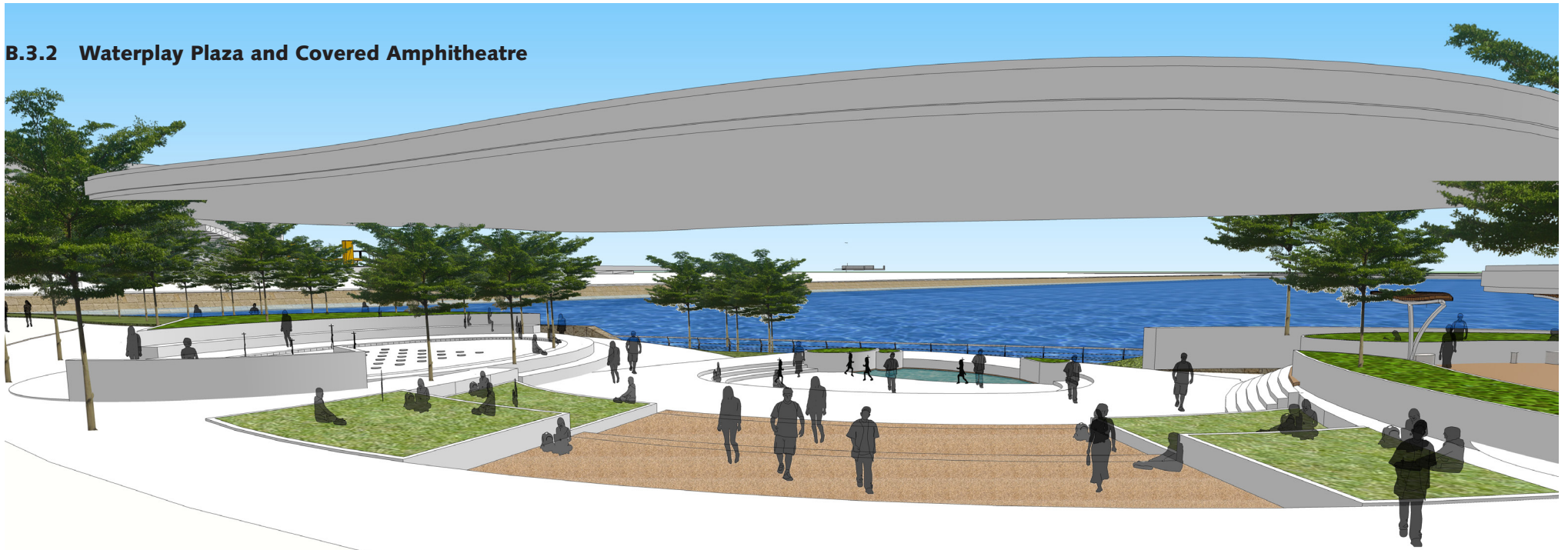
B.3.1 Observation Deck and Lookout Plaza



ANNEX B | PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

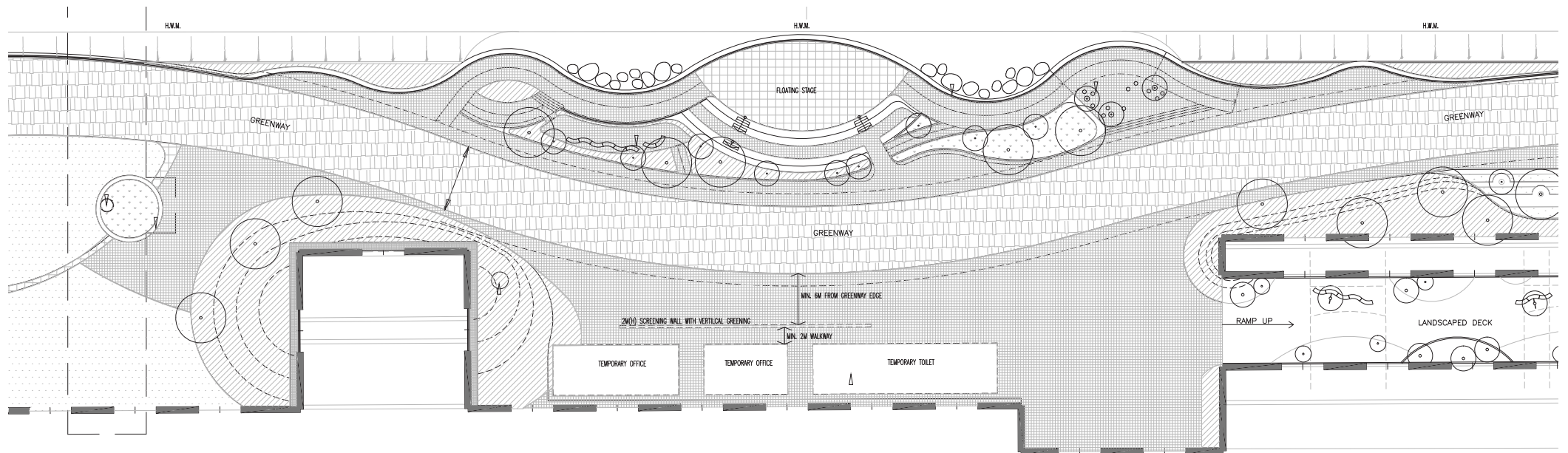
B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

B.3.2 Waterplay Plaza and Covered Amphitheatre



B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

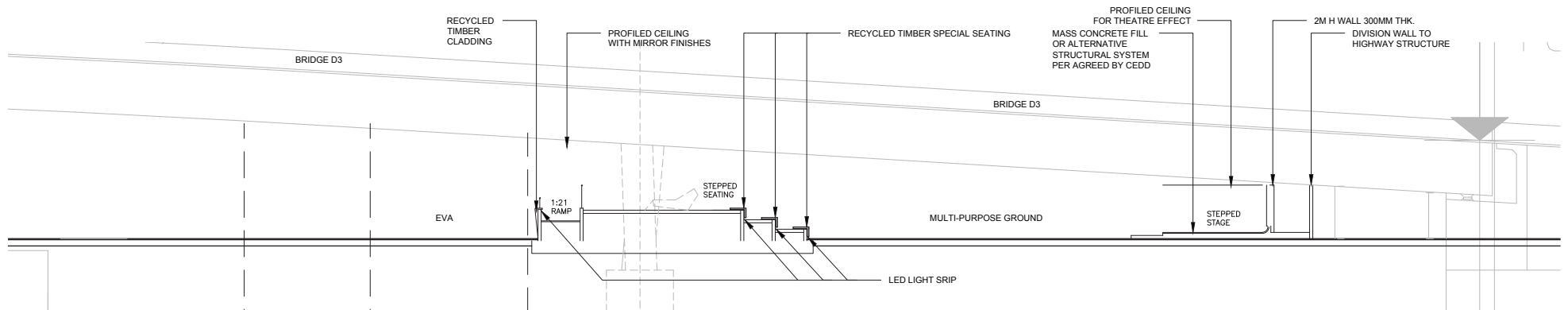
B.3.3 Floating Stage



ANNEX B | PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

B.3.4 Multi-purpose Ground

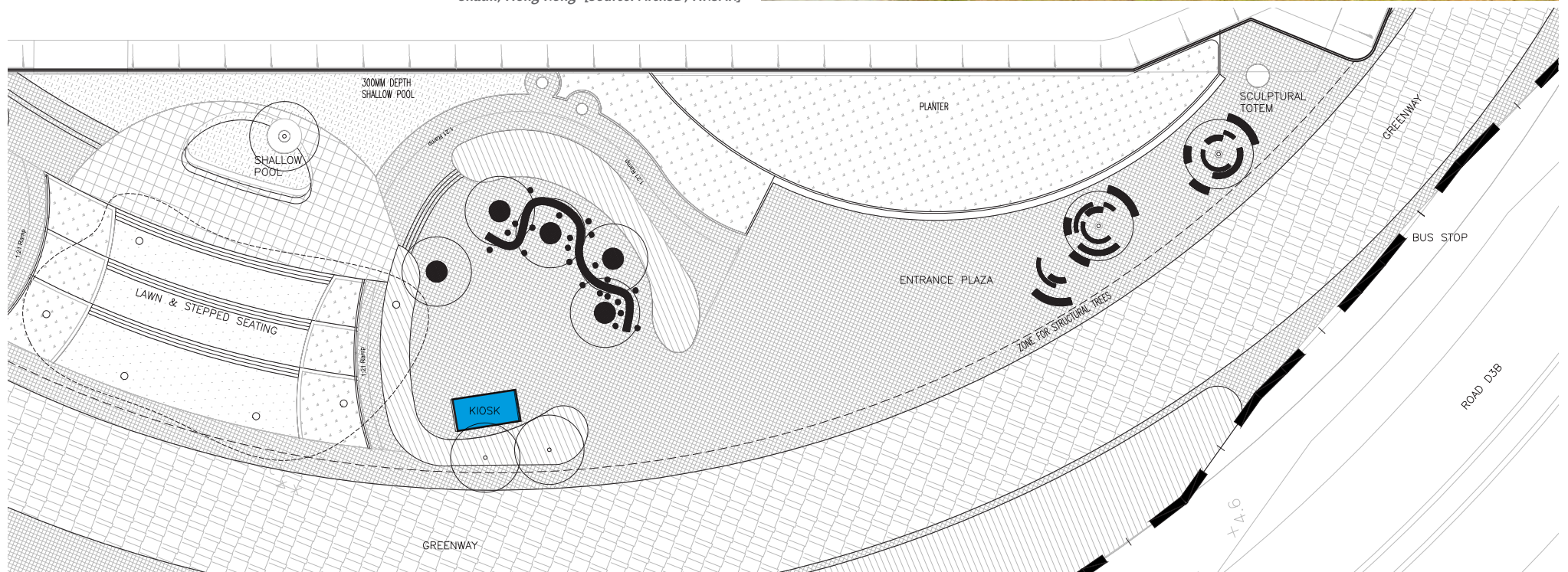


B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

B.3.5 Kiosk



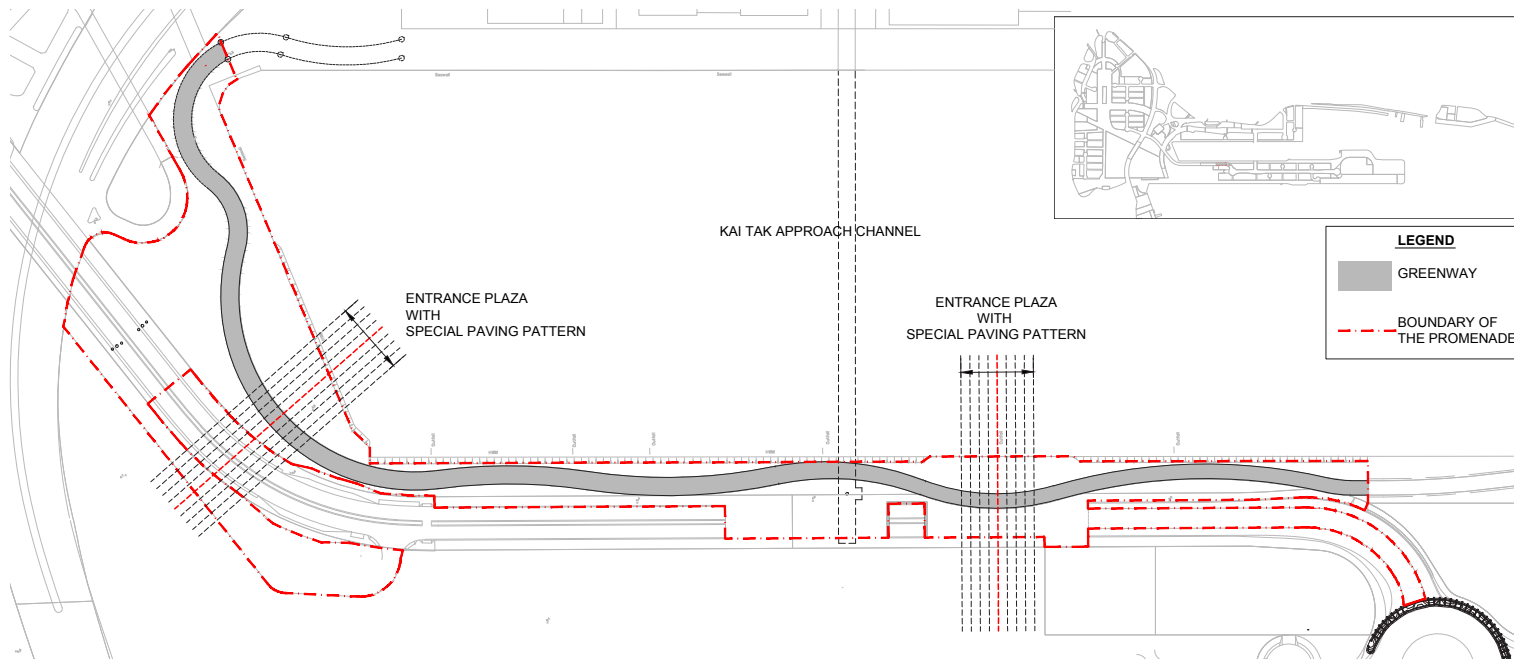
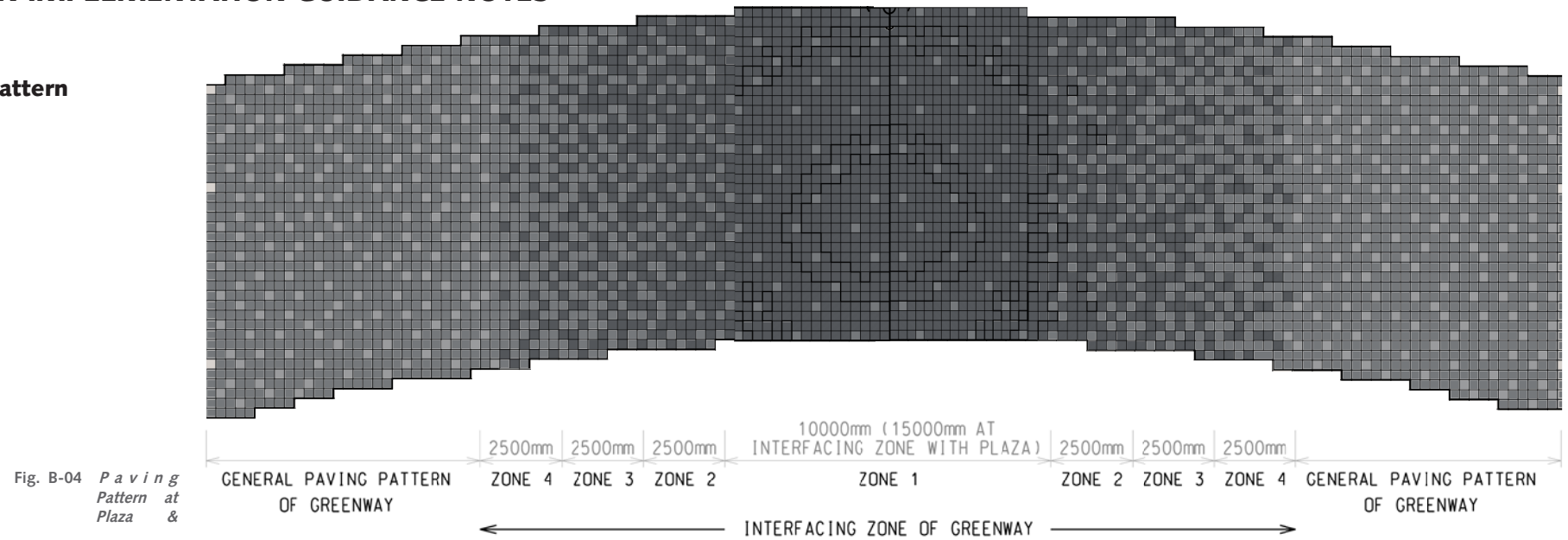
Fig. B-02 NT East Community Green Station
Shatin, Hong Kong [Source: ArchSD, HKSAR]



ANNEX B | PROMENADE ABUTTING ROAD D3 (METRO PARK SECTION)

B.3 DESIGN IMPLEMENTATION GUIDANCE NOTES

B.3.6 Paving Pattern



As per the paving pattern illustrated above, the darker pattern is to be applied at the intersections between the greenway and the key function areas/ plaza areas. This location plan indicates the alignment of greenway and the entrance plaza areas, where the intersection areas shall apply the specific paving pattern.