

Food and Beverage on the Victoria Harbour Waterfront



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Food and Beverage on the Victoria Harbour Waterfront

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Abstract

The purpose of this report was to determine how to improve the Victoria Harbour waterfront dining and related facilities to enable a more “human” use of the harbour, and to take advantage of Hong Kong’s changing economy. We developed general and specific improvements for current and future waterfront dining facilities, and provided short-term, long-term, and site specific recommendations to Designing Hong Kong and the Harbour Business Forum. These recommendations should be implemented into future developments on the Victoria Harbour waterfront.

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Executive Summary

As land reclamation in Hong Kong comes to an end, how the permanent waterfront will be developed becomes an important question. Hong Kong is now at the point where decisions must be made for what the harbour front will look like for generations to come. The transforming economy of Hong Kong points towards a future involving tourism and recreation. Enabling this transformation of the waterfront is something that requires careful and strategic planning and should not be taken lightly. Our project is a small part of an ongoing study of how the permanent Victoria Harbour waterfront can be improved with respect to livability and vibrancy by incorporating food and beverage.

Unlike other harbour cities around the world, such as Boston, Singapore, and Shanghai, Hong Kong does not make full use of food and beverage options to attract people to the harbour front. These three cities have good examples of waterfront dining because they incorporate outdoor seating, waterfront views, and all have destination dining locations. To help Hong Kong develop in a similar direction, our project's goal was to determine how to improve Victoria Harbour's waterfront dining and related facilities to enable and encourage a more "human" use of the Victoria Harbour waterfront and to take advantage of Hong Kong's changing economy.

We walked the whole harbour front to identify and classify the locations of all existing food and beverage facilities, and we interviewed government officials and other experts to determine the constraints and obstacles involved in developing food and beverage facilities along the waterfront. By analyzing the data collected, we have identified a set of recommendations on how to enhance dining on the Victoria Harbour waterfront.

Food and beverage facilities are not consistently distributed along the harbour. Most of the restaurants along the waterfront are located on streets, in ferry terminals and in malls. Very few food options can be found on promenades or in parks. There are some physical, social, and political obstacles to the development of harbour front food and beverage facilities. Physically, there is limited space and utilities available for the development of new food and beverage facilities. Socially, there is a concern that people living near the waterfront may complain about the noise from restaurants affecting their home area. Politically, food and beverage establishments are not viewed as part of leisure but only as commercial establishments. The government does not support commercial use of public land, and therefore it has imposed restrictions on the development of new food and beverage sales points along the harbour front. These restrictions also discourage the incorporation of outdoor seating. These constraints and obstacles limit the areas where food and beverage facilities can be incorporated into the waterfront and create an environment where people would have to leave the waterfront in order to eat, if they go at all.

We identified a number of changes that the private sector and the government can make to increase the number of food and beverage options on the harbour front. We provided recommendations for each location along the harbour front as well as for each type of site. These types include malls, ferry terminals, streets, promenades and parks. When considering these recommendations we believe that price diversity should be kept in mind in order to make harbour front dining affordable to everyone.

Some short-term recommendations that can be implemented are increasing signage for food and beverage options in parks and promenades, increasing the number of garbage and recycling bins and the including more temporary vendors such as ice cream or beverage trucks in locations where the regulations and physical environment permit them.

Longer-term recommendations include streamlining the restaurant licensing process, increasing the number of food options in parks, and building new destination restaurant locations that provide a great variety of food offerings, harbour views, and outdoor seating. Government agencies could increase the number of activities that are allowed in parks and promenades as well as promote good habits to maintain these spaces as more dining options become available. We also recommend that the private sector and government make full use of the limited space on the harbour front by having more multiuse areas and ensuring that no space is wasted.

We hope that our recommendations are taken into consideration for existing and future developments. We are convinced that with improvements to food and beverage options, and one or more new restaurant destination areas along Victoria Harbour, Hong Kong will become more attractive and welcoming to locals and tourists alike.

1. Introduction

The geography of harbours provides safety for ships and the people who gain their livelihood from the sea (Dictionary.com, 2014). Harbours are natural places of shelter where the land meets the sea and act as a gateway for exploration and exchange with the rest of the world. Not only can harbours be places of great natural beauty, but the human cultures that result from a unique blending of land, sea, and international trade can embody some of the beautiful aspects of human civilization. Today, many people are attracted to harbour fronts in order to relax and appreciate its natural and cultural beauty (Harbour Business Forum, 2014). Therefore, restaurants and leisure areas are often incorporated into harbour front planning.

Hong Kong is the archetype of a harbour city. The site was initially chosen by the British as a port colony due to its large natural harbour (Carrol, 2007). Victoria Harbour has served as the centerpiece of the city for its entire history. The economy of Hong Kong has only recently shifted away from manufacturing and shipping and towards other sources. One result of the changing economy has been an attempt to develop the harbour front for tourism and recreation. Careful planning can allow locals and tourists to appreciate the beauty of Victoria Harbour. However, while the government and private sectors have taken some steps to improve the harbour front for recreational purposes; the food and beverage sector has not been able to take advantage of the potential that the harbour front represents.

WPI research project teams have worked with Designing Hong Kong (DHK) and the Harbour Business Forum (HBF) in the past to collect data on aspects of the harbour that could increase its appeal as a recreational destination (Lacarra et. al., 2014; Jannetti et. al., 2009). The results from these projects have shown that restaurants and leisure areas could play an important part in

improving the vibrancy of Victoria Harbour. In addition, other harbour cities around the world have succeeded in redeveloping their harbour fronts to emphasize leisure and dining. For example, Shanghai and Singapore have both recently launched redevelopments of their waterfronts that incorporate many restaurants and are intended to draw people to the waterfront.

Dining is considered by most people to be an essential component of tourism and leisure, and therefore it should be an essential component of the Victoria Harbour waterfront experience. Yet the sites along the waterfront have not yet made full use of food and beverage options to enable a more comprehensive enjoyment of the harbour front. A study of the current harbour front dining establishments and leisure areas along the harbour front has not been done. Additionally, systematic research to determine how the harbor front could be improved by the inclusion of food and beverage options has also not been completed.

Our project's goal was to determine how to improve waterfront dining and related facilities around Victoria Harbour to enable and encourage a more "human" use of the waterfront, and to take advantage of Hong Kong's changing economy. To achieve this goal, the project team identified and classified the locations of all existing eating and drinking facilities on the Victoria Harbour waterfront. Through observations and talking to government agency representatives, we identified relevant constraints and obstacles to the development of dining on the waterfront, and we determined enhancements that could be made to the waterfront. The successful completion of our project has resulted in a set of suggestions for how Hong Kong can better incorporate food and beverage options around Victoria Harbour. Successful integration of dining options around the harbour will allow Hong Kong to continue to attract tourists and be competitive as a destination city, as well as please the local population.

2. Background

Harbour cities have been central to human civilization for many centuries. Historically, harbour cities have profited from trading, but tourist and recreational activities around the harbour front can also be used to generate revenue. In this chapter we showcase three cities Boston, Shanghai, and Singapore, which have redeveloped their harbour front areas for use as tourist and leisure centers. We also describe how restaurants are integrated into these redevelopments. Based on the case studies and additional research, we discuss the major qualifications that may contribute to the success of harbour front food, beverage, and leisure areas. Finally, dining in Hong Kong, along with the history and current state of Victoria Harbour, is reviewed to provide a context for our project.

2.1 Significance of Waterfronts

Many of the oldest and largest cities in the world are built up around ports and harbours (National Geographic, 2014). Ancient cities such as Athens or Shanghai began as trading ports. International shipping brought cultures together and formed the basis for the global economy. These port cities grew as a result of the money and opportunity provided by international maritime trade. The wealth and mixing of cultures created very unique human environments; however, port cities can also be some of the most industrialized and polluted areas of the world. Many millions of people move to these areas to make money providing services to workers in the shipping industry, as well as to run the businesses that arrange to ship products around the world (The Global Finance Centres Index 16, 2014). Ultimately, the congregation of businesses and people led to the growth of major financial institutions in port cities. Today, the world economy revolves around a few major port cities such as Boston, Hong Kong, and Shanghai.

2.1.1 Changing Uses of Waterfronts

The evolution of many port cities followed a similar pattern. Originally founded as a port, industries built up to be close to shipping facilities (Maritime Financial Centres, 2014). If and when industry moved away to find cheaper labor, then shipping declined, and the city had to find new sources of revenue. However, port cities developed unique cultures and histories because of their nature as centers of international commerce. Therefore, although shipping may decline, the city may stay relevant on the world stage in other fields such as finance or tourism.

Tourism may become a solution to increase local income and vibrancy in former port cities (Goeldner, 2011). Many efforts are being made to redevelop these cities to market their cultures, as well as their beautiful natural harbours. Abandoned shipping facilities and former industrial waterfront areas are being reworked as tourist attractions and recreation areas. Some of these efforts have met with success as a result of proper showcasing of local culture, and beautification of the harbour.

2.1.2 Essentials of Waterfront Redevelopment

Waterfronts play an economic role for a city because they can be a large tourist destination, as well as being a place for industry and shipping (Goeldner, 2011). There are certain essential qualities that waterfronts must have to satisfy the needs of visitors. People going to waterfronts need things to do when they get there. Features such as cultural or natural attractions, events, recreation areas, and various forms of entertainment are built to showcase the uniqueness of the location and to draw people to the waterfront. Dining itself may be considered an attraction if people are going to the waterfront specifically to eat.

The waterfront must also be able to service the needs of the people frequenting the area, so it is common to find food and beverage facilities on the waterfront (Hongyu, 2010). While dining can be a leisurely activity, all people need to eat every day, so a variety of dining options should be located on the waterfront. This may include dining attractions such as expensive restaurants, small kiosks, or vending machines. Previous WPI student research projects conducted around Victoria Harbour have found that restaurants and dining facilities contribute to the vibrancy of a waterfront (Lacarra et. al., 2014; Jannetti et. al., 2009).

The use of attractions and food and beverage facilities will be considered when we analyze and compare case studies of harbor front development later in this chapter.

2.1.3 Stakeholders in Waterfront Redevelopment

The primary stakeholders in the redevelopment of harbour fronts come from four main sources, the government, locals, tourists, and corporations or businesses (Goeldner, 2011). The goals of the government ideally are to develop an infrastructure for the satisfaction of both residents and visitors. Government actions should optimize visitor satisfaction, while maintaining popular support and raising the standard of living for the locals. The government should also take into account long term factors such as environmental degradation and cultural preservation. Planning for long term factors could include ensuring that any restaurants on the harbour front incorporate local culture as well as provide a variety of options. Additionally, the restaurants should not exclusively cater to tourists, but also locals who may have different interests and economic status. Businesses are primarily occupied with making a profit. To satisfy businesses, a redevelopment plan must incorporate ways for businesses to make money. The business category includes food and beverage establishment owners.

Locals may have a variety of requirements with respect to waterfront redevelopment (Goeldner, 2011). Depending on the country or city, citizens may have different cultural requirements or desires, especially with respect to what they want from restaurants. However, across all cultures the locals will likely be interested in making money and increasing their economic standing. The locals will likely not want to change their current lifestyles significantly, or be driven out from where they live to accommodate tourists.

Tourists come from many different countries and backgrounds (Goeldner, 2011). In general, tourists go to a place to experience new things and relax. The government, businesses, and locals must work together to create an experience that will satisfy the tourists, while encouraging them to spend money. Harbour fronts may provide experiences through their natural beauty and local culture. Restaurants incorporated into harbour front redevelopment can showcase local culture, while being accessible to tourists and locals alike. Leisure areas will need to provide relaxing spaces that allow views of the harbour.

2.2 Waterfront Redevelopment Worldwide

We have chosen three cities that have undergone waterfront redevelopment from a focus on shipping to a focus on tourism and recreation to analyze as case studies. Boston, Massachusetts, has a section of harbour front that recently underwent a redevelopment that made significant use of restaurants. Singapore is a South East Asian nation that has had a similar economic history to Hong Kong. Finally, Shanghai, China, was chosen to compare Hong Kong to another Chinese city.

2.2.1 Boston

The Boston Redevelopment Authority (1999) is in charge of the redevelopment of Boston. The initial redevelopment project that the BRA was assigned was the 1999 Seaport Public Realm

project. A map of the redeveloped area is shown in Figure 2-2. During this project, the BRA's main objectives were:

- To connect the Seaport with Boston Harbour and to encourage people to experience the water as well as the land.
- To preserve and enhance the industrial port, which has provided jobs and economic opportunity for Boston for over two hundred years.
- To create a vibrant, mixed-use neighborhood in the Seaport, with substantial residential and civic uses that will attract people to the area even after the end of the workday.
- To develop the Seaport within the economic context of the rest of Boston adding to our city's commercial office, hotel, retail, and tourist industries and enhancing our position as the economic engine of the region.
- To ensure that the residential neighborhood of South Boston, immediately adjacent to this area remains a vibrant community and receives significant amounts of affordable housing and job training opportunities (pp. i-ii).

There were eight main elements of the redevelopment of the Seaport Public Realm, including street blocking, pedestrian circulation, and transit (BRA, 1999). By using street blocking, the BRA was able to control the size of the buildings in each section. This allowed them to ensure a clear view of the harbour by prohibiting larger buildings from being built in front of smaller buildings. The BRA also worked to improve both foot traffic paths and transit routes, in order to handle large numbers of visitors. Keeping these routes up to date is important because without easy access to the businesses on the harbour, the harbour front economy would suffer. Since the Seaport Public Realm redevelopment project focused on a specific waterfront area of Boston, there was a huge emphasis placed on connecting the land to the water. To achieve this goal, public transportation

was connected directly to water front stops, and improvements were made to docking facilities on the water's edge. The map below shows the former pier areas that are now home to restaurants and attractions.

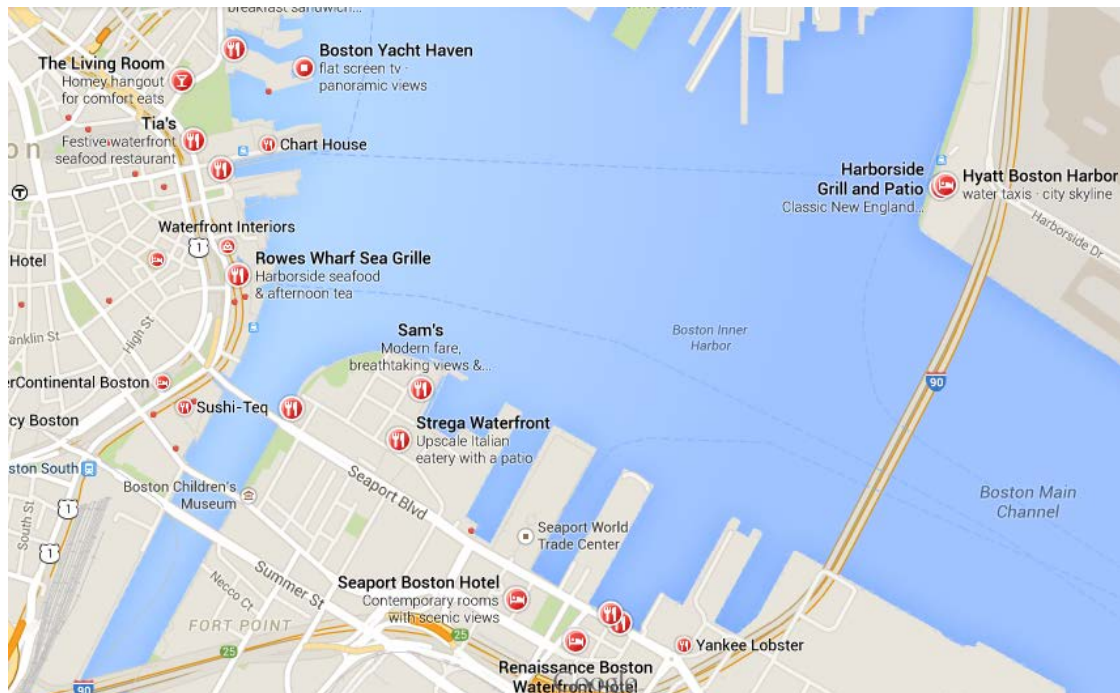


Figure 2-1: Map of Boston Waterfront (Google Maps, 2015).

Recently, billions of dollars' worth of construction has taken place to redevelop the harbour front (South End Realty Group, 2013). Boston is currently expanding the Boston Convention & Exhibition Center, which should be completed in 2019. One Seaport Square is also being built. This project will consist of apartments, stores, retail, restaurants, and entertainment venues (Greater Boston Convention & Visitors Bureau, 2014). A major contributor to the success of the Boston Harbour redevelopment is the restaurants built on the waterfront. These waterfront bars and restaurants have transformed the South End into a destination for dining and leisure.

In order to increase connectivity and access in and around Boston, several projects were developed. One of the biggest and most expensive projects was the Big Dig, a \$14.6 billion dollar venture that replaced the raised main highway with a tunnel under downtown and the harbour (Baker, M., Vogel, C., & Doyle, P., 2012). The Big Dig increased connectivity, and improved access to different parts of Boston for both cars and the commuter rail. The HarbourWalk is another project that is helping to redevelop the harbour front (Boston Harbour Association and Boston Redevelopment Authority, 2014). The HarbourWalk project includes 47 miles of planned public access that wraps around the harbour. This walkway will allow visitors to get closer to the harbour front and provide areas for leisure activities.

2.2.2 Singapore

Singapore is an island country that relies upon its ports for trade and revenue. Since independence in 1965, Singapore has been transformed from a dependent colonial territory to a country rich in wealth and opportunity (Vasoo, 2001). Singapore's efforts to clean-up its urban waterways has unlocked the potential for waterfront developments around Singapore River, Marina Bay and Tanjong Rhu.

Singapore River is a vibrant waterfront destination that offers various lifestyle options and quality waterfront city living (Chang & Huang, 2011). The redevelopment of Clarke Quay (pictured below) on the Singapore River is a successful example of the creation of a waterfront leisure complex (Arcspace, 2006).



Figure 2-2: Clarke Quay at night (Pixabay, 2015)

Clarke Quay is located on the upper reaches of the Singapore River, connecting the old and new city centers. It was recently redeveloped from 1960's condition and became a center for shopping, leisure, tourism and Singaporean food after nearly 20 years of construction.

A project done by Alsop Sparch in 2002 dramatically redeveloped the river front district of Clarke Quay (Arcspace, 2006). Before this project, Clarke Quay had been crowded with a series of colonnaded shop houses used for poor quality restaurants and trinket shops. These shops fronted onto crowded pavements packed with persistent hawkers and created an unpleasant environment for tourists and locals. The developers retained the riverfront's traditional linear arrangement of formal terraced shop houses facing the Singapore River (Archello, 2014). The poor quality restaurants, street stalls and cluttered walkways were removed, and the space between the shop houses and the waterfront was turned into a clear zone dedicated to pleasant strolling and observation. The developers also built roofing to cover the four internal streets and central courtyard, providing environmentally friendly shading and cooling. This roof protects visitors

against heavy rainfall and maintains the temperature at 28 degrees Celsius. A revival of the waterfront itself has been achieved through the creation of an elevated dining area, which maximizes the waterfront experience and creates a level of separation and privacy for diners. Once the project was finished, it successfully drew tourists and locals back to the historic waterfront.

In conclusion, the redevelopment of Singapore's Clark Quay waterfront is an excellent example of providing people food, drinks, and wonderful views. It also fully considered the effects of the local climate.

2.2.3 Shanghai

In 1842, Shanghai became one of the first five trade ports in China open to foreign trade (Henriot, 2010). By the middle of the nineteenth century, with The Bund at the center, Shanghai rose rapidly to become one of the most important cities in China. After being closed to the world in 1949, Shanghai has again risen to be the center of Chinese trade (Maritime Financial Centres, 2014).

Nowadays, The Bund (the waterfront area in Shanghai) is the archetype of modern urban landscape regions (Government of Shanghai, 2014). It is also one of the most important places for public activities in the city center. However, most of The Bund waterfront space is occupied by motor traffic. The public activity space is cramped and uncomfortable, and the historic buildings in The Bund have not been fully displayed. In order to improve the function and environment of The Bund (shown in Figure 2-4), the government is in the process of building underground passages to ease traffic pressure at the ground level. They are redeveloping those areas to give people more space to enjoy the view.



Figure 2-3: Picture of Shanghai Cool Docks Waterfront (China Tourist, 2014).

One redevelopment area currently under construction is The Cool Docks (Mangione, 2012). The waterfront of The Cool Docks is the newest hangout place in the heart of Shanghai. The Cool Docks was opened in 2008 and was built on the site of the Shiliupu Dock in the South Bund area of the Huangpu River waterfront (Gordon, 2012). Developers turned the area into a slick, modern complex, complete with a central plaza and fountain, while maintaining the traditional elements of Shanghai Shikumen buildings. The Cool Docks is full of restaurants and shops that are located across the street from the Huangpu River and provide excellent views of the waterfront (Yang, 2009). The Cool Docks developers have chosen to locate a large parking lot right on the waterfront, which is convenient for people living far away but takes away from space on the waterfront.

2.3 Victoria Harbour

Victoria Harbour lies between Hong Kong Island and the Kowloon Peninsula. As the geographical focus of our project, we provide background on the current state of the Victoria

Harbour waterfront. The history of the harbour is first summarized to place our project in historical context. Then, information on parameters such as climate and transportation in Hong Kong is given. Finally, the common types of restaurants in Hong Kong are explained and the current gap in the research is presented.

2.3.1 History of the Harbour

Hong Kong was founded in 1842 by the British as a base for their operations in China (Tsang, 2004). The British navy occupied Hong Kong Island during the First Opium War. From the beginning the focus of the colony was the harbour, named Victoria Harbour after the British Queen. The site was chosen for its natural deep water harbour, fresh water supplies, and proximity to Guangzhou (then Canton). Victoria Harbour provided safe haven for trading ships on their way up the Pearl River to Guangzhou. The harbour front was quickly built up with shipping facilities and warehouses.

From the mid 1800's to the 1940's, Hong Kong served as a basic trading port (Tsang, 2004). Traders and ships could stop, rest and reload on the way to Guangzhou or Shanghai. Restaurants flourished in this period, catering to the businessmen and shipping workers (Van Hinsbergh, 2014). The British brought traditional English food with them, but most of the laborers and Chinese living in the city were from Canton and brought traditional Cantonese cooking with them. Many chefs in Canton left for Hong Kong to find better paying work. Hong Kong was mostly an exchange port, importing to export and producing very little. The main areas of industry and production in China were further north in Shanghai. This changed with the Communist takeover in China in 1949.

The Communist regime in Beijing pursued an aggressive isolationist policy, and the ports in Shanghai were closed to the world (Carrol, 2007). Any entrepreneurs or capitalists who could fled

China, and many went to Hong Kong and built factories and industrial facilities in Hong Kong. This came just in time to make up for lack of tradable goods coming out of China, and Hong Kong grew into an industrial power house. The harbour was kept busy shipping these goods, and the port facilities continued to expand. As the only free trading Chinese city, Hong Kong quickly became a center of world business, with a booming stock market and expanding financial sector. The fleeing Shanghainese also brought their cuisine to Hong Kong and the colony began its transformation into the “world food fair” it is known as today (Van Hinsbergh, 2014). However, little of this development was on the harbour.

In the 1980’s, China began to relax some of its isolationist policies and allow some corporate activity (Carrol, 2007). Many Hong Kong industrialists saw this as an opportunity to expand business and find cheaper labor in China. Factories began to move from Hong Kong to Guangdong Province, and trade between Hong Kong and the mainland grew at an average of 28% each year from 1978 to 1997. As manufacturing jobs left, Hong Kong transitioned to being focused on a service economy. Most companies doing work in China were at least regionally based in Hong Kong, which also provided fuel for all jobs associated with catering to international businesses. The handover of Hong Kong to China in 1997, as well as subsequent financial crises, have sped up Hong Kong’s reintegration with China. Tourism from the mainland has increased in Hong Kong as well, from 4.5 million in 2001 to 34.9 million in 2012, a 775% increase in 11 years. Increasing tourism has also increased restaurant customers.

As manufacturing decreased, shipping in Hong Kong also declined (Carrol, 2007). Many areas of the harbour front that were once used for shipping were abandoned. Shipping moved back to Shanghai and to ports up the Pearl River such as Shenzhen and to other port cities used before

1949. Other cities in China have more and cheaper labor, and better access to consumers. Two things may preserve Hong Kong's future as a world city: its free trade economy and its unique history. Both these aspects are friendly to tourism if they can be marketed correctly. Dining is included in this consideration. If other cities have more and better dining options, tourists may go there instead.

2.3.2 Current State of the Harbour

Victoria Harbour is the largest natural wonder and resource in Hong Kong. The water front runs for 73km and is the centerpiece of the city. The city is built up around the harbour, with Hong Kong Island to the south and Kowloon peninsula to the north. There are a few well known attractions on the harbour that attract tourists from all over the world. The Star Ferry is a ferry service between Kowloon and Hong Kong (Star Ferry Company, 2013). The ferry facilities in Central, Wan Chai, and Tsim Sha Tsui attract thousands of visitors every day. The Avenue of Stars (2014) is another attraction in Tsim Sha Tsui. The Avenue of Stars honors Hong Kong film stars and singers, and acts as a venue for tourists to learn more about Hong Kong cinema. This attraction is on the harbour front near the Star Ferry and offers views across the harbour to Hong Kong Island.

A major limitation to harbour front development in the past has been land reclamation from Victoria Harbour (Harbour Business Forum, 2014). Land reclamation is the process of filling in coastal water areas with solid material to create new land. Land reclamation has taken place in Hong Kong since the beginning of colonization. An early example from the 1800's was the filling of the swamps and bays near present day Wan Chai to create more dry land for development. Since Hong Kong cannot expand its borders, land reclamation has served as the easiest way to meet demands for more property to develop. The government also profited off leasing the reclaimed land. However, to protect the future of the harbour, the government of Hong Kong declared there

would be no more land reclamation in Victoria Harbour, aside from ongoing projects in Central, Wan Chai, and South East Kowloon. This declaration allows the government and private enterprise to make permanent plans for the harbour front, knowing that the harbour front will not move. The Harbour Business Forum believes that future waterfront developments, including food and beverage options that incorporate tourism and leisure areas will increase vibrancy and improve the quality of life in the city, as well as replace the revenue previously generated through land reclamation.

2.3.3 Food and Beverage in Hong Kong

Hong Kong is known as the "World's Food Fair", and dining out is one of the most popular things to do for people in Hong Kong (Hong Kong Food, 2014). From street shops to world-class restaurants, Hong Kong offers a wide variety of dining options for locals and tourists.

Most of the territory's residents are of Cantonese origin, so the cuisines of China, Cantonese in particular, constitute the majority of Hong Kong's restaurants. (Introduction to Hong Kong's Culinary World, 2014). Other Asian cuisines, such as Japanese, Korean, Thai, Vietnamese and Indian are also represented in restaurants throughout Hong Kong. European and British style dining places can also be found, as Hong Kong was a British colony for more than 150 years. In fact, cuisines from most places in the world can be found here.

Meal times in Hong Kong are similar to those in Western countries (Expat Focus, 2014). Lunch is eaten in the middle of the day, and dinner is eaten in the evening hours. Many restaurants also serve traditional Chinese breakfast in the early morning, which is very convenient for people hurrying to work. Many Hong Kong residents eat the majority of their meals outside their homes, in part because of convenience, time considerations and a widespread desire by many Hong Kong

people to socialize with others whilst eating, rather than remaining alone (Cody & Day, 2005). It is also true that Hong Kong people are ready to eat at almost any time of the day or night and late night snacks are very common.

The climate of Hong Kong is mild in the winter, and hot and humid in the summer. Average rainfall in the summer is around 16 inches a month, and the average temperature is around 80 degrees Fahrenheit in the summer (Hong Kong Observatory, 2012). For tourist attractions and restaurants to be effective in the summer months, they would require facilities to deal with Hong Kong's heat and humidity.

The method of transportation used to get to restaurants may be important to consider (MTR, 2014). The main methods of public transportation in Hong Kong are the MTR and buses. The MTR blue line follows along the northern coast of Hong Kong Island and will likely be used by tourists getting from one end of the island to the other. There are also MTR stops in Tsim Sha Tsui for access to the Star Ferry and Avenue of Stars, however there are fewer stops along the coast of Kowloon east and west.

2.4 Summary

With the end of land reclamation and decline in shipping in Victoria Harbour, the idea of using the harbour for tourism and leisure is growing. Food and beverage plays an essential role in attracting people to waterfronts. Dining options are important for waterfront developments, as seen in the examples from Boston, Shanghai, and Singapore. Hong Kong is already famous for its food and restaurants and visitors and locals have many options. However, a study of harbour front restaurants and how restaurants can make use of Victoria Harbour has not been completed. In

addition, many areas are currently being redeveloped but it is unknown if food and beverage options are being fully considered in the redevelopment plans.

3. Methodology

The goal of this project was to determine how to improve Victoria Harbour’s waterfront dining and related facilities to enable and encourage a more “human” use of the Victoria Harbour waterfront, and to take advantage of Hong Kong’s changing economy.

Our measurable objectives were:

- Identify and classify existing food and beverage facilities.
- Identify constraints and obstacles to the development of food and beverage options at the waterfront.
- Determine enhancements that can be made to the waterfront to allow more and better dining facilities and locations for additional food and beverage facilities.

The methods described below were designed to help us achieve each of these objectives and ultimately our project goal.

3.1 Identify and Classify Existing Food and Beverage Facilities.

To determine what exists along the different sections of the Victoria Harbour waterfront, we visited and observed each of the districts indicated in Table 3-1. We were interested in understanding the unique qualities of the different sections of the waterfront, as well as taking stock of the food and beverage options at each of the sites along the harbour front. A data sheet was designed to streamline and standardize the data collection process (see Appendix B).

Table 3-1: Sites on Victoria Harbour Waterfront

Districts	
Kowloon	Hong Kong Island
<ul style="list-style-type: none"> • Kowloon East (1) • - Lei Yue Mun • - Kwun Tong • - Kai Tak* • - Yau Tong Bay* 	<ul style="list-style-type: none"> • Hong Kong Island East (5) • - Shau Kei Wan • - Quarry Bay • - North Point
<ul style="list-style-type: none"> • Kowloon Central (2) • - Hung Hom • - Tsim Sha Tsui • - East Tsim Sha Tsui 	<ul style="list-style-type: none"> • Hong Kong Island Central (6) • - Wan Chai • - Central** • - Sheung Wan
<ul style="list-style-type: none"> • Kowloon West (3) • - West Kowloon Cultural District* 	<ul style="list-style-type: none"> • Hong Kong Island West (7) • - Kennedy Town
<ul style="list-style-type: none"> • West Harbour (4) • - Tsuen Wan • - Tsing Yi 	<ul style="list-style-type: none"> * Only development plans were observed ** Physically observed as well as development plans

Upon arriving at each section we logged location information such as the address and name of the section. We then categorized each site based on its use as a mall, park, promenade, ferry terminal, or street. This allowed us to provide recommendations based on the type of site, defined in Table 3-2 below.

Table 3-2: Site type definitions

Harbour Front Dining	Any food and beverage option that is along the waterfront or one street back but still has a harbour view.
Mall	A shopping mall along the waterfront or behind a promenade.
Promenade	A paved area along the waterfront.
Park	A promenade along the waterfront that also has a larger inland area for recreation.
Street	A road along the waterfront or along a promenade, not including highways.
Ferry Terminal	A docking port for a commuter ferry.

To identify and classify existing food and beverage facilities, we took notes on the state of establishments at each site. Each establishment was logged and described. Any harbour views or outdoor seating were noted, and general comments on the facilities were made. In addition, we recorded the price of a basic lemon tea at each facility for later price comparison between all sites. Photographs were taken of each restaurant and their surroundings for later reference. Maps were also used to determine where we would walk. We also used a map to measure the distances that we covered for later analysis.

3.2 Identify Constraints

To identify the constraints on developing the waterfront's dining options, we looked into government regulations on the development of the harbour front. Our sponsors organized a forum with operators of eating establishments, developers, and relevant government officials to inform us about the current situation and challenges in the development of the harbour front. A copy of the agenda for the forum is attached in Appendix C. We used this forum to ask questions that led us to identify the constraints on development or redevelopment. At the forum we used a questionnaire to gather information from the attendees about the regulations on the development of the waterfront. The questionnaire asked about obstacles to harbour front dining development. The protocol for the questionnaire can be found in Appendix D.

After the forum, we stayed in contact with the representatives of the organizations we met and networked with them to find more contacts. We interviewed these representatives about what constraints and obstacles they have faced with respect to improving waterfront food and beverage options. The questions we asked are listed in Appendix E. We asked each of the organizations similar questions to understand their differing opinions, then analyzed all the responses together

to look for patterns and overarching problems. We took notes on their responses for later compilation and analysis.

Another way we identified restrictions on the development of dining facilities was analyzing the results of the observations we made as described in Section 3.1. Our observations allowed us to compare the different sites along the Victoria Harbour waterfront and identify possible constraints based on the type of site. The constraints were compiled into a list. From this list we generated possible solutions to overcome those constraints. We had previously conducted case studies on other cities with similar situations and restrictions, as described in Chapter 2, and we modified their solutions to be suitable for the Victoria Harbour waterfront.

3.3 Determine Enhancements

By using the data sheet that we had developed for all sites (see Appendix B), we were able to compile enough information to determine how existing harbour front food and beverage facilities could be expanded. The assessment sheet allowed us to track which sections of Victoria Harbour currently have food and beverage facilities and which do not. It also kept track of the three key characteristics we were looking for at each specific facility: outdoor seating, harbour views and affordability. These observations allowed us to determine which of these characteristics are lacking in harbour front food and beverage facilities. We then assessed where the lack of outdoor seating, harbour views, or affordability around the harbour could be easily corrected. These findings were presented in notated maps of the sites analyzed.

To determine how new food and beverage options could be added to existing sections of the waterfront, we had a section of our data sheet dedicated to collecting information about the facilities at the water front. The physical environment at the harbour front affects what kind of

food and beverage facilities could be added. We recorded the amount of available space, what was found in the surrounding areas, what utilities were present, and where there were entrances to the waterfront. Each of these parameters would affect the type of new options that we would recommend at each site. We present these results in noted maps in combination with the possible enhancements for existing dining options. On these maps, we marked out the locations where new dining options could be placed. Notes were also made on the map explaining what type of establishment could be developed, the price range, how people would get there, and other qualifying factors. Photographs taken of the different sites are also provided to back up any arguments we make.

3.4 Summary

The methods described above were used to achieve our goal: to determine how to improve Victoria Harbour's waterfront dining and related facilities to enable and encourage a more "human" use of the Victoria Harbour waterfront, and to take advantage of Hong Kong's changing economy. The observations we made enabled us to analyze the current state of the harbour front sites and dining facilities. We suggested possible locations for new facilities to be added or improvements and upgrades to existing facilities that could be made. In Chapter 4 we will present these specific findings that helped us achieve our goal.

4. Results and Analysis

In this chapter we present the results and their analysis that demonstrate how we achieved our project goal, which is to determine how to improve Victoria Harbour’s waterfront dining and related facilities to enable and encourage a more “human” use of the Victoria Harbour waterfront, and to take advantage of Hong Kong’s changing economy. We identify and classify existing food and beverage facilities along the Victoria Harbour waterfront, and identify the constraints that have limited the expansion and development of existing and future food and beverage facilities. We also determine enhancements that can be made to incorporate more and better food and beverage options along the waterfront.

4.1 Identify and Classify Existing Food and Beverage Facilities

The results found from the analysis of our observation sheets are discussed in this section. All of the data sheets are attached in Appendix F. We first show where on the harbour front we were able to conduct observations and present the data analysis for the overall harbour front. We then analyze the data collected by site type to simplify and generalize our results. Finally, we discuss relevant observations, corresponding to the comments section of the data sheet, to set a background for the recommendations section.

4.1.1 Overview of the Harbour Front

The map in Figure 4-1 shows the areas of the Victoria Harbour waterfront that we were able to analyze.

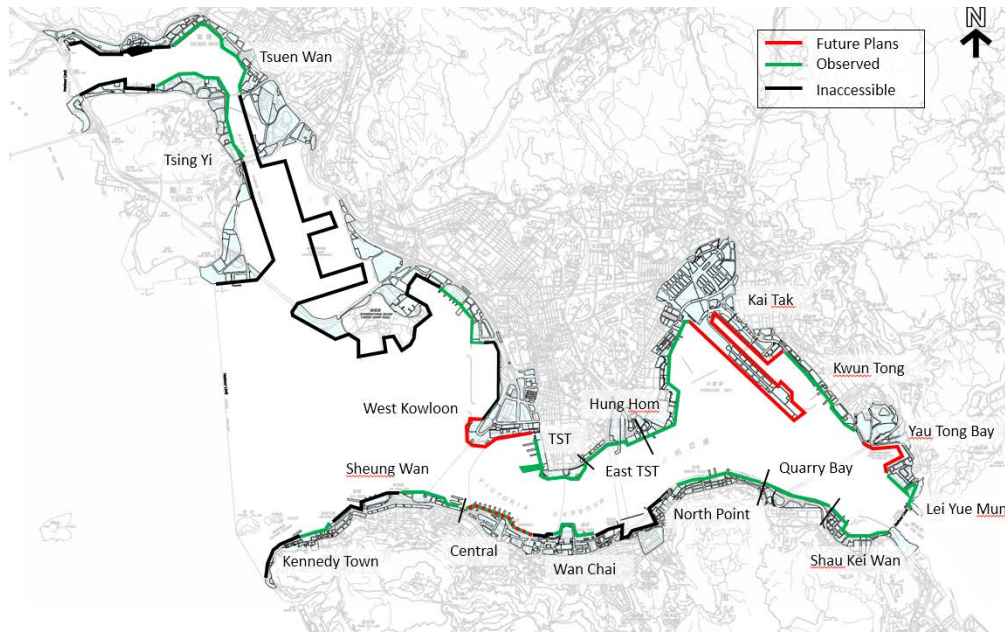


Figure 4-1: Map Where Observations Were Made

The areas in green are the fourteen sites around the harbour that we were able to physically travel to and observe. The areas in red are the four sites where we obtained and analyzed future development plans. The areas marked in black are the areas that we found to be inaccessible and thus were not analyzed. Any areas left unmarked were not analyzed due to time constraints, however, conversations with our sponsors informed us that these areas would have no food and beverage options. Central is the only area marked in green and red, as we both observed this area and obtained future development plans. Figure 4-2 shows a pie chart of these areas as a percentage of the total 72km of harbour front. Central was included in the observed section because it was accessible.

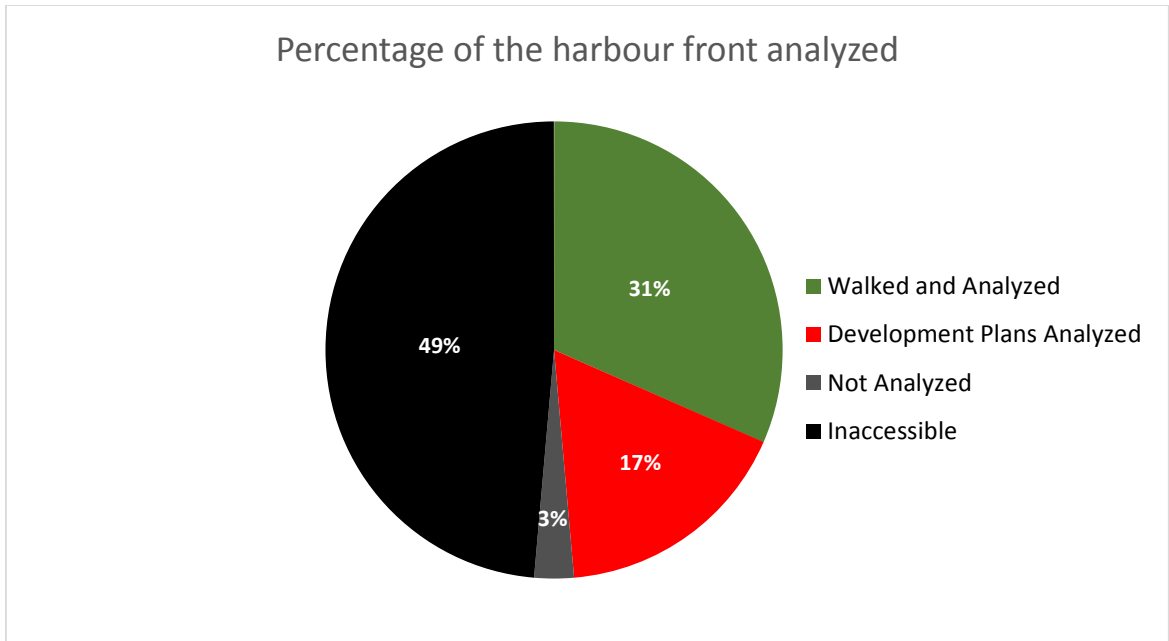


Figure 4-2: Percentage of the harbour front analyzed

We were able to observe 22.25km of waterfront, and find development plans for 12.25km of the waterfront, meaning we analyzed 48% of the total harbour front. This graph also shows that over 50% of the total harbour front is inaccessible or under construction at the time of writing this report (inaccessible + development plans). While this is not visitor friendly at the current time, the inaccessible space may be developed for tourism and leisure in the future. The amount of possible redevelopment space reinforces the importance of forming recommendations for how to properly incorporate food and beverage options into future developments.

From our observations, we were able to identify the location of all the food and beverage options on the Victoria Harbour waterfront. We found 130 food and beverage sales points around the harbour front. Each establishment's location is marked on the map of the harbour in Figure 4-3, categorized by establishment type.

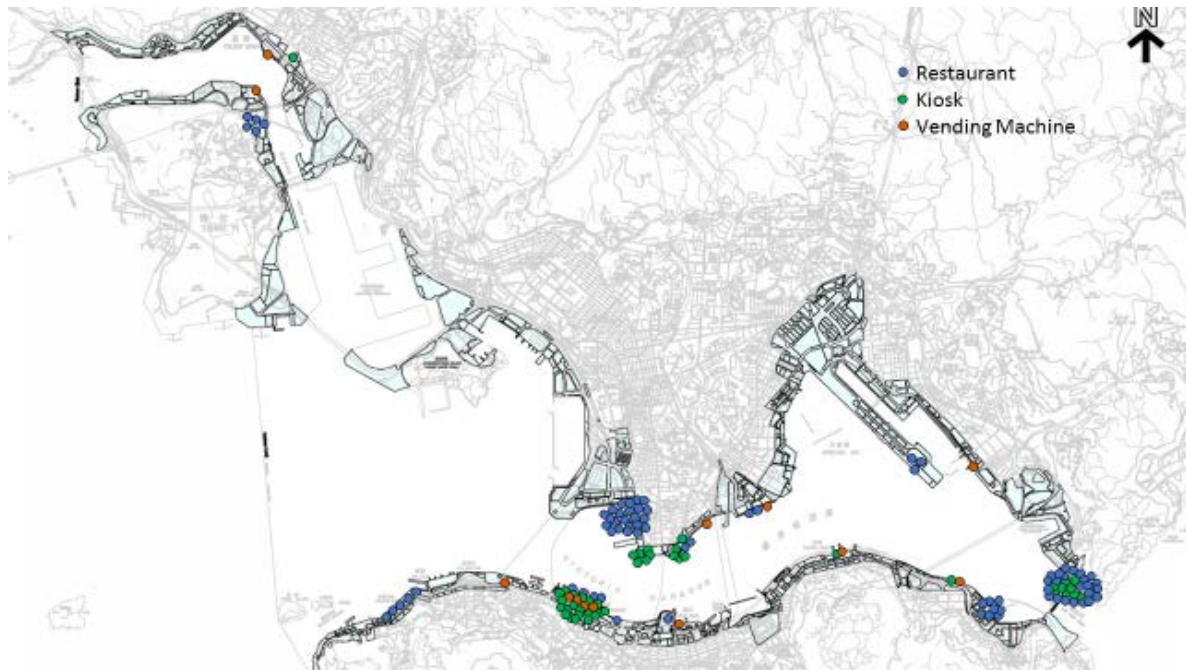


Figure 4-3: Locations of food and beverage sales points around the harbour

This map highlights the areas of the harbour with little to no food and beverage options as well as those locations with an abundance of options. The majority of the sales points were located in Central (29 sales points), Tsim Sha Tsui (36 sales points), and Lei Yue Mun (32 sales points). Shau Kei Wan, Tsing Yi, and Kennedy Town each had between five and ten options, and all other sites had less than five. Relevant physical observations of these sites, corresponding with the comments section of the data sheet (Appendix B), are discussed in Section 4.1.3. Tsim Sha Tsui and Lei Yue Mun had mostly restaurants, while Central had mostly kiosks and vending machines.

We also identified establishments with a view of the harbour and with outdoor seating. The data was compiled from all around the harbour. The results are shown in Figure 4-5.

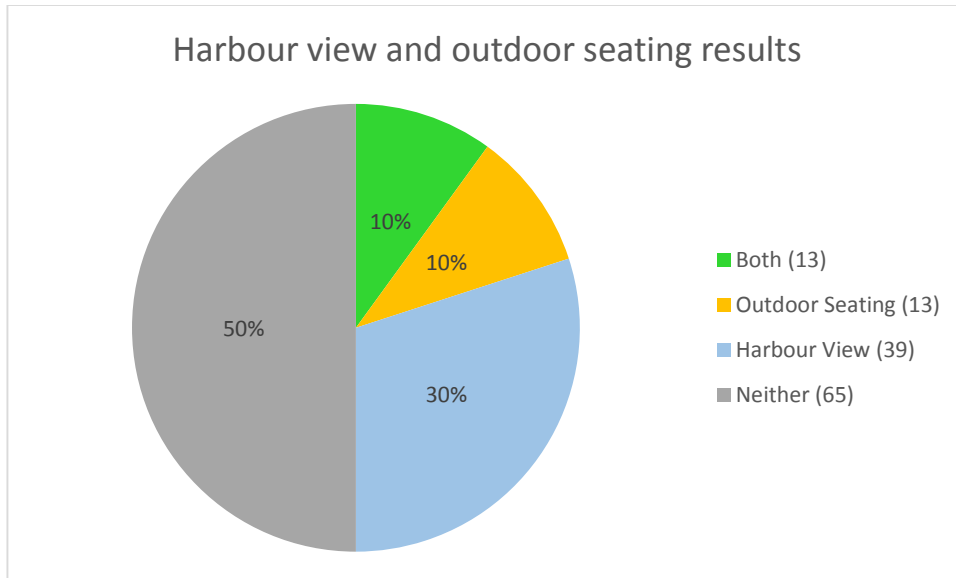


Figure 4-4: Harbour view and outdoor seating around the whole harbour

In total, we found that only ten percent of all the sales points around the harbour incorporated a harbour view and outdoor seating. This very low percentage shows the poor design and inadequate use of the harbour with respect to dining. Not only was the percentage low, but the number of establishments was also low. Only thirteen sales points around the harbour had outdoor seating and a view of the harbour. This statistic shows significant underutilization of sites around the harbour front for dining that showcases and promotes the harbour.

4.1.2 Site Type Analysis

The previous section was concerned with our data analysis for the harbour overall. We also classified sections of the harbour front by site type as described in Section 3.1 and conducted an analysis by site type to simplify and generalize our results.

We were able to estimate the distance along the waterfront that we observed (shown in green in Figure 4-1) that was taken up by each site type. Promenades took up the majority of the space, followed by parks, streets, ferry terminals and finally malls. In Figure 4-5, the percentage of the

harbour front occupied by each site type is compared to the percentage of the total food and beverage sales points found in each site type.

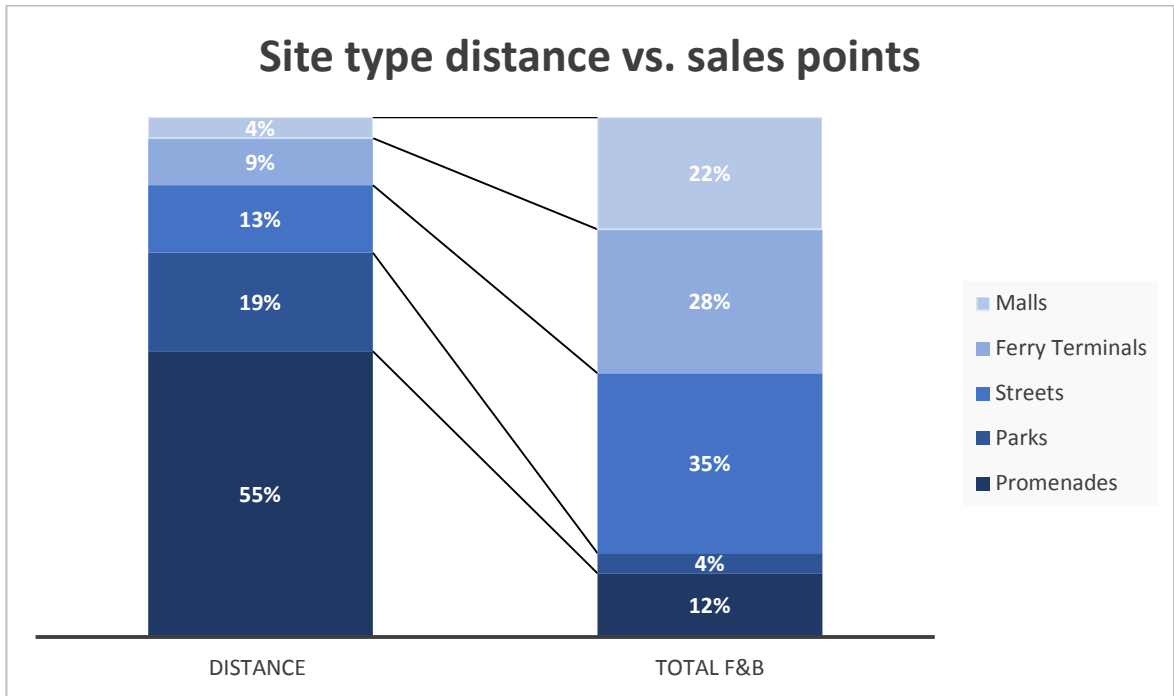


Figure 4-5: Total distance observed vs. total sales points observed by site type.

Although parks and promenades combined took up 74% of the harbour front, they only had 16% of the food and beverage options. Streets had the highest percentage of the food and beverage options, but only took up 13% of the harbour front. This graph shows the areas that could be targeted for inclusion of more food and beverage options. While dining options should not be equally distributed along the harbour front, and parks should not have the same density of sales points as malls, there is such an under use of space in parks and promenades that these areas could likely be the focus of improvement.

We were also able to compare and comment on the price of lemon tea by site type. This would allow us to show range of price offered by each site type. Figure 4-6 shows a box plot of this

comparison. Promenades and parks had the same range of prices and were combined to simplify the analysis.

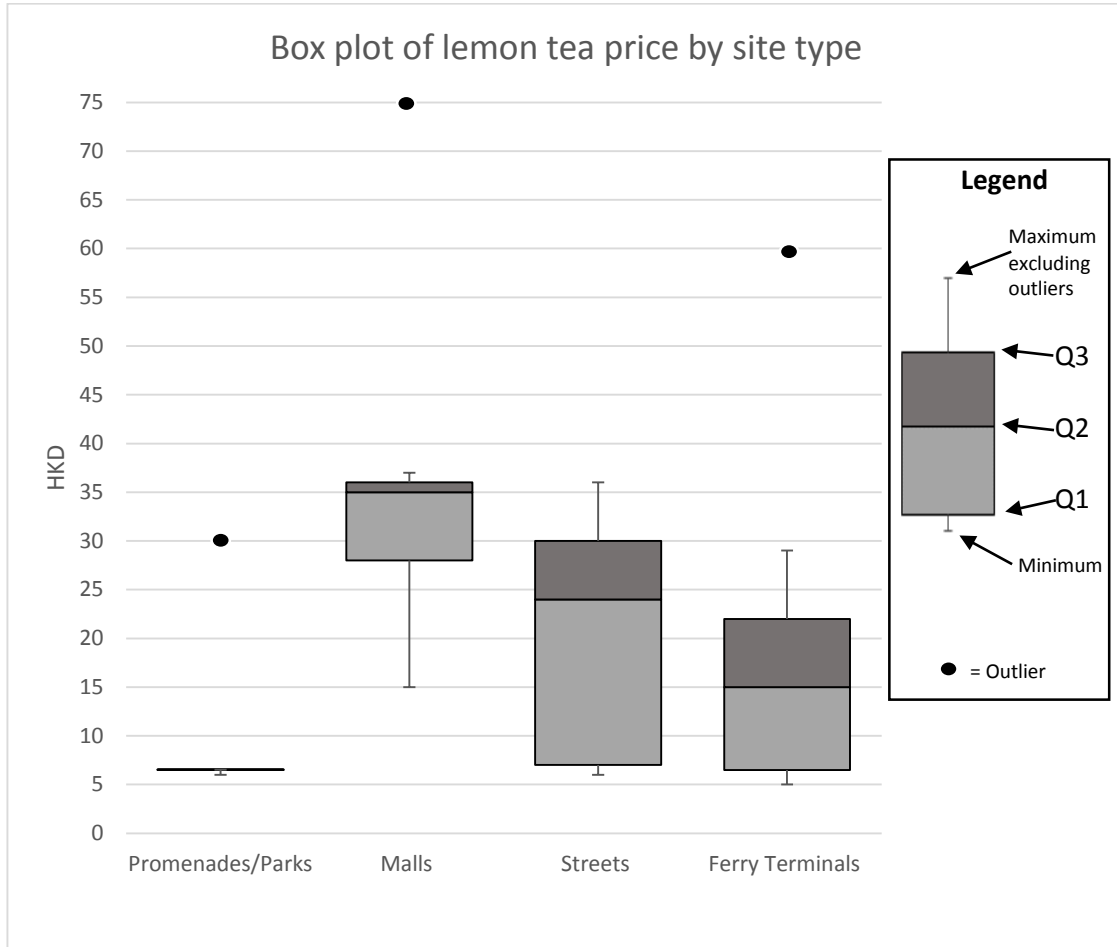


Figure 4-6: Site type price comparison

Malls were the most expensive site type on average. The lowest price found at a mall was between two and three times the lowest price found anywhere. Streets and ferry terminals both had a range of options, including the lowest prices of between 5 and 6.5 HKD. All prices at both promenades and parks were between 6 and 6.5 HKD. The single outlier for parks and promenades at 30 HKD was from the Starbucks in Tsim Sha Tsui, discussed in the next section. This graph shows that all sites on the harbour are friendly to low income visitors except for harbour front

malls. It also shows that there is a low demand or something else preventing the development of higher end options in promenades and parks.

4.1.3 Site Type Observations

This section describes our comments organized and generalized by site type. We summarize and condense the common observations made at the different site types. These observations will be used for later recommendations by site type.

While walking the harbour we found Ocean Terminal and Harbour City mall in Tsim Sha Tsui and Maritime Square mall in Tsing Yi. The malls that we observed were very similar to each other. They had a high concentration of upscale shopping areas and restaurants. However, many of these restaurants did not have outdoor seating and/or harbour views and tended to be more expensive when facing the harbour. In the restaurants with harbour views, not all the customers were not able to see the view. For example Harbour City and Ocean Terminal, only 52% the food and beverage options in the malls had harbour views and only 17% had outdoor seating. Inside the malls, there was always a lot of people shopping and walking around. The malls were easy to access from the MTR.

The parks we observed had a lot regulations that prevented visitors from participating in many activities. In addition, many of the parks were hard to get to. Once at the park, there was little or no signage indicating where the few food and beverage options were. Each park was divided into distinct sections based on allowed activities. This left a lot of open, unused space.

Many of the ferry terminals we observed had a lot of unused space, especially on their roofs. The terminals in Central had public space on top that people could use to go and view the harbour, but this space did not have many food and beverage facilities. Inside almost every ferry terminal

was at least one kiosk or vending machine on the lower levels. Pier 3 in particular is a great example of this by having many small kiosks and vending machines on the lower levels, and a garden and kiosk with outdoor seating on the roof. However, unlike Central many of the other ferry terminals on Victoria Harbour do not have a variety of food and beverage options, or make good use of space.

The promenades had a lot of regulations that restricted noise levels and allowed activities. Some were hard to get to because of the lack of signage. Many of the promenades were empty and had a lot of unused space. The width and surroundings of promenades varied with location. Many were very narrow. We were only able to find a few food and beverage facilities on the promenades we observed. One example of food and beverage we found was near the Avenue of Stars in Tsim Sha Tsui, where there was a Starbucks and a pub called Deck N Beer with excellent harbour views and plenty of outdoor seating (Figure 4-2).



Figure 4-7: Starbucks and Deck N Beer near the Avenue of Stars

The streets we observed all had multiple food and beverage options. Not very many of the restaurants had outdoor seating, and most of the restaurants were on the opposite side of the street from the harbour. For example the restaurants located in Kennedy Town and Shau Kei Wan were all located on the opposite side of the road from the waterfront (see Figure 4-5). This caused the view of the harbour to become blocked by traffic. The street separating the restaurants from the harbour can be seen in Figures 4-12 and 4-13.



Figure 4-8: Restaurants separated by street from the harbor in Shau Kai Wan



Figure 4-9: View of harbour from restaurants separated by street in Shau Kai Wan

Lei Yue Mun is a well-known area for seafood restaurants. It is categorized as a street, but is different from the other streets we mention because it is a pedestrian street. Many of the restaurants do not have harbour views because generally, the kitchen faces the harbour to facilitate seafood delivery, while customers sit facing the street. Although Lei Yue Mun is not in a central location, people go there because of the high density of restaurants. This makes Lei Yue Mun the only restaurant destination location on Victoria Harbour and will be used as a template for future destination location recommendations.

4.1.4 Data Analysis Summary

We visited 30% of the harbour front and found only 130 sales points. Most of these were restaurants, and they were concentrated in Central, Tsim Sha Tsui, and Lei Yue Mun. Our data showed that only 13 sales points on the entire waterfront (10% of the total) had outdoor seating with a harbour view and 50% of sales points had neither, despite being very close to the harbour. Parks and promenades took up the most space but had the fewest sales points, while streets had the most sales points. Malls were the most expensive, while promenades and parks were the least expensive. Overall, this shows a lack of food and beverage options on the harbour front and an underutilization of harbour views and outdoor seating. Therefore, improvements to food and beverage on the Victoria Harbour waterfront will primarily consist of adding more and better options. In order to understand how improvements can be made, we will explain why there are so few options on the harbour front. The next section presents what the constraints and obstacles to the development of food and beverage establishments on the harbour front are.

4.2 Identify Constraints and Obstacles

The second objective of our project was to identify the constraints and obstacles to the development of waterfront dining. In order to find and recommend potential new locations for food and beverage on the harbour, the reasons for the existing limited development had to be determined. In addition, we hoped that by identifying the obstacles to development, our sponsors would be able to promote long term plans to find solutions to and alleviate these problems in order to encourage a more food friendly harbour front.

There are physical, social, economic, and political obstacles to harbour front food and beverage facilities. Physically, there is limited physical space on the harbour front. Overriding social, economic and political obstacles include government regulations and policies, the costs of setting up and maintaining facilities, and the likes and dislikes of residents and businesses in a given location. We will discuss each of these issues in the following paragraphs, explaining how each developed and the details of how each inhibits harbour front food and beverage development.

An issue for restaurant owners is the regulations surrounding restaurants. While government regulations are put in place to protect the public and their health, regulations can discourage restaurant development. The main complaint about the regulations is the length of time required to get a restaurant license. This does not affect harbour front restaurants any more than anywhere else in the city, but it does pose an obstacle to obtaining outdoor seating. There is a separate process for applying for an outdoor seating license that involves already having a restaurant license. This further extends the amount time required before a restaurant can be opened and makes it difficult to plan a restaurant's development. There are also a number of restaurants where the outdoor seating license has been revoked due to the enforcement of stricter regulations. In Tsing

Yi at the Maritime Square mall, for example, two restaurants had outdoor seating that was taken away recently. Our research into other parts of Hong Kong and other cities around the world has shown outdoor seating to be an important component of harbour front dining. However, in Hong Kong the regulations effectively discourage outdoor seating.

Another political obstacle to harbour front dining is the priority of departments within the government. We were able to have a discussion with the Leisure and Cultural Services Department (LCSD). LCSD is responsible for maintaining and managing the public parks and promenades in Hong Kong, including 39 sites on the Victoria Harbour front. These sites make up a significant portion of the harbour front, so LCSD's policies toward food and beverage facilities set a tone for the entire harbour. The policy of the LCSD and the perspective of the government can be summarized as: restaurants are commercial establishments, rather than opportunities for leisure or celebrations of culture. Based on our interviews with LCSD we learned that they have a number of issues with bringing food to their parks.

The first issue is concerned with the use of public land for private business. LCSD has a process in place for providing food options in their parks in the form of different classes of kiosks (see Appendix J). The planning and decision to have a kiosk is done by LCSD, but a private operator runs the establishment. Therefore, the LCSD is hesitant to have a lot of kiosks because they do not want to be seen as giving special priority to any private business. They are also hesitant to have multiple kiosks in one park because they do not believe that they will have enough business to support completion.

The second issue is that food is not LCSD's priority. Their goal is to provide space for recreation and relaxation, which does not necessarily include food. Therefore, a kiosk is not

considered an essential component of every park. LCSD claims that there are usually so many food options in the areas around their parks that kiosks are not usually necessary. However, many of these food options are inland and relying on surrounding private restaurants presents an obstacle to waterfront dining because LCSD owns much of the land around the harbour front.

A final obstacle to harbour front food and beverage development is the physical space on the harbour front. Space is an issue on a macro and micro scale around the harbour. On a macro scale, much of the harbour front is inaccessible due to operating ports or transportation infrastructure. On a micro scale, many areas of the harbour front are small and the buildings and roads come very close to the water. Limited space affects what kind of food and beverage option could be viable for that space. If there is not enough space for a restaurant, there may be enough space for a kiosk or small vendor.

The surrounding areas of the harbour front must also be considered because of the limited space. The noise generated by restaurants was raised as an issue at our forum on January 16th. According to some forum participants the main reason why the government resists outdoor seating at restaurants is due to complaints coming from nearby residents about the noise. However, if restaurants are built in areas where no one lives, areas that are already noisy, the residents are aware that there is going to be noise before they move in, or if the restaurants have a forced closing time then noise will not be an issue. The surrounding areas also affect the potential customers, and therefore the type of establishment that is situated there. Residential areas may be looking for dinner, weekend, and family friendly options, while business areas may be looking more for lunch time patrons. Heavy commuter or tourist areas will have more foot traffic and may be able to support a larger establishment or more options. Commuters and tourists may also be looking for

more on-the-go options, and tourists specifically may be more willing to spend extra money. Areas that have limited accessibility and are difficult to get to may not be able to support large establishments. Finally, the utilities available on the harbour front affect the type of establishment as well. These utilities include sewage, water, electricity, gas, etc. Full restaurants require more utilities than kiosks or small vendors who serve only prepackaged food. Developing sections of the harbour front could have utilities built in during the construction period and that would be easier than retrofitting existing sections with the required utilities. Depending on the proximity and availability of utilities in developed sections of the harbour front, kiosks or temporary food stalls may be more reasonable than full restaurants.

We have identified physical, social, economic, and political obstacles and constraints to the development of harbour front food and beverage facilities. The social and political obstacles come from the viewpoint that restaurants are commercial establishments, not cultural or leisure attractions. Therefore, the government and the general public discourage waterfront dining on public land. Physically, the amount of space on the waterfront, adjacent areas, accessibility, and available utilities affect where and how food and beverage options can be incorporated into the harbour front. The next section is focused on our assessment of the physical attributes of the sections of the harbour front that we visited, and how they specifically affect the possible food and beverage options.

4.3 Determine Enhancements

Based on our observations of the harbour front, and the obstacles and constraints we identified for food and beverage development on the harbor front, we were able to determine potential enhancements for dining on the harbour front. This section is concerned with our presentation and

explanation of possible enhancements for each site analyzed (See Table 3.1). Chapter 5 discusses our general recommendations for improving harbour front dining in Hong Kong.

This chapter is concerned with how existing food and beverage sales points could be improved and where additional food and beverage sales points can be incorporated around the harbour front according to the physical constraints identified in the last section. While the government regulations and public opinion issues described in the last section are greater obstacles, our team is not in a position to change them. All we can do with respect to regulations and opinions is point them out as long term issues to be addressed. However, we can suggest ways to work around the physical constraints at each site. Our identified improvements for each site, following the methodology described in Section 3.3, are provided in Appendix H. The following is an example of one of these recommendations with a description.

For our example location we chose the Kwun Tong waterfront. Each example includes a map of the specific area with points of interest marked. Below the map is an explanation for each point of interest including pictures. The points of interest may be existing restaurants or recommended locations for new food options. They may also be locations of things that influence the type of food option such as proximity to MTR stops, business districts, or residential areas.

Kwun Tong:

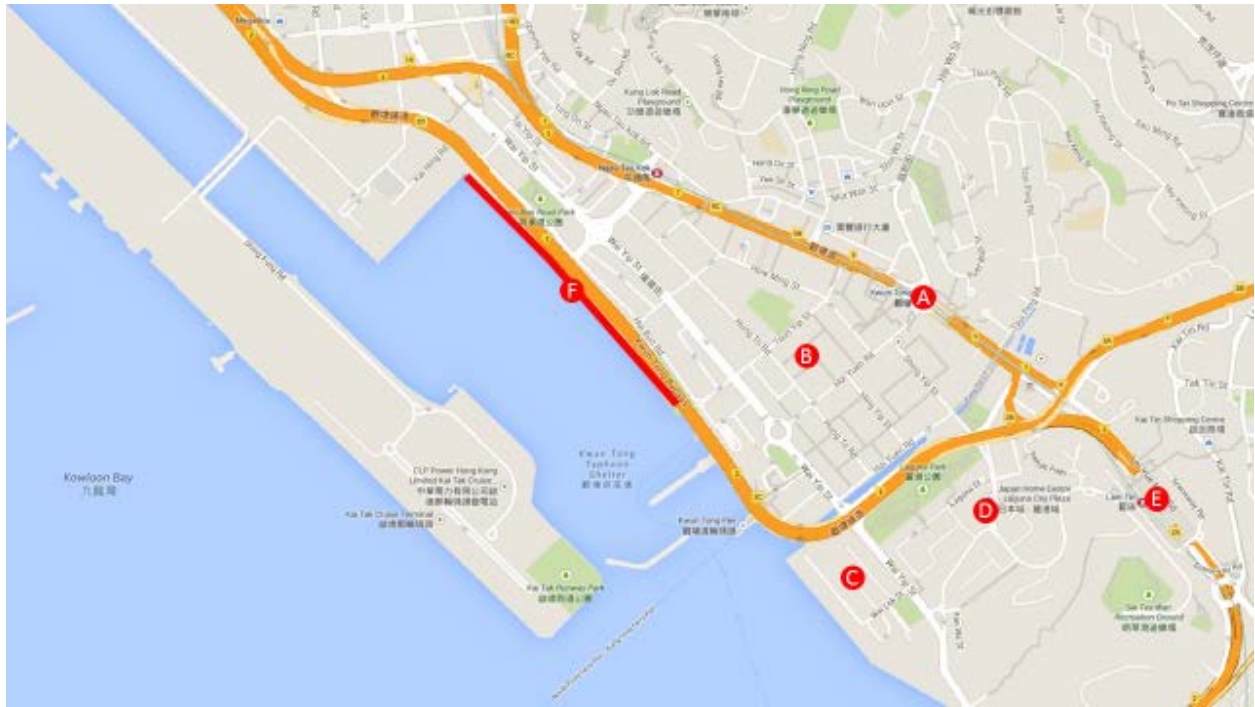


Figure 4-10: Map of Kwun Tong Waterfront

(A) Kwun Tong MTR

Kwun Tong Stop on the green line. The business district (B) is in between the waterfront and the MTR, so commuters would have to go out of their way to get to the waterfront.

(B) Kwun Tong Business District



Figure 4-11: Kwun Tong Business District

Busy business district with many office towers and busy streets. Workers could be potential harbour front dining customers during lunch time. However, there are many food options at ground level and in some small malls that are much closer to the office buildings. Any new harbour front dining would have to be marketed well to convince people to walk farther to the waterfront.

(C) Undeveloped Area



Figure 4-12: Undeveloped Area in Kwun Tong

Large fenced off grassy area with a lot of potential for development. Not a far walk from residential area. Could be turned into a park with food and beverage so locals and tourists could go and enjoy the harbour. There is also enough room to redevelop this location into a restaurant district (see chapter 5). Limited connectivity to the Kwun Tong Promenade (F) and the residential area (D).

(D) Laguna City Residential Area

Large residential area. There is a mall in the center of the residential area with food options.

(E) Lam Tin MTR

Lam Tin stop on the green line. The residential area (D) is in between the waterfront and the MTR so commuters would have to go out of their way to get to the waterfront.

(F) Kwun Tong Promenade



Figure 4-13: LCSD managed promenade

Long LCSD managed promenade with plenty of outdoor seating and art. There are currently no existing food and beverage options. About half of the promenade is still under construction (lower left). The promenade is near a business area and under a highway, so noise would not bother any residential area. Food and beverage options could be added to draw local workers to the harbour front on their lunch break. Restaurants could be built in a structure similar to the current planning office building (lower right) or the mushroom restaurants in Wong Tai Sin. They could

be built under the highway like the offices shown. Kiosks for families and visitors could open on weekends in locations nearby and in structures similar to the viewing platforms (upper left). Performances with local musicians or performers could be held on weekends at the venue shown in the upper right and could encourage people to go the park. Temporary food and beverage vendors could support these performances.

4.4 Summary

The results presented in this chapter show how we achieved our three objectives. Our exploration of the harbour front for objective one found that there are not many food and beverage options on the waterfront, and even fewer options with outdoor seating and a view of the harbour. We also found an unequal distribution of food and beverage on the waterfront, both by site and by site type. Most options were concentrated at the Central, Tsim Sha Tsui, and Lei Yue Mun sites as well as in mall and street site types. The results for objective two showed that regulatory, social, and physical obstacles contribute to the lack of food and beverage on the harbour front. The government generally views food and beverage as commerce, not as leisure or culture. Physically, there are certain parameters that influence what type of food and beverage establishment could work at different sites around the harbour front. The results for objective three explain the potential enhancements that could be made at each site, including those under construction, taking into consideration the physical constraints. These enhancements are explained in the previous section and shown in Appendix H. In Chapter 5 we will explain what we believe should be done in the future to better incorporate food and beverage options around the harbour.

5. Conclusions and Recommendations

In this chapter, we discuss the recommendations that we believe will help improve Victoria Harbour's waterfront dining and related facilities and encourage more "human" use of the Victoria Harbour waterfront. We present a final conclusion to our research, followed by four layers of recommendations. We have made recommendations on specific topics in appendices and in this chapter we will be summarizing the most important and relevant recommendations. First, we describe what could be done in future planned developments around the harbour based on site type. Then we discuss our overall future suggestions for the harbour front by what could be done immediately and what will require more long-term solutions. Following the general suggestions, we discuss the appeal and considerations for a new destination restaurant area. Finally, we summarize our project and make suggestions for future research.

5.1 Conclusions

The goal of this report was to determine how to improve Victoria Harbour's waterfront dining and related facilities to enable and encourage a more "human" use of the Victoria Harbour waterfront, and to take advantage of Hong Kong's changing economy. Other cities around the world have made use of waterfront dining to draw people to the city and the waterfront. Victoria Harbour is the historical centerpiece of Hong Kong and offers stunning views. Waterfront dining would assist in showcasing the Harbour, as well as Hong Kong's extensive food culture.

Through our research, we found there is a significant lack of food and beverage options on the harbour front, particularly options that integrate outdoor seating and harbour views. There is really only one restaurant destination area on the harbour front, Lei Yue Mun, which also only has seafood restaurants. Most of the accessible land on the harbour front is public space that the

government is reluctant to use for restaurants, which they view as commercial establishments. This has led to limited areas where food and beverage can be added, and has created an environment where people have to leave the waterfront to eat. Also, government regulations discourage outdoor seating. Finally, physical constraints such as limited space make planning for food and beverage difficult on the current harbour front.

We believe there are a number of changes that can be made by developers and the government to bring more food and beverage options to the harbour front. The government could make regulation changes to better encourage dining on the harbour front and waterfront parks. A new authority should be put in place to make coordinated decisions instead of having multiple agencies working separately on the same project. If planning is better integrated, then any recommendations we give will be more feasible. The recommendations explained in the upcoming sections are the changes we believe would bring more food and beverage options to the harbour front, as well as make planning for harbour front dining more efficient in the future.

5.2 Recommendations by Site Types

Our first set of recommendations are considerations for future developments on the harbour front. During our observations, we classified different areas of the harbour front into site types based on use (see Table 3.2). This now allows us to give recommendations based on these site types. Our hope is that future developments incorporating these site types will keep these considerations in mind during the design process. Below we will discuss the recommendations for ferry terminals. The rest of the recommendations for the other site types can be found in Appendix J.

5.2.1 Recommendations for Ferry Terminals

Ferry terminals are essential to Victoria Harbour since they enable commuters to travel around Hong Kong. As discussed in Section 4-1, Pier 3 in Central (Figure 5-4) is a great example of how food and beverage options can be incorporated into ferry terminals to maximize the use of space. A recommendation for ferry terminals is to make use of the roof and include restaurants with outdoor seating and harbour views. There is plenty space at this pier, and other piers around the harbour, to add more amenities.



Figure 5-1: Discovery Bay Ferry Terminal, Central

Another recommendation to make ferry terminals more of a destination is to incorporate more attractions nearby similar to the carnival in Central. This would encourage tourists and locals to stay longer and enjoy the harbour. Near these attractions there should be ice cream trucks and little kiosks for commuters who want a quick snack.

5.3 Short Term Recommendations

Although the lack of food and beverage on the harbour front has deep historical motives and will not be solved overnight, we offer a few quick recommendations that could begin to alleviate

the problem. These recommendations could be implemented relatively inexpensively and quickly. The next section outlines our more comprehensive long term recommendations.

Although the LCSD is hesitant to add more food options to their parks, they could take other actions to draw more people to the parks. They could hold more small events in the parks such as performances by local musicians or artists. The people who go to the parks for the events may be interested in returning at other times to enjoy the park. Larger numbers of visitors may eventually lead to increased demand for food at the parks. An additional quick fix for parks is to improve the signage. Food options such as vending machines or kiosks should be included on sign posts to increase awareness and make the parks more visitor friendly. It may also increase customers to the establishments, therefore increasing revenue.

A final short term recommendation is to promote temporary vendors in locations where they are permitted. LCSD parks do not permit temporary vendors, but they may be allowed on other land uses, either public or private. Finding these areas and promoting temporary options such as ice cream trucks would bring more food options to the harbour and would explore the success of temporary vendors.

5.4 Long Term Recommendations

Most of the overall recommendations we can make to alleviate constraints and enhance food and beverage on the Victoria Harbour waterfront will take considerable planning and capital. Our team does not have the time or authority to streamline regulations, create more space on the harbour front, or change planning processes. Our hope is that by outlining these potential solutions, our sponsoring organizations can work towards implementation.

The first set of suggestions is concerned with regulations on outdoor seating and temporary vendors. Our data shows that Victoria Harbour lacks eating establishments with outdoor seating due to difficult regulations. The goal of the regulations should be to improve safety, not effectually ban outdoor seating. The regulation process for outdoor seating should be revised to make outdoor seating a real option on the harbour front. Another regulation limiting food options is the LCSD licensing. Their cheapest and smallest option is a light refreshment kiosk, which still requires a permanent structure and extensive planning. If the regulations were changed to allow temporary or mobile small vendors (see Figure 5-2), LCSD would be able to provide more options at lower cost. They would also have more versatility to distribute food according to demand, without wasting money or leaving kiosks closed.



Figure 5-2: Temporary Vendor Example

Our next set of general recommendations is concerned with maximizing the physical space on the harbour front. Limited space is an obstacle to development everywhere in Hong Kong. Usually, the solution is to make use of vertical space and multi-use areas. The same concept could be applied to the harbour front. All the parks we found had one level and even most ferry terminals

outside of Central were only one or two stories. In addition, most of these areas were single use. Parks could be built as two levels, with a traditional park with grass and sitting out areas on the roof and restaurants and other attractions below. A park or promenade with two stories on its waterfront would effectively double its waterfront area. Future developments should be designed with multi-use intentions and the optimal use of space should be an important design consideration.

One feature of the waterfront that does not effectively make use of space is raised highway. In many location, the pylons holding the highway are rooted just off the land. The areas under highways on Victoria Harbour could be filled in and built up. These areas could be used for restaurants, bars, or small kiosks. The highways are loud enough that noise from restaurants would not be an issue and the bulk of the highway tends to block sound and dirty air from reaching below. However, any development would have to be properly planned with safety and maintaining a pleasant atmosphere in mind. While building under the highways may be difficult regulation wise, it would allow full use of the space along the harbour front.

The final long term recommendation is concerned with the design process. Many areas of the harbour front appear to be designed without full consideration of their potential. A possible solution found through interviews is to have a Harbour front authority in charge of Victoria Harbour. They would make sure that food and beverage options are designed into future plans from the beginning. The process has to be more integrated. They should also ensure that food and beverage areas are explicitly designated in development plans.

5.5 Restaurant District Recommendations

An additional recommendation we would like to make is the construction of new restaurant destination areas on Victoria Harbour. These would be areas with a high concentration of

restaurants designed specifically to draw people to the waterfront, similar to Lei Yue Mun. These locations would be designed to provide harbour views and outdoor seating, and would incorporate a variety of dining options, both by style and price. This would allow the dining destinations to attract a variety of customers.

There are a number of constraints that could pose obstacles to a destination restaurant area. It would require extensive and proactive planning to get through the government regulations. It would have to gain the approval of the residents near the location. Also, a number of developers and restaurant owners would have to determine that this concept would be economically viable, including bringing utilities to the location. The accessibility and surrounding areas would matter less than individual dining option considerations because the dining destination is intended to draw people from everywhere in Hong Kong and possibly the world. A location would have to be chosen that has enough space for multiple restaurants. We did not include parks and LCSD land that would have to be rebuilt as commercial districts. Assuming that no more land reclamation can be done and that no existing buildings will be demolished to make room for the destination area, we have identified seven locations around the harbour that could be used. We describe the considerations that would have to be made for each location to work in Appendix K. These locations are shown in the map below. Please refer to Appendix H for detailed maps of each location.

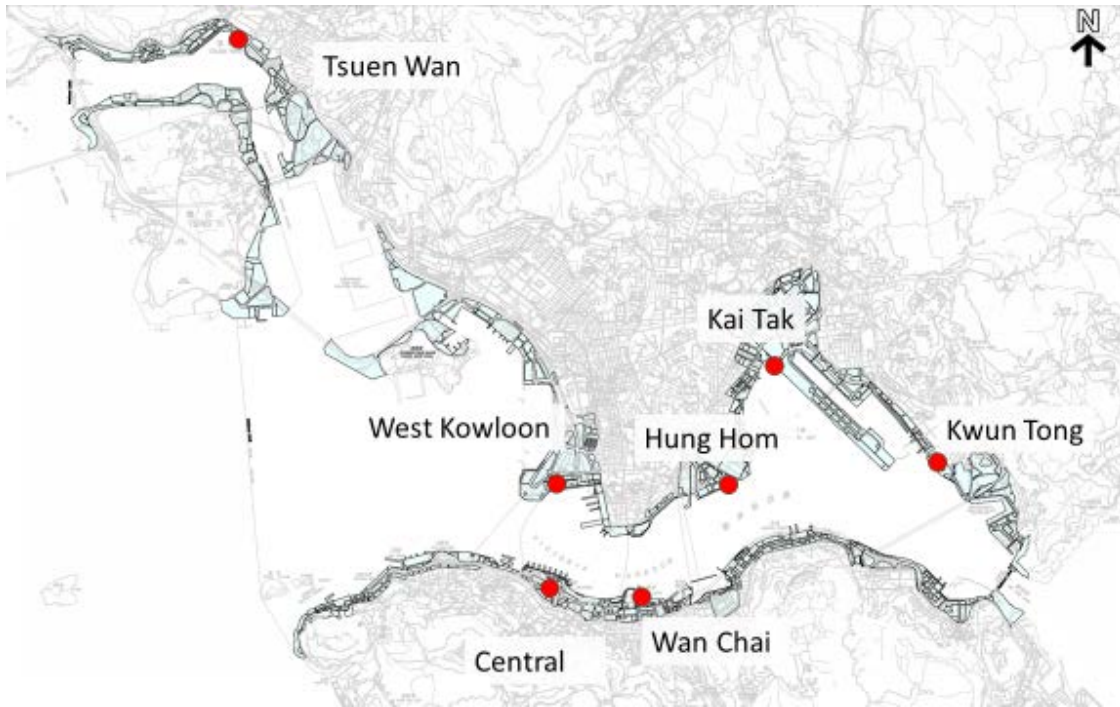


Figure 5-3: Map of Victoria Harbour with potential restaurant districts marked

The site in Kwun Tong is an area that is currently not being used for anything. The other sites, in Wan Chai, Tsuen Wan, West Kowloon, Hung Hom, Central, and Kai Tak, are areas that are currently under construction. Since they are under construction, plans must exist for what will be built. These plans would have to be changed to include a restaurant district. While changing the plans is not impossible, the abandoned area may be more practical option. As mentioned above, Appendix K explains detailed advantages and disadvantages for the seven locations and the specific obstacles that would have to be overcome at each location.

5.6 Future Research

Provided that we had more time, the following are the next steps we would have taken. It is our final recommendation that whoever continues on our research should use these steps as a starting point. We recommend that people are surveyed at each site type in order to assess the general public's desire for more food and beverage options and outdoor seating in those specific

types of sites. In general, more research into the regulations and procedures for adding food and beverage facilities to the waterfront needs to be done in order to make more detailed plans on how to realize the recommendations we have suggested. We were not able to set up a meeting with the Food and Environmental Health Department (FEHD), and we think it would be very helpful to meet with them to discuss some of the regulations that are in place. To find more possible solutions, similar studies to ours should be done in other waterfront cities to compare to our results. Those studies should include interviews with developers and planners to gain inside knowledge on the process in other cities, and to get ideas of how Hong Kong can improve their regulations.

If our recommendations are implemented, and dining on the harbour is improved, there will be an increase in vibrancy and livability, and Hong Kong will maintain its status as a world city for years to come. We urge all involved organizations to work together to understand the importance of harbour front dining, and to overcome the difficulties of improving food and beverage facilities on the Victoria Harbour waterfront.

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Appendix A: Sponsor Description

Our project is being sponsored by two organizations: Designing Hong Kong and Harbour Business Forum. These two organizations have similar missions and are working together on the sustainable development of Hong Kong's Victoria Harbour.

Designing Hong Kong (2013) is a non-profit, non-governmental organization that promotes sustainable urban planning (para 1). It was founded in 2009 by Paul Zimmerman, Markus Shaw, Peter Wong, and Christine Loh.

The organization's main objectives are:

- To promote the health, safety, convenience and the general, social, and economic welfare of the community of Hong Kong today, WITH OUT COMPROMISING the future;
- To identify ways and means of enhancing the quality and sustainability of Hong Kong's living environment for the health, safety, convenience and welfare of residents and visitors;
- To undertake research and studies into the design and development of Hong Kong's living environment;
- To educate and raise the awareness among the community on the need to protect and enhance the living environment of Hong Kong, and the ways and means to do so;
- To form alliances among members of the community with a common interest(s) in protecting and enhancing the living environment of Hong Kong;
- To undertake any and all lawful acts and deeds which are necessary and conducive to attaining the objects of the Company (Designing Hong Kong, 2013, para 2).

They work with other organizations, such as the Harbour Business Forum, to try and develop plans for a “sustainable and beautiful city” (Designing Hong Kong, 2013, para 1).

The Harbour Business Forum (2010) was launched in June 2005. The mission of the Harbour Business Forum is to “see Hong Kong's harbour and harbour-front areas become a genuinely vibrant, accessible and sustainable world-class asset. We aim to engage with relevant stakeholders and the Government in order to agree upon, and implement, a common vision for the harbour” (para 1).

The organization’s main objectives are:

- The creation of an overarching agency for the harbour;
- To promote integrated planning and coordination of projects related to the long term economic, social and environmental interests of Hong Kong's harbour;
- To support the Harbour Planning Principles and their application to all future harbour developments (Harbour Business Forum, 2010, para 3).

The HBF (2010) is a business alliance made up of 122 business members. They are engaged in four main programs: research, government engagement, awareness raising, and design competition. Their main goal with these four programs is to address government initiatives to develop Victoria Harbour. By not only doing their own research and advocacy, but also involving the public they are trying to develop a harbour that truly caters to the people of Hong Kong.

Appendix B: Observation Sheet Template

District:

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		

General Comments:	
Amount of space:	
Surrounding buildings and their use:	
Utilities:	
Accessibility:	
Current use:	

Appendix C: Forum Agenda

Date: 16 Jan 2015 (Friday)

Time: 9 – 11:30 am

Venue: BEC Auditorium, G/F, 77 Tat Chee Avenue, Kowloon Tong, Hong Kong

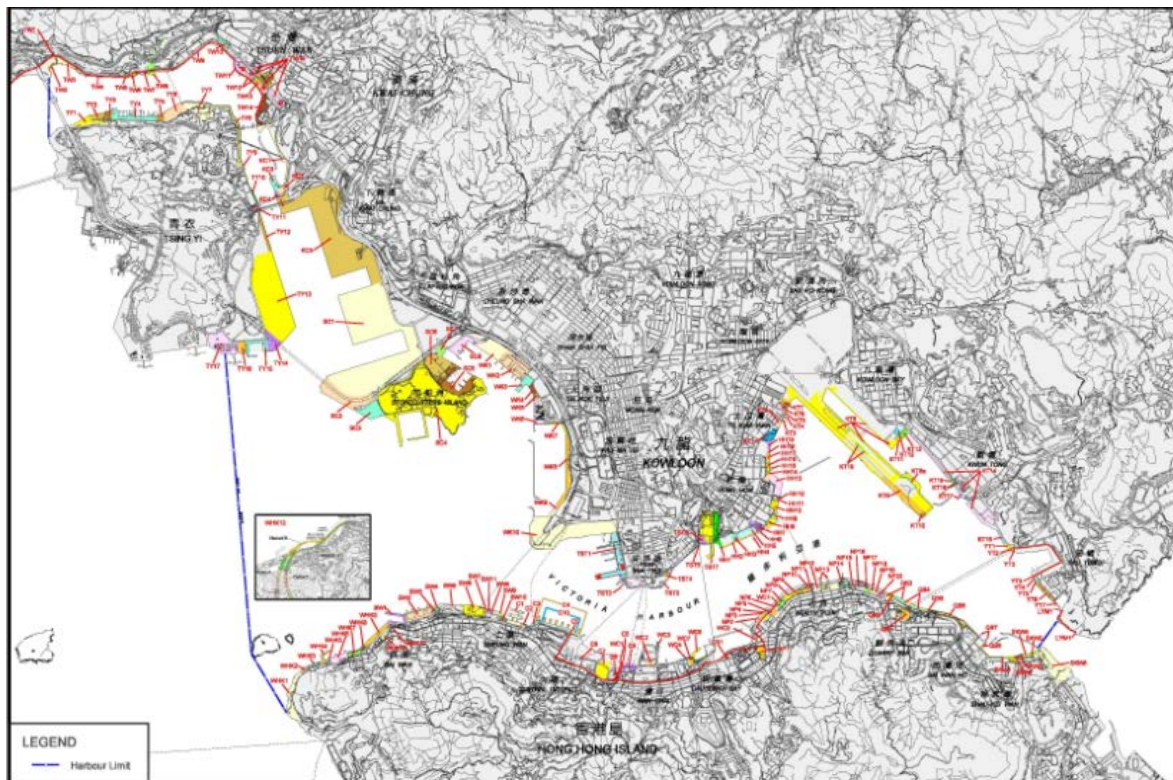
Language: English

Time (am)	Duration (mins)	Section
9:00 – 9:30	30	Registration/Breakfast Reception
9:30 – 9:40	10	Introduction
9:40 – 9:55	15	Mr Emmanuel FARCIS General Manager – Development, The Link REIT Member of the Food & Beverage Committee, French Chamber
9:55 – 10:10	15	Mr Paul ZIMMERMAN CEO – Designing Hong Kong Member – Harbourfront Commission
10:10 – 10:30	20	Q & A / Discussion
10:30 – 10:45	15	Ms FUNG Miu Ling Senior Leisure Manager – Development 1, Leisure and Cultural Services Department, HKSAR Government
10:45 – 11:00	15	Hon Tommy CHEUNG Yu-yan, SBS, JP Member – Functional Constituency – Catering, Legislative Council, HKSAR
11:00 – 11:20	20	Q & A / Discussion
11:20 – 11:30	10	Conclusion and Closing Remarks

Appendix D: Forum Questionnaire Template

Please mark the locations of any Harbour front dining locations that you know on the map below.

請在下面的地圖上畫出您所知道的海濱餐飲地點。



What are the obstacles to implementing harbour front dining?

您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 細節
1)	
2)	
3)	
4)	

Can we follow up with you? If so, please provide your preferred contact information.

我們可以知道您的聯繫方式嗎？如果可以請在下面填寫：

Name:

姓名：

Title and Organization:

所屬單位/團體和職位：

Email:

電子郵件：

Phone:

電話號碼：

Appendix E: Interview Protocol for Government Agencies

Agency name: _____

Interviewer: _____

Date: _____

All responses will be kept anonymous unless you state otherwise. Please let us know which responses you would like us to not keep anonymous. Thank you.

What do you think attracts people to the harbour?

What, if any, personal experience have you had with government regulations involving food and beverage?

What is being done well with food and beverage on Victoria Harbour and what can be improved?

Any other thoughts that you would like to share with us?

Post Interview Comments or Leads

Appendix F: Observation Sheet Data

District: Tsuen Wan Promenade

Address: Castle Peak Rd and Hoi On Rd. to Tsuen Wan Ferry Pier

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Vending Machine	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	6.5	At the Tsuen Wan Ferry Pier

General Comments:	Immediately north of the Tsuen Wan West MTR station is a larger open grassy and brick paved area. West of that is just a small promenade along the waterfront. People must commute through there to get the station. No food options. Construction on top of the actual station. Harbour is still walkable there thanks to a very small promenade. One vending machine by the ferry pier. Potential for grassy area near MTR
Amount of space:	Only 2-5 meters besides the open grassy area where there is more like 20m. plenty enough for restaurant
Surrounding buildings and their use:	Residential
Utilities:	None
Accessibility:	Immediately adjacent to the MTR stop. Promenade entrances at larger open area, some footbridges to the west, and south from the Tsuen Wan Park.
Current use:	Empty promenade

District: Tsuen Wan Park and Riviera Park

Address: Tsuen Wan Park and Tsuen Wan Riviera Park

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Tsuen Wan Park Kiosk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6	9 seats outside, 5 minute walk from the harbour, fish balls, processed snacks and drinks, no signs pointing to it, had to look at a map.

General Comments:	Waterfront walkable from the MTR to the Tsing Tsuen Rd. bridge then it ends. Playgrounds and brick paved open space in Tsuen Wan park. Further inland in the park is more trees and shaded area. The kiosk was inland. Only one kiosk for 2 parks, hard to find. The Riviera park followed the waterfront and had many benches, trees, and exercise machines.
Amount of space:	Large brick paved area by waterfront in TWP. TWRP has less space, not more than 10-15m in most places. Enough space for kiosks.
Surrounding buildings and their use:	Residential
Utilities:	There was a bathroom on the waterfront next to the MTR stop as well as water fountains scattered throughout the park. There was a bathroom halfway through the Riviera park.
Accessibility:	Access from the road at multiple points. No access from south side next to bridge where the TWRP ends. Unlikely that anyone would walk through the park to get anywhere.
Current use:	Multi use parks

District: Tsing Yi

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name Mr. Steak	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	\$23	No outdoor seating. There was a place for outdoor seating, but is not allowed to be used anymore. View of harbour from inside. Inside the mall.
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name McDonalds	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Inside the mall with no view of the harbour.
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name 元氣壽司	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Was closed. No outdoor seating. There was a place for outdoor seating, but is not allowed to be used anymore. View of harbour from inside. Inside the mall.
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name Pizza Stage	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Was closed. View of harbour from inside. Inside the mall.
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Vending machine	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Located on promenade farther down away from the mall and restaurants
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name Tai Hing	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	\$19	Located down past the sports complex. Only restaurant on that side of the promenade.

General Comments:	High concentration of residential buildings. Multiple play areas for kids. Mostly young families.
Amount of space:	Very long thin promenade, area near the mall was wider
Surrounding buildings and their use:	Residential, kindergarten, sports complex
Utilities:	Water, no bathrooms
Accessibility:	Right off the Tsing Yi MTR stop. Come out through the mall
Current use:	Families bring children to play, people walk their dogs, exercise, fishing

District: Tsim Sha Tsui

Address: Harbour City

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name EPURE	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Fancy restaurant the only one aside from House of Jasmine that had outdoor seating. Some of the view was blocked by parking garage.
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name House of Jasmine	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Same as above
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name Starbucks Coffee	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	Small glass window with minimal view of harbour
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name Le Café de Joel Robuchon	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	61.6	Small window with minimal view of harbour
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Le Mian Xiao Long Bao	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	34	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Lucques Tavern	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	-steakhouse, windows were covered. If you sat in the bar you can get minimal view of the harbour.
General Comments:	A lot of people walking and shopping. A lot of restaurants inside the mall but only a few are facing the harbour. Only 2 have outdoor seating. There is a small seating area outside where you can bring your own food and sit down to eat. The mall was in the other side of the street of the waterfront.			
Amount of space:	n/a			
Surrounding buildings and their use:	n/a			
Utilities:	n/a			
Accessibility:	n/a			
Current use:	mall			

District: Tsim Sha Tsui

Address: Ocean Terminal

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: AL MOLO	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	36	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: BLT	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	32+10 %	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Greyhound	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	75	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Ily	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	36	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Pizza Express	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	40	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: KAYA	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	35	-view is blocked by star cruises
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Nha Trang	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	36	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Yogurts and desserts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: KFC	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	-view of the pacific club
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Hainan Shaoye	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	28	

<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Vonchi 878				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	28	-view of pacific clubs
Name: Le Restaurant Du Bouleenger				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	15	
Name: Brut				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	40	-view was blocked by the star cruiser
Name: Sweet Bust Thai Cuisine				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	23	-next to a basketball court
Name: Pacific Coffee				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	19	
Name: Hong Kong Day				

General Comments:	Lots of people walking around and shopping. Plenty of stores. Mall is right on the harbour (built on a pier), cannot walk around the outside, limited harbour views from inside
Amount of space:	N/A for mall
Surrounding buildings and their use:	More Malls, Private club, tourist attractions, ferry terminal
Utilities:	Mall has everything
Accessibility:	Very close to TST MTR and star ferry terminal, good signage from the MTR
Current use:	Mall

District: Tsim Sha Tsui Promenade

Address: Ocean Terminal to Avenue of Stars

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier
Name: Herbal Tea Kiosk				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier
Name: Ice Cream Kiosk				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier, Sells water
Name: Newspaper Stand				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier
Name: Pastry Shop				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier
Name: 7-11				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	24	Star Ferry Pier
Name: Arome Bakery				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier
Name: XTC Gelato				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	30	Star Ferry Pier 2 nd floor
Name: Take Away Coffee Stand				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Star Ferry Pier 2 nd floor
Name: Subway				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5	Star Ferry Pier 2 nd floor
Name: Pastry Kiosk				

General Comments:	<p>Attractions from west to east: Star ferry pier, clock tower, cultural centre, museum of art, avenue of stars.</p> <p>Multiple kiosks in star ferry pier, no harbour view or seating. Raised promenade in front of cultural centre, great views but no food. Non-raised area in front of art museum with nothing.</p> <p>Many more restaurants even two blocks in from harbour. TST is known for its restaurants but there is nothing on the harbour front except for Starbucks</p>
Amount of space:	Enough room for kiosks in front of cultural centre and art museum.
Surrounding buildings and their use:	Museums, hotels, malls
Utilities:	Bathroom behind art museum,
Accessibility:	Multiple entrances to the promenade from the road. Close to MTR
Current use:	Pier, viewing area, attractions, tourism.

District: Tsim Sha Tsui

Address: Avenue of Stars

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	-only sold fried squid
Name				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	-same but it was closed
Name				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	-same type of kiosk
Name				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	Plenty of space to sit outside. A lot of people sitting outside
Name: Starbucks				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input checked="" type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	closed
Name: Deck n Beer				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	14	-Disney shop with some toys and sold drinks
Name				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	-Another Disney shop
Name				

General Comments:	Major attraction. A lot of people walking around and taking pictures. Some people would take food and sit down in a bench and eat. Starbucks was an excellent example of a potential waterfront restaurant. 1 story with lots of seating on the roof. Only fried squid on the Avenue of Stars.
Amount of space:	Promenade was only a few meters wide
Surrounding buildings and their use:	Museums and attractions
Utilities:	Squid kiosks appeared to be self-contained. There were bathrooms around

Accessibility:	Easily accessible from the MTR and bus stops
Current use:	Tourist Attraction

District: East TST Promenade

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	6.5	
Name				

General Comments:	Nice and long promenade but few F&B. Lots of people go fishing there. Some family go there for picnic. Mostly open space. Some benches and trees for shade. Large section follows along highway on raised highway bridge, this section is very loud, small, unshaded, and smelly.
Amount of space:	Has lots of free spaces along promenade.
Surrounding buildings and their use:	Hotels, highway
Utilities:	Restrooms
Accessibility:	Easy to get there by MTR. Connecting to Avenue of Stars at the west end But does not connect anywhere to the east.
Current use:	Promenade

District: Tsim Sha Tsui

Address: East waterfront podium garden

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Not open during daytime
Name: 小食亭				

General Comments:	Raised and paved park area. Has some public outdoor seating. View is blocked by a constructing building. Not immediately on the waterfront but raised up enough to give good views besides the building being built in front of it. Single kiosk was closed and hard to tell that it was a kiosk, no signs pointing towards kiosk.
Amount of space:	Plenty of spaces for more kiosks or small restaurant.
Surrounding buildings and their use:	a constructing building, hotels, office buildings
Utilities:	Bathrooms, existing kiosk
Accessibility:	Not far from TST MTR station, does not connect anywhere, would have to know that it is already there
Current use:	Park and sitting out area

District: Hung Hom Promenade

Address: Kin Wan St. to Bailey St

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Near Hung Hom Ferry Pier	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	6.5	Serves drinks
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: The Promenade	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Ground floor of hotel \$600 per person
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Hotel Café	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	Small café on ground floor of hotel

General Comments:	Mostly empty promenade surrounded by residential areas. Hung Hom promenade park has some grassy areas and trees but most of the promenade is open brick. Some construction being done on new buildings. Hung Hom ferry pier has one small restaurant inside but it has no views or outdoor seating.
Amount of space:	Small promenade. Largest at Hung Hom Promenade Park, maybe 15-20m wide. Other areas 10m or less wide
Surrounding buildings and their use:	Private housing, appears mostly higher end. Not accessible to the public.
Utilities:	Limited. Bathrooms and water fountain next to ferry pier but the rest of the promenade has nothing. Buildings are very close and they have utilities but they are mostly private residences
Accessibility:	Many walking entrances. Further from the MTR than other areas, would have to take a bus or walk for more than half an hour to walk to most areas there.
Current use:	Empty walking area, exercise.

District: Kwun Tong

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Located by the fiery terminal on the promenade.
Name				

General Comments:	Most of Kwun Tong is abandoned area. There was a gas station for taxies and a lot of barbed wire fences that blocked the view of the harbour. There was a raised highway that blocked the view of the harbour. The promenade had limited seating. The frery had some seating near it. About half of Kwun Tong Promenade park was under reconstruction. Most of the park/promenade was under a raised highway
Amount of space:	A lot of open space that is not being used near the gas station south of Kwun Tong. In Kwun Tong there is not a lot of space, a very small promenade only.
Surrounding buildings and their use:	Office Buildings and residential towards the south
Utilities:	Plenty of bathrooms along the Kwun Tong promenade section. No other utilities
Accessibility:	Difficult to access from the MTR. Few signs pointing towards the harbor front
Current use:	Walking prominade

District: Lei Yue Mun

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 森林便利店	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Yummy Restaurant	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Kong Long Seafood Restaurant	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 順利新茶餐廳	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	7	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 德興	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 金利來	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 大興茶餐廳	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6	
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 群記辦館	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 唯一商店	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	

Name: Lei Yue Mun Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 豪門海鮮酒家				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Hong Kee Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 鉅記海鮮酒家				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 龍門海鮮酒家				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: New Hing Lung Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Kam Fai Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
Name: 龍騰海鮮酒家				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Golden Dragon Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 威龍海鮮酒家				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 勝園餅食				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 銀龍咖啡茶座				

<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Sea King Garden Restaurant				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6	
Name: 利民號				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: 瑞香園餅家				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Hoi King Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Hyde Park Garden Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Happiness Seafood Restaurant				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Gateway Cuisine				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6	
Name: 釣魚便利店				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9.5	
Name: 7-11				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	
Name: Jim's Café				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	
Name: Fu Lum Restaurant				

General Comments:	Most of the restaurants are seafood restaurant. Price is expensive. Most of them do not have Harbour view. Destination restaurant area.
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Amount of space:	Streets looks narrow.
Surrounding buildings and their use:	Restaurants and residential areas.
Utilities:	Restrooms
Accessibility:	10 minute walk from Yau Tong MTR but there are plenty of signs
Current use:	Destination restaurant area

District: Shau Kei Wan

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	View was blocked by Marine Police Harbour Headquarters
Name T Pot Bistro Dim Sum				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	20	View is blocked by Marine Police Harbour Headquarters
Name Ebenezer's				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	32	View is blocked by cars and trees.
Name Beira Rio				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	36	View is blocked by cars and trees.
Name Wild Fire				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	32	View is blocked by cars and trees.
Name Eastern Coast				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	View is blocked by cars and trees.
Name Chit Chat Oyster & Grill				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	View is blocked by cars and trees.
Name Thai				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	View is blocked by cars and trees.
Name Tapeo Bar de Tapas Y Vino				

General Comments:	Restaurants on the opposite side of the street. The view was blocked by trees and traffic. The restaurants did not have outdoor seating.
Amount of space:	Just a sidewalk

Surrounding buildings and their use:	Police station. Next to it a parking garage. At the end of the promenade there was a small parking garage. Auto body shops with rears facing harbor.
Utilities:	Must be full utilities in the restaurants
Accessibility:	Easily accessible from roads all around
Current use:	People fished off the promenade and ran along it

District: Quarry Bay

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Located on the promenade, but set back so that you would not see it unless looking for it and approaching from the left.
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Located in the park under a gazebo
General Comments:	Lots of seating in the park near the bathrooms. Fire boat museum. Multiple workout stations.			
Amount of space:	Very long promenade, some open space near bathrooms.			
Surrounding buildings and their use:	residential and office buildings, malls			
Utilities:	Water, electric, bathroom			
Accessibility:	Walk a long distance from the MTR to get to the park, easy to find from the east but difficult from the west.			
Current use:	People run here and there is a section of the promenade blocked off for dog walking.			

District: North Point

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 7-11	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Inside ferry pier
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Vending machine	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Inside ferry pier

General Comments:	The very small promenade and dog park had outdoor seating. There is a raised highway that has some seating underneath it. Mostly the blocked views of the waterfront There is a basketball court. The fiery terminal has a fish market outside, mostly empty inside.
Amount of space:	Not much space but there would be plenty if the underneath the highway was filled in
Surrounding buildings and their use:	Office buildings, small businesses
Utilities:	bathrooms
Accessibility:	A 5-10 minute walk from the nearest MTR station
Current use:	Walking dogs, fishing, walking

District: Wan Chai

Address:

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Located by the bus stop.
Name				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
Name				

General Comments:	The Hong Kong Convention and Exhibition Center has F&B inside but does not have a view of the harbour. There is a lot of construction and land reclamation going on. There are no kiosks. Star Ferry terminal was under construction.
Amount of space:	A lot of open space, but also a lot of construction.
Surrounding buildings and their use:	Commercial buildings, ferry terminal
Utilities:	Bathrooms
Accessibility:	Short, direct walk from MTR
Current use:	Tourist photos

District: Central

Address: Central and Western District Promenade – Central Section

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: I Bakery Express	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	It was closed. under a balcony . It was hard to see unless you walked in the bottom floor. Nice seating, past the carnival area near the construction

General Comments:	Lots of people walking in the park. A lot of people taking pictures. The only food and beverage there was closed and hard to find since there were no signs but it had a nice view of harbor. There was a spot in the promenade that was closed with gates with a sign that said government property do not trespass.
Amount of space:	It was a long promenade with a lot of space.
Surrounding buildings and their use:	There was an amusement park near the park.
Utilities:	Bathrooms
Accessibility:	Short walk from central ferry terminals
Current use:	As a park

District: Central Ferry Terminals

Address: Man Kwong St.

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Inside Pier 2
Name: Snack Bar				
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Inside Pier 2, serves drinks
Name: Vending Machines				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	15	Inside Pier 3
Name: Uncle Russ Coffee				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input checked="" type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Inside Pier 3
Name: Pier Bar				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Inside Pier 3
Name: Saint Honore Cake Shop				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9.2	Inside Pier 3
Name: Circle K				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	20	On top of Pier 3, Excellent views, restaurant/bar
Name: Pier 3 Garden Café				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	22	2 nd floor pier 7
Name: Starbucks				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	15	2 nd floor pier 7
Name: Jo Jo's Kebabs and Pizza				
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Drinks, in paid area
Name:				

<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Subway	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	3 rd floor pier 7, some seating
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Kee Wah Bakery	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	3 rd floor pier 7
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Watermark Café	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	60	Excellent view, 3 rd floor pier 7, High end and fancy.
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Island Corner	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Pier 4
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: 6 Vending Machines	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Pier 4, Drinks
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Beer Bay	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20	Outside Pier 4
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Outside pier 4
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Purple Cow	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Pier 4, convenience store
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Noodle Shop	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Noodle kiosk, inside pier 5
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Ying's Convenience Store	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Convenience Store, pier 5
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Viking Snacks	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Snack Kiosk, inside pier 5
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Time to Eat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Snacks, inside pier 5

<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	15	Inside pier 6
Name: Uncle Russ Coffee				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Chinese snack kiosk, pier 6
Name: KC				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Pier 6
Name: Convenience Store				
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	28	Roof of Pier 8, nice facilities
Name: Maritime Museum Café				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A	Ice cream, near carnival
Name: Food Truck				
<input type="checkbox"/> Vending Machine <input checked="" type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	Packaged snacks and drinks, near carnival
Name: Food Truck				

General Comments:	Bar/Café on top of pier 3 was nice, excellent views and outdoor seating. Most food options were inside the piers so they did not have views. There was a lot of open space around the piers, a lot of people walking around and travelling, bus terminal nearby, temporary carnival, promenade closed off not far from other side of carnival. Noisy.
Amount of space:	Plenty of space in and near the carnival.
Surrounding buildings and their use:	Offices, Mall, Government, Ferry piers, Carnival
Utilities:	Plenty of kiosks and food factories in the piers so there should be plenty of utilities
Accessibility:	Many entrance points from the street. Multiple raised walkways that connect to the central/Hong Kong MTR stop.
Current use:	Ferry Terminal and transportation exchange. Sitting out area.

District: Sun Yat Sen Park

Address: Eastern St. N

Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input checked="" type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Vending Machine	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6.5	Hidden away near office, could not find easily

General Comments:	Sun Yat Sen Park has large grassy area and sports center. Excellent views across harbour. Paved promenade on waterfront. LCSD. Backs of sports facilities to the waterfront. No kiosk but plenty of space for one.
Amount of space:	Should be enough room on the waterfront promenade section for some kiosks and chairs. Plenty of room in the grassy areas.
Surrounding buildings and their use:	Small business and office buildings
Utilities:	Bathrooms but inland. Nothing immediately on the harbour.
Accessibility:	Only two entrances, one from the south and one from the east. No reason to walk through the park. Would have to go there on purpose. Not too far from the MTR
Current use:	Waterfront park

District: Kennedy Town

Address: Sai Ning St. to Shing Sai Rd


Type of the site: Mall Park Street Promenade Ferry Terminal Residential Area

FOOD AND BEVERAGE INFORMATION				
Establish name and type	Outdoor Seating	Harbour View	Price of tea	General comments
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Bulldogs Café	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	24	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input type="checkbox"/> Restaurant <input checked="" type="checkbox"/> Bar Name: Quay West	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Fish and Chick	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	20	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Bistronique	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	30	
<input type="checkbox"/> Vending Machine <input type="checkbox"/> Kiosk <input checked="" type="checkbox"/> Restaurant <input type="checkbox"/> Bar Name: Fusion Style Seafood Combination Harbour Restaurant	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	28	

General Comments:	Two blocks of harbour front has restaurants on the other side of a road. The road is small so the harbour can be seen when trucks are not in the way. There are many more restaurants on the streets further from the harbour. Further east of the restaurant block there is a bus terminal immediately on the harbour, east of that is a mostly abandoned dock that was inaccessible to us. After that the harbour was unreachable due to a highway until sun yat sen park in sheung wan.
Amount of space:	There is a small road with no space between it and the harbour. If more restaurants were to be built it would have to be in the existing buildings. There was plenty of space on the abandoned pier.
Surrounding buildings and their use:	Mix of residential and small business.
Utilities:	Only in the buildings.
Accessibility:	Close to the MTR, roads are easily walkable.
Current use:	Small street.

Appendix G: LCSD Licensing Categories

Type of Food and Beverage Facilities provided at LCSD Leisure Venues along the Harbourfront.

Types of F&B Facilities	Venue	Major Commodities for Sale	Relevant <u>Licence</u> required by Food and Environmental Hygiene Department (FEHD)
1. Light Refreshment Kiosk	(i) Quarry Bay Park (ii) <u>Tsim Sha Tsui East Waterfront</u> Podium Garden (iii) Hoi Sham Park (iv) Tsuen Wan Park	<ul style="list-style-type: none"> Pre-packed soft drink, pre-packed distilled and mineral water, ice cream, uncut fruit and packed food, etc. 	<ul style="list-style-type: none"> Relevant <u>licence</u> is required subject to the type of food for sale from FEHD.
2. Fast Food Kiosk	(i) Central and Western District Promenade – Central Section (ii) Central Pier Waterfront	<ul style="list-style-type: none"> Hot and cold drinks, lunch boxes and sandwiches, etc. 	<ul style="list-style-type: none"> The caterer must obtain a Food Factory <u>Licence</u> approved by FEHD for food business which involves the preparation of food for sale for human consumption off the premises.
3. Light Refreshment Restaurant	(i) Pier 3 Garden	<ul style="list-style-type: none"> Any one group of the food items listed in FEHD's relevant Guide. 	<ul style="list-style-type: none"> The caterer must obtain a Light Refreshment Restaurant <u>Licence</u> to prepare and sell for consumption on the premises. Please refer to Appendix B of "A Guide to Application for Restaurant <u>Licences</u>" issued by FEHD for the groups of the food items. <div style="text-align: center;">  Appendix B - List of Approved Food Items </div>
4. General Restaurant	(i) <u>Tsim Sha Tsui Promenade</u>	<ul style="list-style-type: none"> The operator can sell any kind of food for consumption on the premises. 	<ul style="list-style-type: none"> The caterer must obtain a General Restaurant <u>Licence</u> approved by FEHD.

Appendix H: Possible Enhancements

Tsuen Wan Waterfront

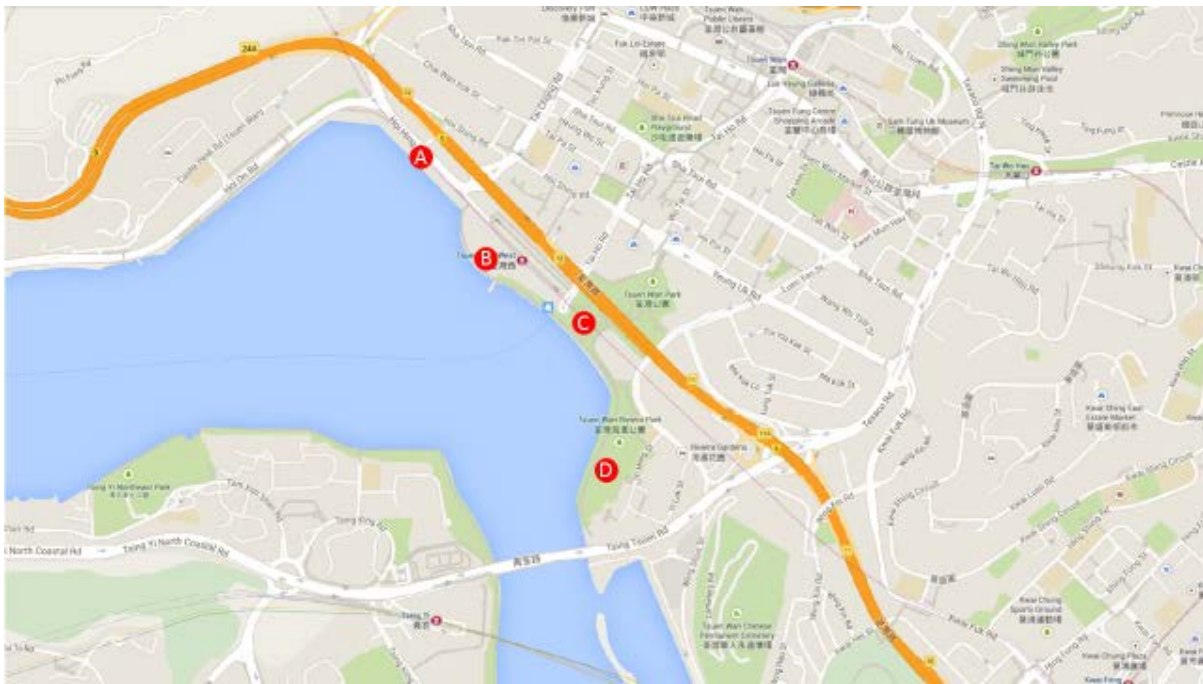


Figure H-1: Map of Tsuen Wan Waterfront

Recommendations:

(A) North of Tsuen Wan MTR



Figure H-2: North of Tsuen Wan MTR

North of the Tsuen Wan West MTR stop there was a large open brick paved patio. Further along the promenade is a large residential area. There were no utilities, water fountains, or existing F&B options. Therefore this spot may be optimal for a variety of kiosks. Commuters on their way to and from the MTR stop could grab a snack, drink, or small meal.

(B)



Figure H-3: Small promenade in Tsuen Wan

Immediately adjacent to the MTR stop there was a very small promenade that connected (A) to Tsuen Wan park. The top of the MTR was under construction but no plans for the construction were found.

(C)



Figure H-4: Tsuen Wan Park

South of the MTR is Tsuen Wan Park. The section of the park on the waterfront is the wide open promenade shown above. There are bathrooms nearby and the MTR had an exit into this area. This spot would be optimal to place a pop-up kiosk. There was a kiosk further inland in the park but there were no signs pointing to it and it had no harbor view. Signs should be added pointing to the existing kiosk.

(D)



Figure H-5: Tsuen Wan Park Waterfront

Tsuen Wan Park had space for a small kiosk near the bathrooms and office in the center of the park. People go to the park to walk or exercise. The kiosk could supply the food and beverage that these people want.

Tsing Yi



Figure H-6: Map of Tsing Yi Waterfront

(A) Kindergarten and Schools. There is potential here to put kid friendly kiosks here such as ice cream. There was already seating around the promenade.

(B)



Figure H-7: Maritime Square Mall

Maritime Square Mall. When you exit the mall there is a long promenade with a lot of people walking by. There are two restaurants 元气寿司 and MR. Steak (pictured) which have the space for outdoor seating but are no longer allowed to use it. We would recommend for the government to allow for that area to be used for outdoor seating.

(C) Tsing Yi MTR station. Connected to the Maritime Square Mall.

(D)



Figure H-8: TAI HING restaurant near residential area

Small restaurant near residential area and a sport recreation center. There was no outdoor seating nor harbour view.

(E)



Figure H-9: A long promenade in Tsing Yi

Long promenade. A lot of people walking by and doing exercise. Near D there were people exercising and no dogs were allowed. Near A there were more kid's playing area and people walking dogs. There could be more water fountains or vending machines for people exercising.

West Kowloon



Figure H-10: Map of West Kowloon Waterfront

(A,B)



Figure H-11: Development Plan of West Kowloon

These are the proposed plans for West Kowloon. Location A will be a grassy park and location B will be retail and museums. The plans generally call for food and beverage in location B, but there are not specific enough to say where or how exactly. There are currently no plans to incorporate F+B eating establishments in A (the park). We would suggest for some kiosks and outdoor seating in the park with harbour views so visitors do not have to walk all the way back to B to get food.

Also, in B the plans call for museums. We would like to advise the West Kowloon planners to ensure that the harbor front behind these museums is used well. We want to prevent what happened in Tsim Sha Tsui where the backs of the museums are facing the waterfront and the attractive front side of the malls and museums are facing the street. The preferable set up would have museums as the second row of buildings and restaurants with outdoor seating facing the harbour as the first row.

Tsim Sha Tsui

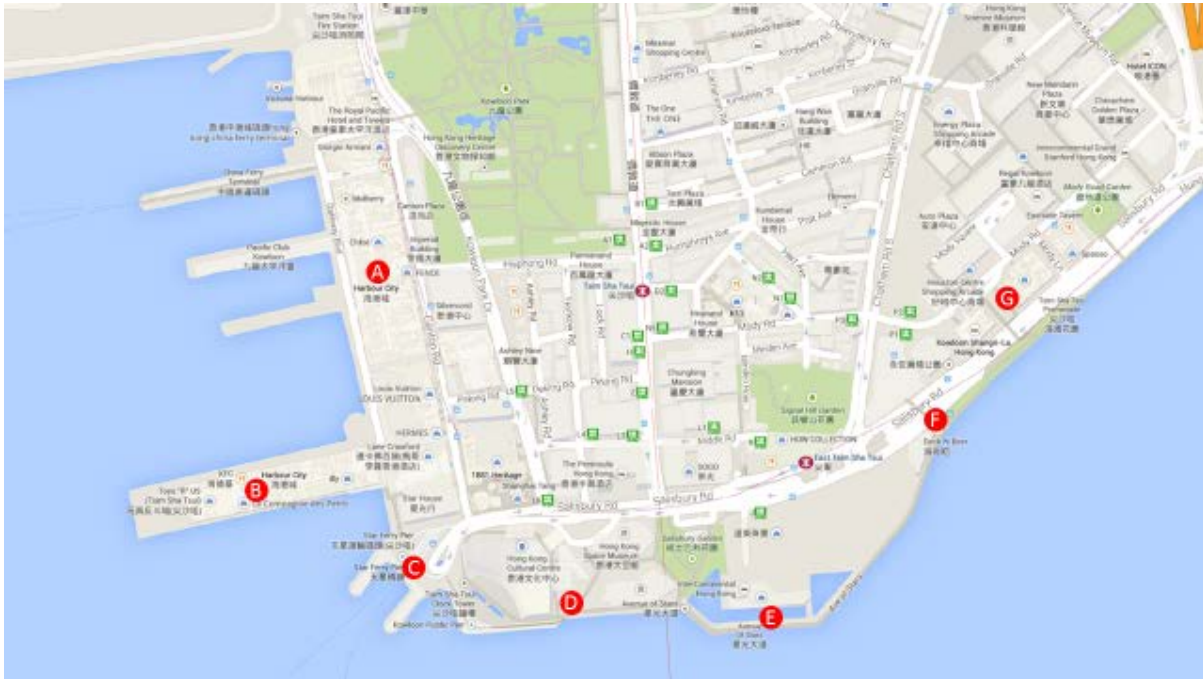


Figure H-12: Map of Tsim Sha Tsui Waterfront

(A)



Figure H-13: A platform in Harbour City Mall

Harbour City Mall, large mall with plenty of food and beverage facilities. Many of the eating establishments do not have outdoor seating or harbour views. The only restaurants with outdoor seating were House of Jasmine and EPURE. There are some areas with outdoor seating around the mall where people would bring their own food and sit and eat. There are no recommendations to the existing mall but the two restaurants with outdoor seating and harbour views can be used as a template for future malls.

(B)



Figure H-14: Ocean Terminal Mall

Ocean Terminal is a large mall with plenty of food and beverage facilities. Many of the eating establishments do not have outdoor seating or harbour views. The only restaurants with outdoor seating were AL MOLO and BLT. There are no recommendations to the existing mall but the two restaurants with outdoor seating and harbour views can be used as a template for future malls.

(C)



Figure H-15: Star Ferry Terminal

The ferry terminal in TST has some food and beverage facilities but none of them have a harbour view or outdoor seating. All of the establishments are facing the bus terminal. The pier could be expanded and food and beverage facilities could be added on top of the pier similar to pier 3 in Central.

(D)



Figure H-16: Open area behind Culture Center

Wide open area with a lot of visitors walking by. Between the Star Ferry and Avenue of Stars and behind the museums. No food options. It could potentially include small kiosks similar to the establishments on the Avenue of Stars or outside the ferry terminals in Central. Food could potentially bring more life to this area that is currently somewhat of a dead spot. Pictures of the harbour can be taken but it is too busy and touristy to sit and relax or exercise. Food and beverage would make better use of this area.

(E)



Figure H-17: Avenue of Stars

Avenue of Stars, There was some outdoor seating but limited food and beverage options here. There is not much room for more food and beverage on the Avenue of Stars but there is plenty of space immediately to the west between the museums

(F).



Figure H-18: East of Avenue of Stars

East of Avenue of Stars: There was a Starbucks Coffee and a Deck n' Beer with both outdoor seating and harbour views. Excellent harbour views and rooftop outdoor seating. The way these two establishments are set up could be used as a template for future developments. Rooftop seating is a good use of space.

(G)



Figure H-19: East Tsim Sha Tsui Promenade and Restaurants accross the street

East Tsim Sha Tsui Promenade. There were restaurants in the opposite side of the street so none of them were in the waterfront. The view was blocked by a huge highway. This is something to take into account for future plans along Victoria Harbour.

East Tsim Sha Tsui

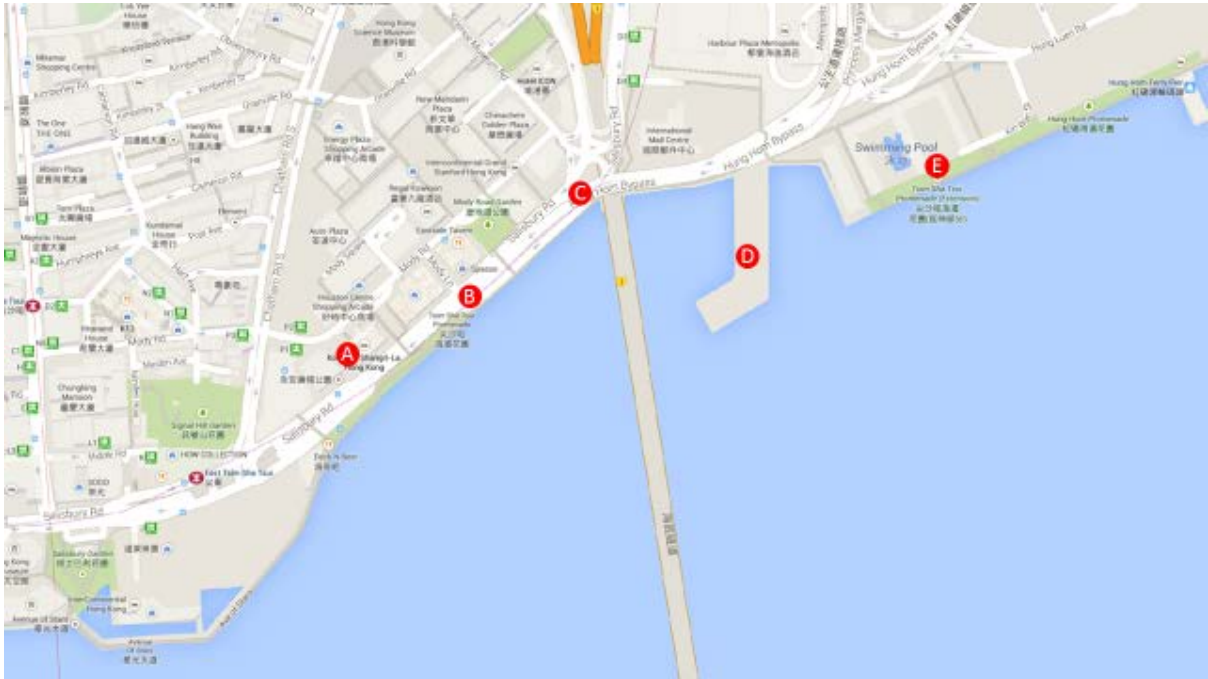


Figure H-20: Map of East Tsim Sha Tsui Waterfront

(A)



Figure H-21: Tsim Sha Tsui East Waterfront Podium Garden

Tsim Sha Tsui East Waterfront Podium Garden. Raised and paved park area. Plenty of sitting out areas but limited signage to the park. Could potentially increase signage. There is a LCSD's kiosk. But it is closed during week days and only open in the afternoons on weekends. There should also be signs pointing to the kiosk, as there are none now. This space could be used for food festivals or temporary vendors as there is plenty of room and it is raised up and out of the way. Would definitely have to increase signage.

(B) East Tsim Sha Tsui Promenade. Long empty promenade that ends under a highway. There are spaces for small kiosks/vendors, which can provide food for jogging locals and tourists passing through.

(C) Foot bridge that connect the two separate parts of East TST promenade. This foot bridge follows along a highway bypass, passing a residential area, and the space is not enough for F&B facilities.

(D) Former mail terminal. No future plans found. Could be redeveloped in the future. There are few food options nearby so a kiosk should at least be considered. It may be too small for a restaurant.

(E) East Tsim Sha Tsui Promenade continued. There are a few meters of space there and there is a small grassy area behind the promenade. No food or beverage along the promenade except a vending machine. Space there is enough for vendors that can provide food and beverage for picnicking people and residents nearby.

Hung Hom



Figure H-22: Map of Hung Hom Waterfront

(A) Hung Hom Promenade

LCS D park adjacent to East TST promenade. Construction was being done immediately behind the promenade but we never obtained any plans. There were some vending machines on the promenade. Due to the construction the promenade was only accessible from the west and east ends. It is probably too isolated and small for any food options, unless they are being integrated into the new development.

(B) Hung Hom Ferry Terminal

Ferry terminal to North Point. There was one restaurant and one bar in the terminal. The bar had good views of the harbour but no outdoor seating, the restaurant was facing away from the harbour and had no outdoor seating. There were bathrooms and vending machines nearby. Since there are already utilities there from the existing restaurant, the terminal has the potential to be expanded and food options added, similar to the Central ferry piers. They could include a high end restaurant as well as cheaper kiosks to cater to a variety of people.

(C) Hotels

Hotels near the waterfront. They had one restaurant inside with excellent harbour views but no outdoor seating. It was also expensive with a set lunch for 600HKD. There was also a café inside serving drinks and pastries.

(D) Residential Areas

Appeared to be high end residential complex. There were no dining options. The promenade was brick paved and only about 5m wide. There were some benches and there was a playground and work out equipment nearby. The promenade is too close to have any thing that makes noise and too small to have a full restaurant. Some small vendors serving snacks may be successful but given the lack of dining options throughout the residential complex the residents likely do not want it.

(E) Promenade

Entirely walkable from East TST to where construction starts at Kai Tak. Never wider than 5-10m. There are some benches but the promenade is generally featureless. The MTR is much further away than other sites and there are limited entrances through the hotels and residential complexes, making the promenade somewhat isolated. Some small vendors for the residence may be successful but there is no room for anything more than that.

Kai Tak



Figure H-23: Map of Kai Tak Waterfront

A: Planning for the Kai Tak area is still in an early stage. The zoning layout is mostly done but no finalized plans are published. Food and beverage is not explicitly included in the plans, but such a large area should incorporate food in some way. One area (A) is planned to be a sports stadium and complex. The ground level of this complex could incorporate kiosks for the athletes and people watching. South of this area is a planned grassy area that could incorporate food and beverage. This area will have some of the best harbour views in Kai Tak, due to the cruise terminal taking up most of the southern end of the former runway. This is a potential spot for a restaurant destination area.

B: The cruise terminal takes up a large portion of the southern end of the former runway.

C: This will be dedicated residential and commercial space. From the plans it looks similar to the harbour city mall where the back side of the buildings are facing the harbour. If possible the commercial area should be built with attractive sides facing the harbour and restaurants with outdoor seating if possible.

Kwun Tong:

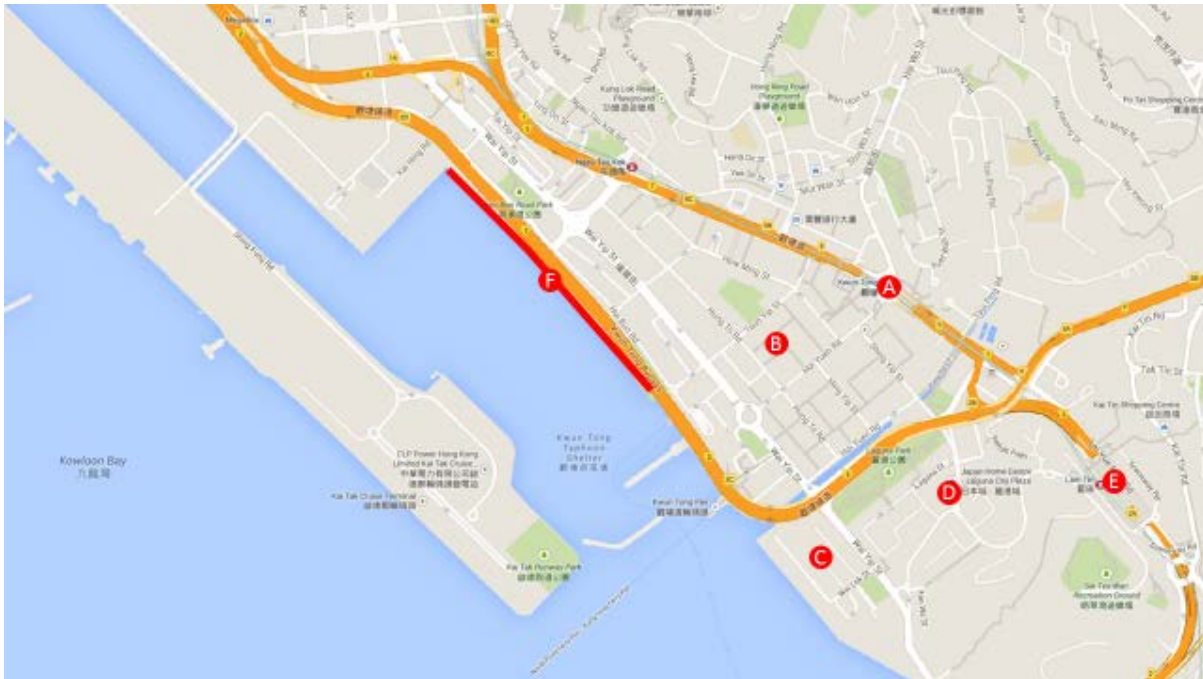


Figure H-24: Map of Kwun Tong Waterfront

(A) Kwun Tong MTR

Kwun Tong Stop on the green line. The business district (B) is in between the waterfront and the MTR so commuters would have to go out of their way to get to the waterfront.

(B) Kwun Tong Business District



Figure H-25: Kwun Tong Business District

Busy business district with many office towers and busy streets. Workers could be potential harbour front dining customers during lunch time. However, there are many food options at ground level and in some small malls that are much closer to the building. Any new harbour front dining would have to be marketed well to convince people to walk farther to the waterfront.

(C) Undeveloped Area



Figure H-26: Undeveloped Area in Kwun Tong

Large fenced off grassy area with a lot of potential for development. Not a far walk from residential area. Could be turned into a park with F&B so locals and tourists could go and enjoy the harbour. There is also enough room to redevelop this location into a restaurant district (see chapter 5). Limited connectivity to the Kwun Tong Promenade (F) and the residential area (D).

(D)Laguna City Residential Area

Large residential area. There is a mall in the center of the residential area with food options.

(E)Lam Tin MTR

Lam Tin stop on the green line. The residential area (D) is in between the waterfront and the MTR so commuters would have to go out of their way to get to the waterfront.

(F)Kwun Tong Promenade



Figure H-27: Kwun Tong Promenade

Long LCSD managed promenade with plenty of outdoor seating and art. There are currently no existing F&B options. About half of the promenade is still under construction (lower left). The promenade is near a business area and under a highway, so noise is not an issue. F&B could be added to draw local businessman to the harbour on their lunch break. Restaurants could be built in a structure similar to the current planning office building (lower right) or the mushroom restaurants in Wong Tai Sin. They could be built under the highway like the office shown. Kiosks for families and visitors could open on weekends in locations near and in

structures similar to the viewing platforms (upper left). Performances with local musicians or performers could be held on weekends at the venue shown in the upper right and could encourage people to go the park. Temporary F&B vendors could support these performances.

Yau Tong



Figure H-28: Map of Yau Tong Bay Waterfront

(A)



Figure H-29: Current State of Yau Tong Bay



Figure H-30: Development plans of Yau Tong Bay

Yau Tong Bay is under construction. There are plans to build residential buildings and hotels (top right). There will also be a promenade between the buildings and the water (bottom). The promenade will likely be too small for any kiosks or restaurants, but food options could be incorporated into the lower floors of the buildings. These restaurants could have windows for a harbour view and potentially outdoor seating extending onto the promenade. Noise may be an issue, so an agreement to the restaurants would have to be written in to the rental agreements or the restaurant could not stay open late.

Lei Yue Mun

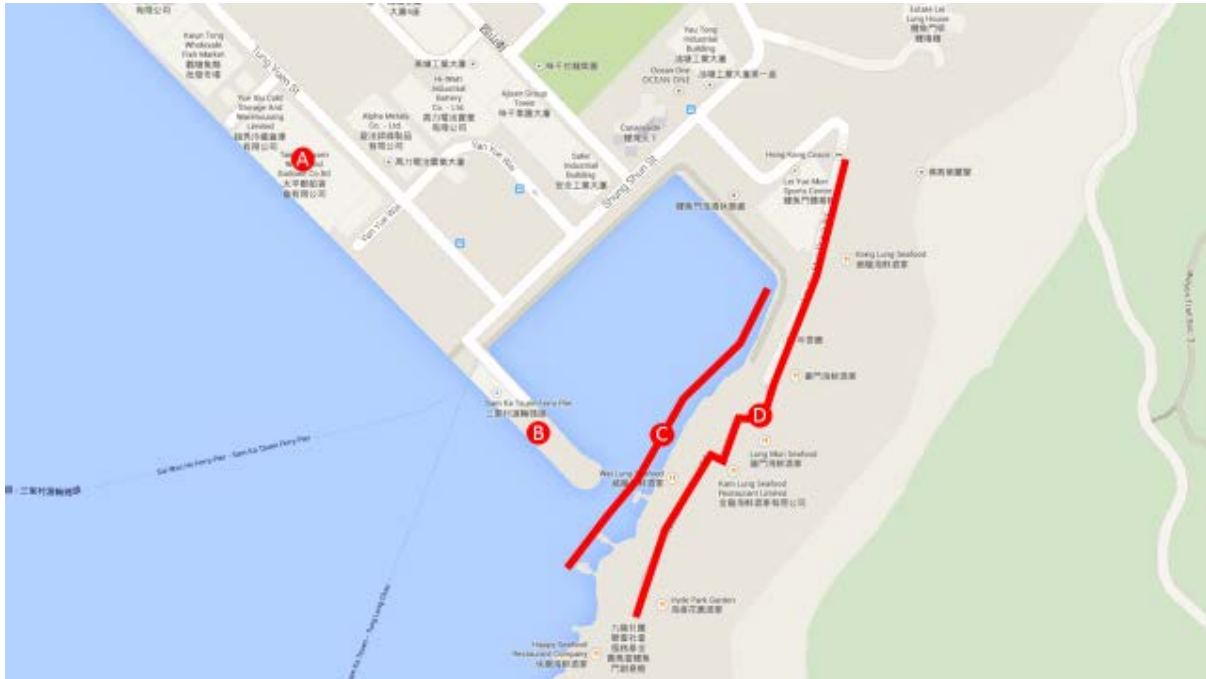


Figure H-31: Map of Lei Yue Mun Waterfront

(A) Cement Factory. Many construction ships docked here. Hopefully once construction around the harbour has slowed down this factory can be moved somewhere else and the area can be made into a promenade.

(B) Sam Ka Tsuen Ferry Pier. Most ferries here only run on weekends. There is probably not enough traffic to enable expansion.

(C) Waterfront side of the seafood restaurants. Some harbour views, but this was mostly where the boats docked to bring in the fish. Water was dirty, possibly from restaurants throwing waste into the water. If possible this should be avoided.

(D) Street for access to the seafood restaurants. Only for walking. This area is already densely populated with restaurants so now new enhancements can be suggested. However, many people come from all over Hong Kong for the seafood here, making Lei Yue Mun the only restaurant destination area in Victoria Harbour.

Kennedy Town

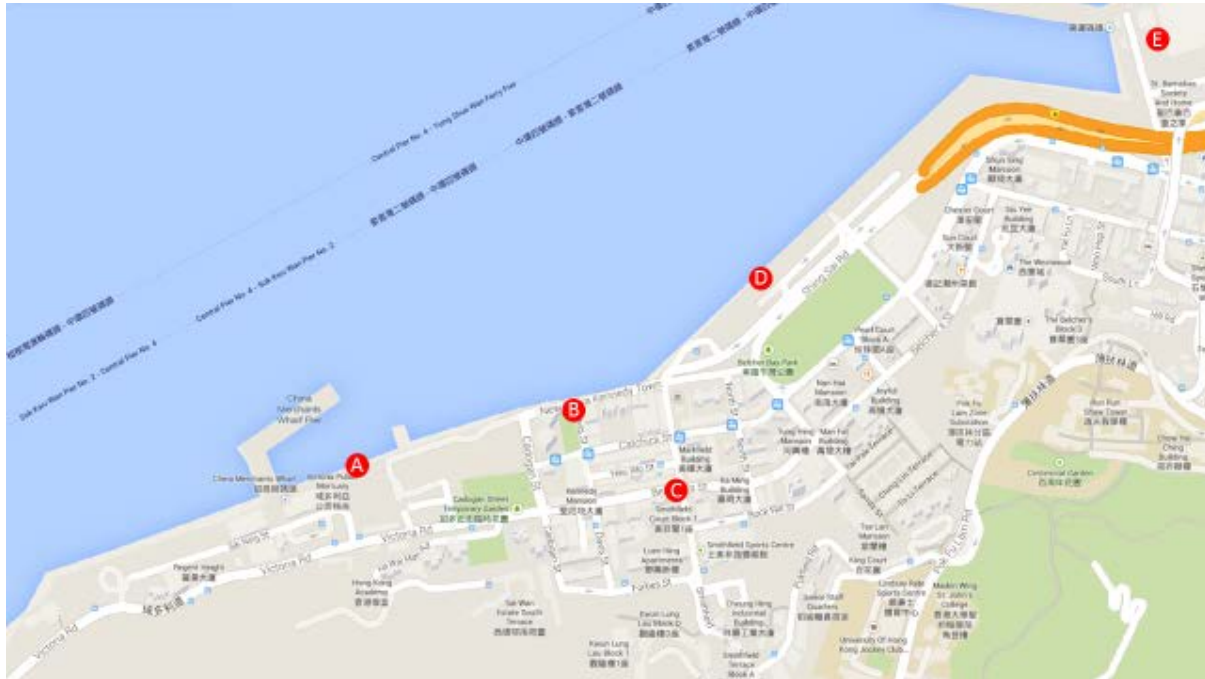


Figure H-32: Map of Kennedy Town Waterfront

- (A) Waterfront becomes inaccessible west of this point.
- (B) Existing Restaurants



Figure H-33: Restaurants near the waterfront across the street

Five existing restaurants that open onto the waterfront street. Some have outdoor seating and all have a harbour view when the buses are not in the way. The restaurants have a better view than those on other harbour front streets like east TST or Shau Kei Wan.

(C) More restaurants inland

There were plenty of food options in Kennedy Town a couple block inland from the waterfront. Most residents probably go here because there are more options and the waterfront is a longer walk.

(D) Old shipping terminal

Unclear if it is still operating but there are large fences cutting off access. If it is not being used anymore there is enough space to redevelop it into a waterfront restaurant area.

Sheung Wan (Sun Yat Sen Park)



Figure H-34: Map of Sun Yat Sen Park

A:



Figure H-35: Promenade in Sun Yat Sen Park

Increase seating and usability of this area, possibly a few kiosks and grassy area for picnics

B:



Figure H-36: Vending Machines and the Park Office

We found vending machines near the park office but they were hidden and hard to find. LCSD should increase signage and/or access to these vending machines.

C:



Figure H-37: Large grassy area in the center of the park

Large grassy area in the center of the park. LCSD should allow picnics and activity on grassy area. This would hopefully bring more vibrancy and activity to the park.

D:



Figure H-38: Kid playground in the park

Kid friendly kiosks could be built by the playground in the park. Kids could get a snack or some ice cream and parents or supervisors could get a tea or coffee. This would make the playground more friendly and usable.

E:



Figure H-39: Walkway near the kid playground

This areas is very close to the playground. Instead of the paved walkway it could be made into grass for family friendly activities and picnics. It is out of the way and shaded by trees so activity here would be less intrusive than in the center grassy area of the park.

F: There is a large sports complex here with a pool. A snack bar could be included inside for athletes and people watching.

Central

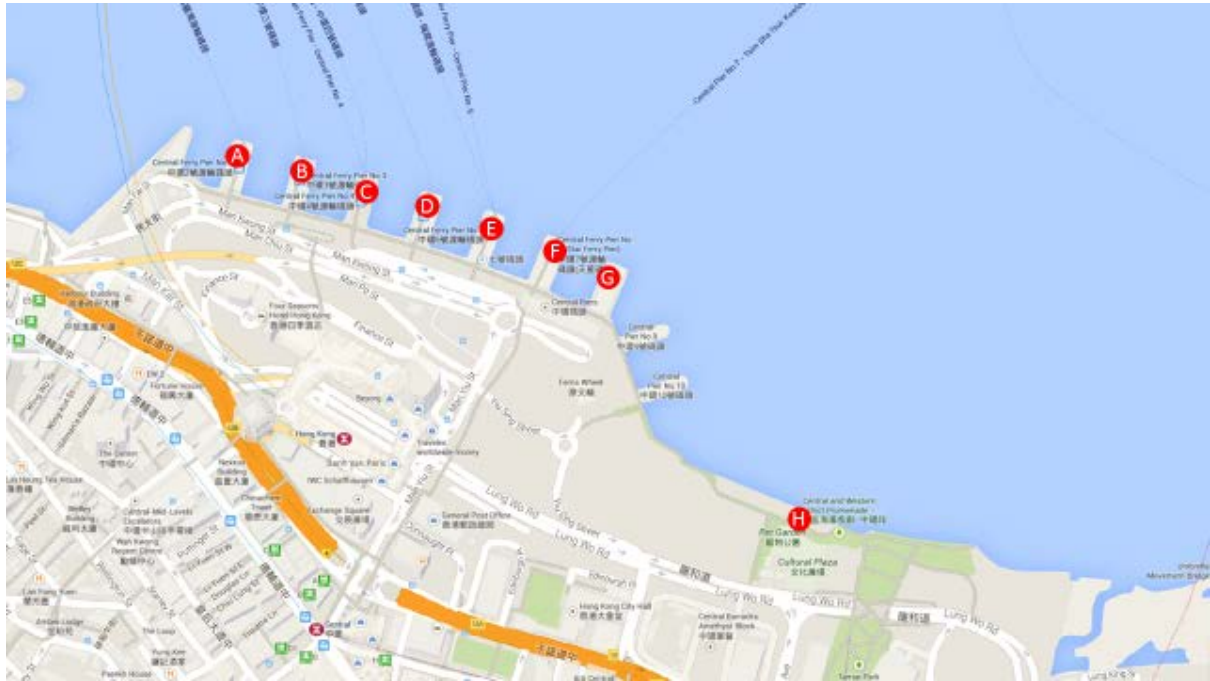


Figure H-40: Map of Central Waterfront

(A-G)



Figure H-41: Pier 3 in Central



Figure H-42: Future plan for Central Waterfront

Central has a lot of commuters due to the ferry terminal, bus terminal and MTR. There were F+B options inside the piers. Discovery Bay or Pier 3 had a small kiosk on top and there was outdoor seating near it which allowed for people to sit and enjoy the harbor. Pier 7 and 8 both had a bakery on top but both did not have outdoor seating. In future plans the piers are going to be

upgraded. Placing different types of restaurants with outdoor seating and harbour views at each pier is something we will recommend.

(H)



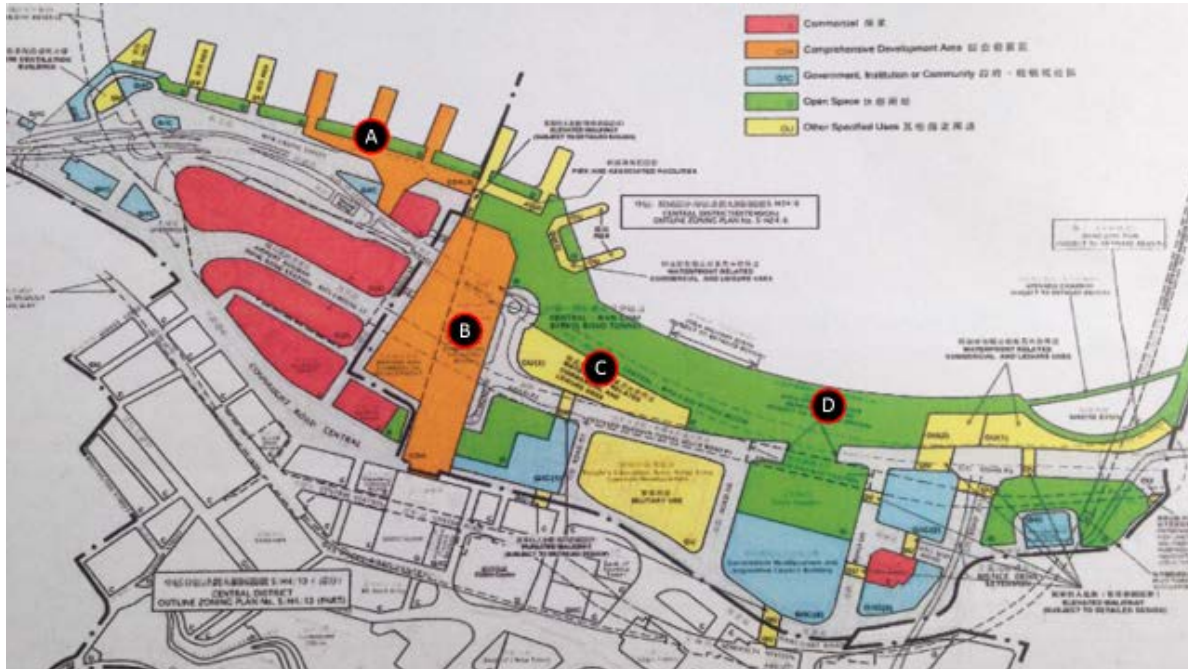
Figure H-43: Central Waterfront Promenade



Figure H-44: A Bakery on the promenade

As you walked from the piers to the Central and Western Promenade there is an area blocked with fences with a sign that said it was government property and not to trespass. At the end of the closed area there is a small bakery on the lower level of the promenade. It had outdoor seating and a harbour view but it was closed the 3 times we visited. There was no information about the operating hours either. There were similar locations in the lower level where more small restaurants or kiosks could be place.

Central Development Plans



A: Site 1 in the development plans. There are plans to expand Central Piers 4, 5, and 6. These piers should incorporate a range of food and beverage options similar to piers 3, 7, and 8. They should also make full use of the roof space by building gardens or kiosks with outdoor seating.

B: Site 3 in the development plans. Currently set aside for exhibitions, retail, entertainment, cultural and community uses. Food and beverage plays a part in entertainment, culture, and retail. However it should be explicitly included in the development plans, as it is not right now. These buildings will be multi story, so restaurants could be built on the higher levels with windows to allow a harbour view.

C: Site 4 in the development plans. This is the main area where the current plans explicitly suggest food and beverage. These will be low rise buildings dedicated to dining and leisure. We strongly recommend that these are built with the outdoor seating facing the harbour, and rooftop space used for outdoor seating. There should also be a range of food options from high end restaurants to low end kiosks to attract a variety of people. Finally, there should not be any trees or anything else in between these restaurants and the harbour that may block the view.

D: Site 7 in the development plans. The plans are for a waterfront promenade and urban park. The plans also call for more alfresco dining in this area, however it does not say explicitly how it will be incorporated. We recommend shaded restaurants or kiosks that have walkable space above them similar to the bakery found in the current Central promenade.

Wan Chai

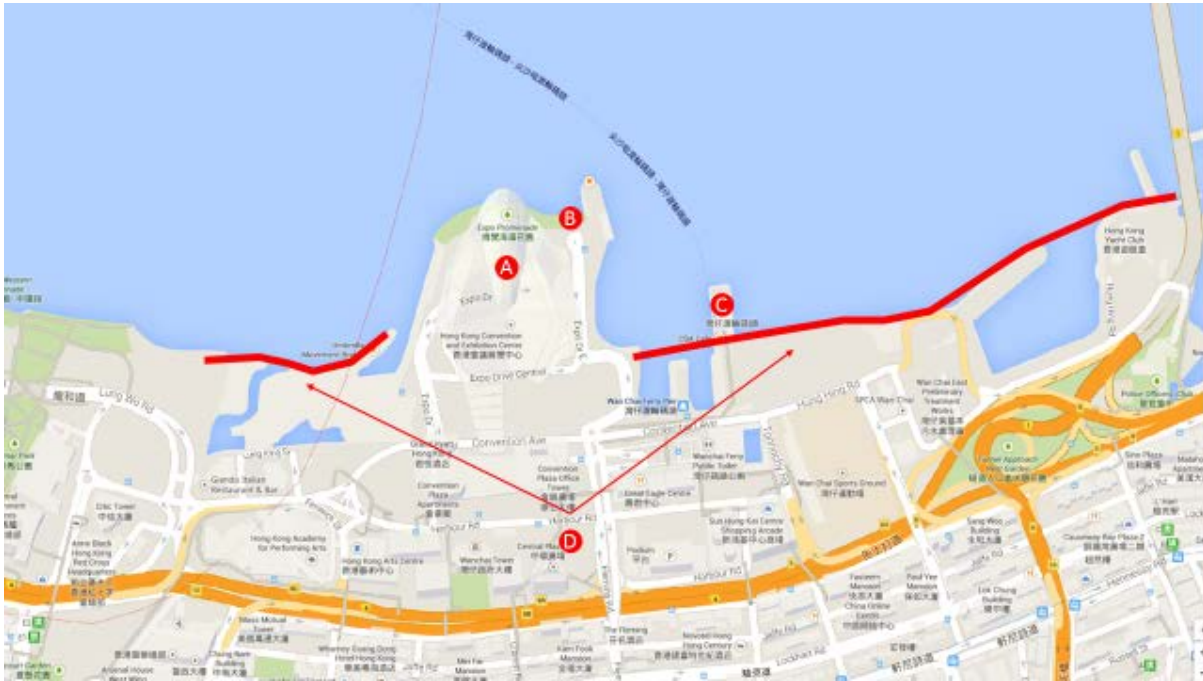


Figure H-45: Map of Wan Chai Waterfront

(A)

The Hong Kong Convention and Exhibition Center has one restaurant and one convenience store inside but they did not have views of the harbour.

(B)



Figure H-46: Golden Bauhinia Square

Golden Bauhinia Square, there were a lot of people walking around taking pictures but there was no F+B facilities there. There is outdoor seating where people would bring their own food to eat. This is a good location to put a few small kiosk.

(C) Star Ferry Terminal was under construction. Could be expanded and outfitted with kiosks and rooftop dining similar to Central ferry piers.

(D)



Figure H-47: Area in Wan Chai is under land reclamation

Area is under land reclamation. Plans we found for west of the Expo Centre and are discussed under the future Central plans. No plans were found for east of the Expo Centre. The land reclamation will create a lot of space. This is an area that could potentially be used for a restaurant destination area (see discussion in Chapter 5)

North Point

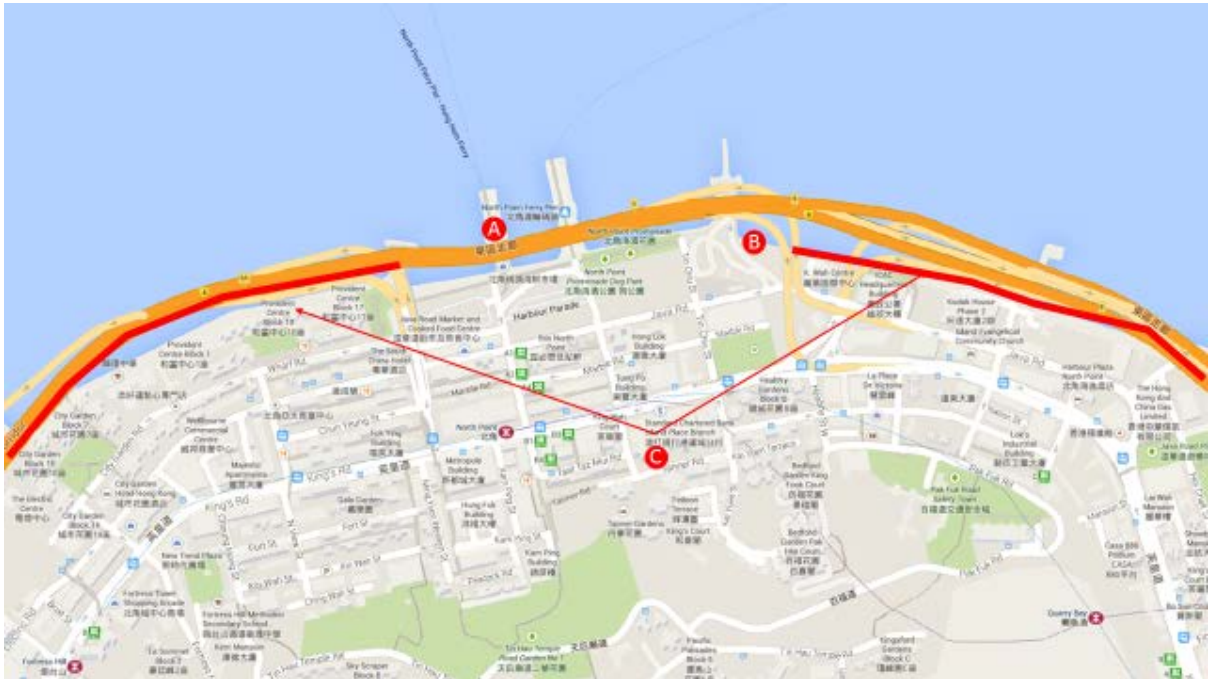


Figure H-48: Map of North Point Waterfront

(A)



Figure H-49: Inside North Point Pier Fish market



Figure H-50: Inside North Point Pier

Pier had a fish market, vending machine, and a seven eleven. There was no harbour view or outdoor seating. There were 3 different ferry destinations so it is likely this pier gets more foot traffic than other piers such as Hung Hom or Kwun Tong. Within the terminal there was plenty of space but not as much around it. Some kiosks similar to Central with benches outside of the terminal may be successful.

(B) North Point Promenade



Figure H-51: North Point Promenade

Very small promenade under the highway with a lot of restrictions. There was one small area for dog walking. Too small for any food options. Highways block most views and make the area dirty, dark, and unpleasant.

(C) Inaccessible due to highways. There is potential to fill in under the highways and build more park and possibly restaurants. It would not be much of a loss given how much water is already displaced by the pylons and how the highway makes the area unusable for anything else.

Quarry Bay

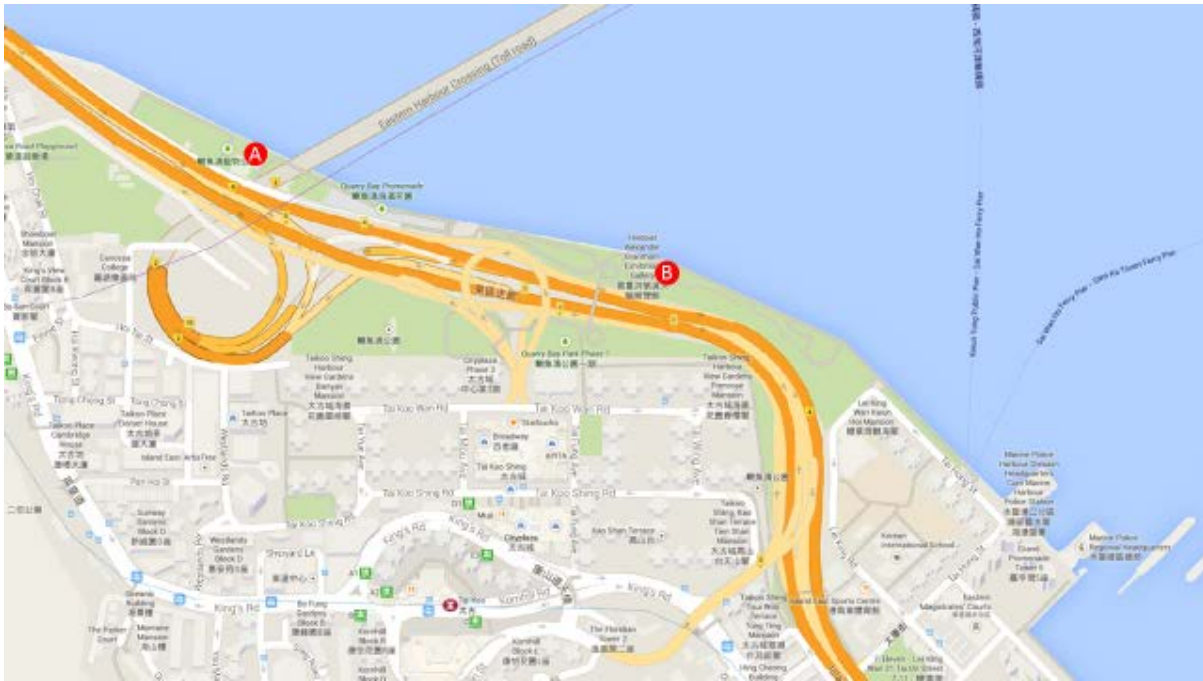


Figure H-52: Map of Quarry Bay Waterfront

(A)

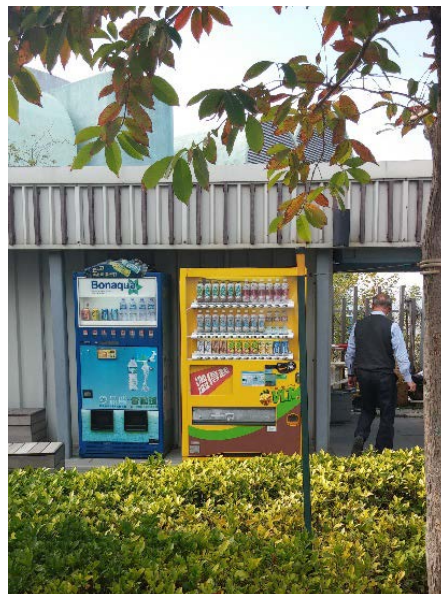


Figure H-53: Pet Park in Quarry Bay

鯪魚涌寵物公園 is the park designated for dogs. It's fenced since dogs are only allowed in the area. Then it connects to Quarry promenade which is a long promenade. There were two vending

machines there but were hard to find since there was no signs. There was also a parking garage behind the promenade with a lot of tolled cars. This would be a good stop to put F+B facilities. It could be something similar to the Starbucks and Deck n Beer in TST.

(B)



Figure H-54: The Fireboat Alexander Grantham Exhibition Gallery

The Fireboat Alexander Grantham Exhibition Gallery was a very small museum. It did not however had any food and beverage options. The rest of the promenade was a park with machines for people to exercise. There were a lot of people walking by. At the end of the park next to Sai Wan Ho there is a kiosk right next to the bathroom with outdoor seating. There were benches all around it but no tables.

Sai Wan Ho and Shau Kei Wan



Figure H-55: Map of Sai Wan Ho Waterfront

(A)



Figure H-56: Restaurants on the other side of the streets

There is no F+B in Sai Wan Ho Harbour Park, all of the restaurants were in the other side of the street. Some had outdoor seating but the view was blocked by trees, cars or walls.

(B) Marine Harbour Police Station, closed to the harbour.

(C) Marine Police Regional Headquarters. Not accessible to the public.

(D)



Figure H-57: Shau Kei Wan Promenade

Promenade looking at Shau Kei Wan Typhoon Shelter. There is people walking along the promenade but no F+B.

(E) Hong Kong Museum of Coastal Defense

(F)

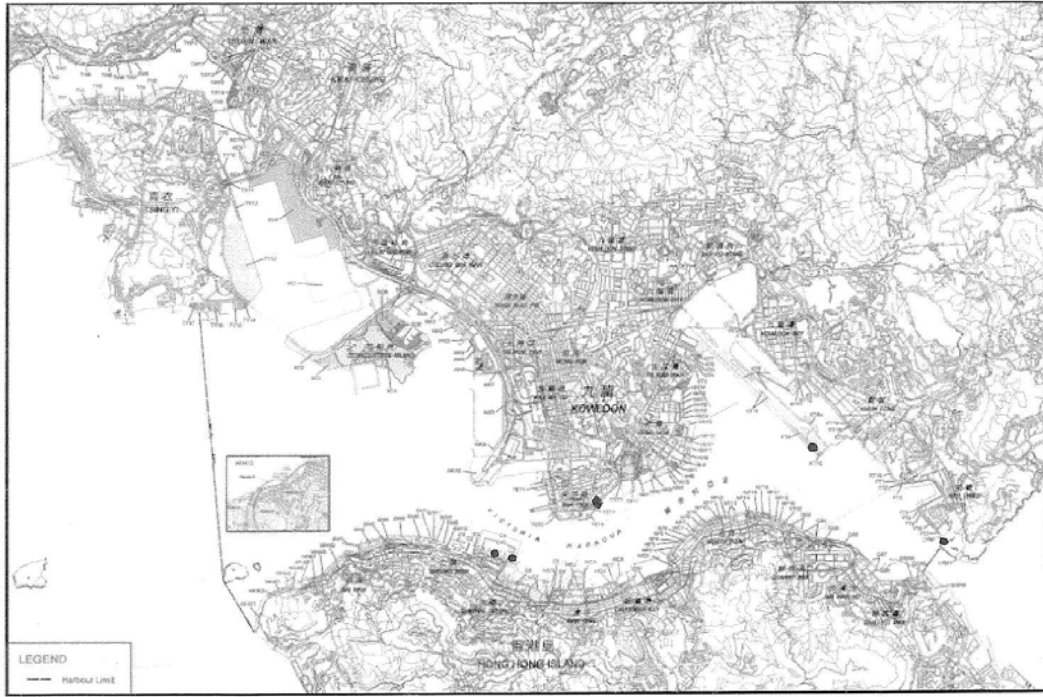


Figure H-58: Inaccessible Waterfront

This was the part of the harbour which was not accessible since the buildings went all the way to the waterfront.

Appendix I: Forum Questionnaire Data

Please mark the locations of any Harbour front dining locations that you know on the map below.
請在下面的地圖上畫出您所知道的海濱餐飲地點。



What are the obstacles to implementing harbour front dining?
您覺得海濱餐飲發展有什麼障礙?

EXAMPLES → LandUD - maximize Govt. revenue for land
LCDO - provide recreation + leisure, not F+B
Transport - maximize free pedestrian flow etc

Obstacle 障礙	Details 詳細理由
1) NUMEROUS MANAGEMENT AGENCIES	19 OR MORE GOVT. AGENCIES WITH SEPARATE AGENDAS, SEPARATE OR COMPETING OBJECTIVES AND NO EXHIBIT/INCENTIVE TO OPERATE TOGETHER HOLISTICALLY
2) LICENSING AND LAND ALLOCATION ISSUES	OUTDATED, UNNECESSARY AND COMPETING REGULATIONS MAKE GREAT HURDLES TO IMPLEMENTATION. LENGTH + COMPLEXITY OF LICENSING PROCEDURES PROMOTELY DISCOURAGES OPERATORS/INVESTMENT
3) PLANNING PRIORITIES	PROLIFERATION OF RESTRICTED/UNPLEASANT USES UNNECESSARILY OCCUPYING PLAINLY WATERFRONT AND BLOCKING PUBLIC ACCESS TO IT. LITTLE PRIORITY GIVEN TO PUBLIC SPACE etc
4) LACK OF VISION	NO VISION/MISSION FROM CURRENT AGENCIES. WOLVIC VISION + MATURBORGAL GOALS OF HARBOUR FRONTALITY OR SIMILAR AGENCY ^{ESSENTIAL}
5) INCREMENTAL RECLAMATION HISTORICALLY	NO LONGER A PROBLEM DUE TO HARBOUR PROTECTION OVERLAP BUT HISTORICALLY RECLAMATIONS 'TRIGGERED' BY PERCEIVED MORE IMPERATIVE ISSUES - TRANSPORT, LAND FOR COMMERCIAL + RECREATIONAL USE etc
6) ENTRENCHED PERCEPTIONS OF 'PROBLEMS' OF MANAGEMENT 'PROBLEMS'	PERCEPTIONS OF 'PROBLEMS' ARISING - HEALTH, SAFETY, HYGIENE, ACCESS, FREEDOM OF MOVEMENT etc - ALL OF WHICH CAN BE SIMPLY OVERCOME BY GOOD PLANNING AND DESIGN.

Can we follow up with you? If so please provide your preferred contact information.
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電子郵件:
Phone:
電話號碼:

→ Perception should be → public notice by private operators, w/ ^{private} commercial activity, taking advantage of public land

• Lack of holistic vision
• Agency's opposing views
- Government perceive public space
HA = business, profit, public + Govt's resp.

Please mark the locations of any Harbour front dining locations that you know on the map below.
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What are the obstacles to implementing harbour front dining?
您覺得海濱餐飲發展有什麼障礙?

Obstacle 障礙	Details 詳細理由
1) Change the right of land use.	- Burdening as speakers said. - Decrease / limit some recreational / leisure activities for HK people eg. lots of people go jogging / wandering... in the waterfront within their living community.
2)	- Noise pollution, which affects residents' hearing.
3)	- Can it be capable to manage the commercial, recreational or other purpose well as we are talking about developing harbour front in multi-purposes.
4)	* Tai Po Waterfront Park is also a tempting area with huge potential. Space is larger, less residence nearby...
5)	
6)	

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What are the obstacles to implementing harbour front dining?
 您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) LCO	Focus too much on conventions / 47, 48, 49 with TNAAL Building VIBANA community
2)	
3)	
4)	
5)	
6)	

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What are the obstacles to implementing harbour front dining?
 您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) lack of planning for gov.	
2)	
3)	
4)	
5)	
6)	

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What are the obstacles to implementing harbour front dining?
 您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) <i>Regulations</i>	
2) <i>Public sector mindset</i>	
3) <i>React push for public harbourside</i>	
4) <i>no understanding of market opportunities demand</i>	
5)	
6)	

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請在下面的地圖上畫出您所知道的海濱餐飲地點。



What are the obstacles to implementing harbour front dining?

您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) Community	Not every community wants harbour front dining, in their area.
2) Regulations	Ability and time to apply for license
3)	
4)	
5)	
6)	

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What are the obstacles to implementing harbour front dining?
 您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) bureaucracy no of departments involved	regulations, processing time
2) land availability	embankment, level of service / amenities promenade width.
3)	
4)	
5)	
6)	

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What are the obstacles to implementing harbour front dining?
您覺得海濱餐飲發展有什麼障礙？

Obstacle 障礙	Details 詳細理由
1) <i>Government!</i>	
2)	
3)	
4)	
5)	
6)	

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What are the obstacles to implementing harbour front dining?
 您覺得海濱餐飲發展有什麼障礙?

Obstacle 障礙	Details 詳細理由
1) The view of District Council	District Councils have the right to manage the open space under LCSD's management, and have to take the view of local residents.
2)	
3)	
4)	
5)	
6)	

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Appendix J: Site Type Recommendations

Recommendations for Parks

As shown in Section 4.1, parks around Victoria Harbour are mostly used for walking and exercising since only those activities are allowed. Figure 5-2 shows the map of Quarry Bay Park and the kind of activities that are not allowed such as walking your dog, riding a bicycle and flying a kite. Instead of discouraging activities in parks, LCSD should promote good habits such as throwing out trash and recycling. More free use areas would also allow parks to be destinations. The whole park does not have to be a quiet peaceful area, there should be parts of the park for people to go and have fun. These activities will encourage people to go to the parks and enjoy the harbour.



Figure J-1: Quarry Bay Park

Another recommendation for parks in Victoria Harbour concerning the lack of outdoor seating is to have more restaurants similar to I-Bakery (Figure 5-1). This bakery is located in

Central on a lower level with a quieter area on top. This allows outdoor seating without losing promenade space.

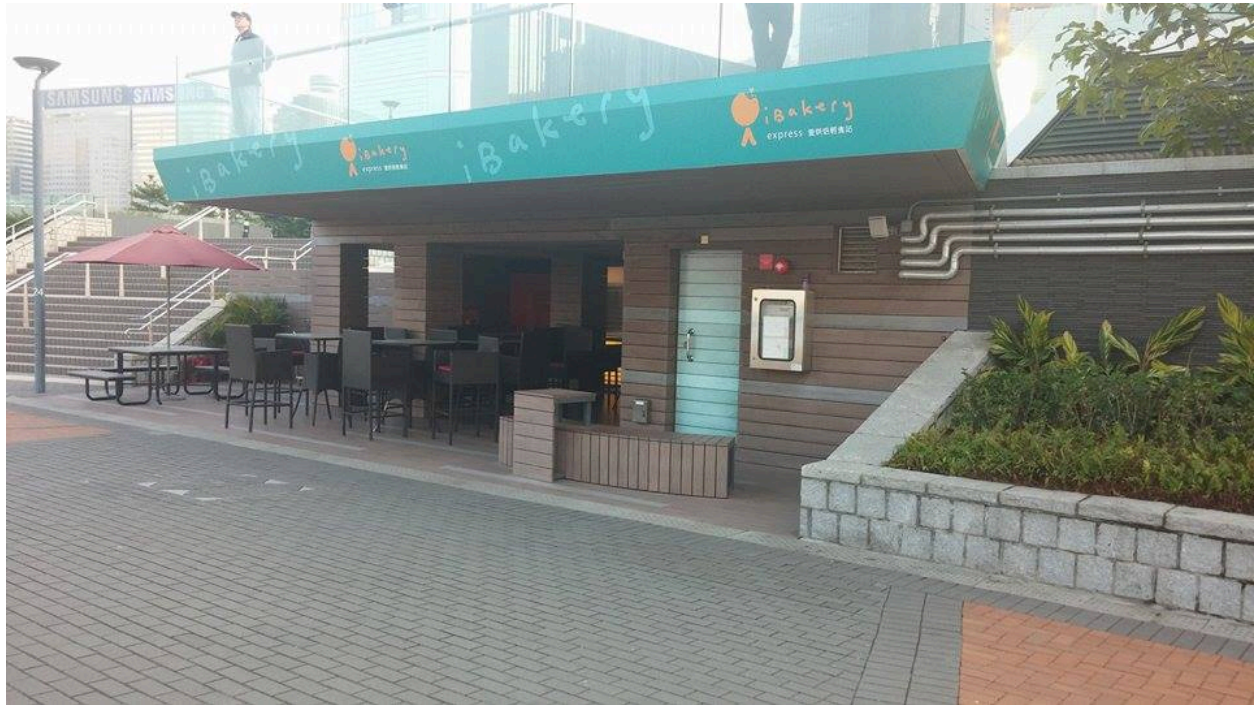


Figure J-2: I- Bakery, Central

Additional food and beverage options could be placed near sports areas. There could be more snacks and vending machines for people running and walking. These options would allow people exercising to refuel without having to leave the park. In parks with playgrounds, there should be kid friendly kiosks and benches for parents and nannies to sit while watching over the children. These would give parents and nannies their own area to relax, while still being able to monitor the children. Picnic tables with seats should be considered near the waterfront for families who want to bring their own food and enjoy the harbour. With the addition of food and beverage options in parks, the signage towards those eating establishments should be increased and improved. Trash and recycling bins should always be included near new food and beverage sales points.

Recommendations for Malls

Malls are a ubiquitous presence in Hong Kong. They are an efficient way to commercialize limited space. Maritime Square in Tsing Yi and Harbour City in Tsim Sha Tsui are two malls where we conducted observations. As shown in Section 4.1, malls generally have the highest concentration of dining options, but are not designed to showcase the harbour and generally lack outdoor seating. Therefore, the issue for malls is not increasing dining options, but mostly adding harbour views and outdoor seating. Existing and future malls on the Victoria Harbour waterfront should make restaurants on the side facing the harbour so the mall can make full use of windows. Retail stores do not usually have any windows so those should be put on sides away from the harbour. Malls could also make use of the rooftop or balconies for outdoor seating options. This would allow for a better view of the harbour and is currently done at the House of Jasmine restaurant in Harbour City (Figure 5-1, left). The eating establishments facing the harbour with both outdoor seating and harbour views should also have a diversity in price and type of food so a person from any social class and background can enjoy it.

A second recommendation for malls concerns the external design of the building. The mall should be built facing the harbour. The road between the Harbour City mall and the harbour is used for the mall loading docks, utilities, and garbage. Maritime Square is built with a nice façade facing the harbour (Figure 5-1, right) which makes walking the harbour more pleasant and the mall more appealing.



Figure J-3: L: House of Jasmine in Harbour City, TST, R: Maritime Square façade in Tsing Yi

Recommendations for Promenades

Most of the Victoria Harbour waterfront is composed of promenades. The Avenue of Stars promenade in Tsim Sha Tsui and the East Tsim Sha Tsui promenade are two promenades where we conducted observations. As discussed in Section 4.1, the Avenue of Stars promenade properly incorporates food and beverage options with the Starbucks and Deck n Beer establishments, while East Tsim Sha Tsui does not have any food and beverage establishments. Figure 5-5 shows a diagram with recommendation for how to incorporate dining options into existing and future

promenades along Victoria Harbour based on the physical constraints around the area.

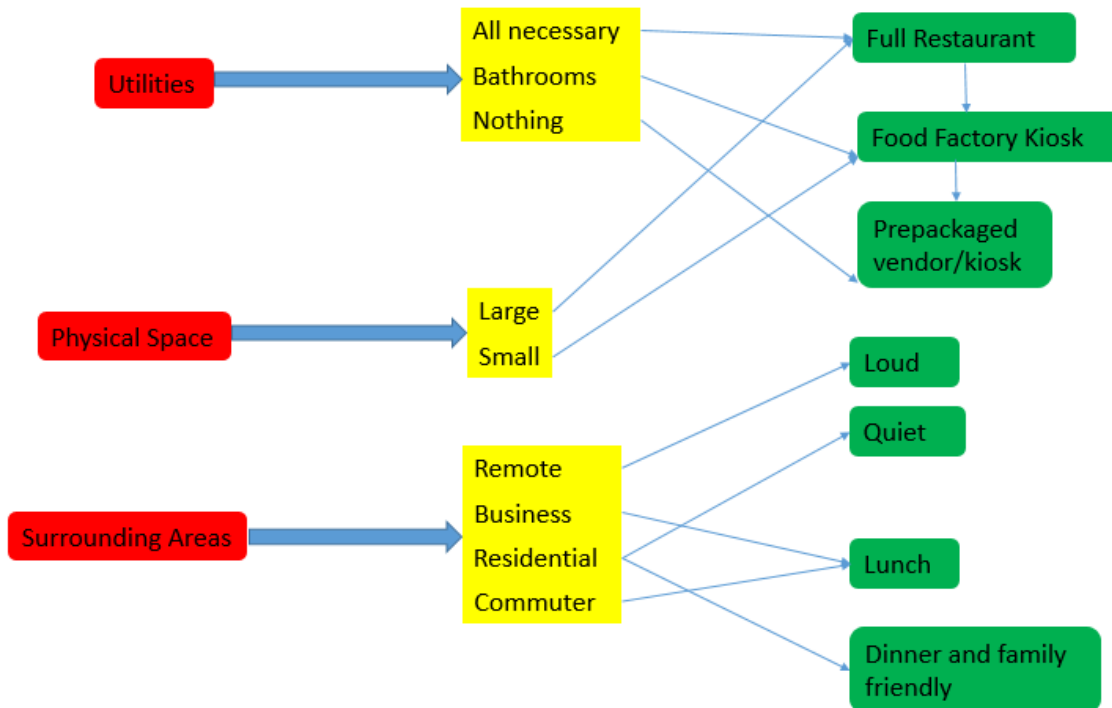


Figure J-4: Decision Making Flowchart for F&B Incorporation into Promenade

This flowchart takes into account the utilities, physical space and surrounding areas. The type of establishment that can be included depends on the physical space and utilities. For example if all the necessary utilities are there and the physical location is large than a full restaurant can be included there. The area surrounding the promenade has an impact on the type of facility that can be there. For example if it is a remote area then any type of facility can be placed there because there will be no noise complaints. However, if the promenade is in a residential area then the facilities placed on the promenade should be dinner and family friendly.

Promenades should take the available space into account before adding food and beverage establishments. For small promenades there should be kiosks, vending machines and water

fountains. The people who use the promenades to run and exercise should be polled to see whether they would want water fountains along the promenades. If the promenade has a large space and is popular, then it should incorporate restaurants with balconies for outdoor seating, similar to the Starbucks in Tsim Sha Tsui. These establishments would not block the promenade and would allow for outdoor seating and harbour views.

One problem with promenades in Victoria Harbour is the regulations on the permitted activities. Figure 5-6 shows all the rules people have to follow in order to enjoy the harbour. Instead of discouraging activities, LCSD should encourage people to visit the harbour, while promoting good habits on keeping the promenade clean. All of these recommendations should make harbour front promenades more vibrant and enjoyable.



Figure J-5: North Point Ferry Concourse Promenade

Recommendations for Waterfront Streets

Waterfront Streets have potential to include food and beverage options with harbour views and outdoor seating. As discussed in Section 4-1, Kennedy Town and Sau Kei Wan are good examples of streets that incorporate multiple dining establishments along the waterfront. The conflict is that these restaurants view of the harbour can be obstructed by traffic. Also, these restaurants are usually not allowed to have outdoor seating. We recommend that outdoor seating be designed similarly to Figure 5-5, where outdoor seating is properly fenced and people can walk around it safely. Restaurants could be added to the upper levels of the street side buildings. These upper level restaurants should have windows facing the harbour and/or a dining balcony that would allow for a better harbour view.



Figure J-6: Restaurant with outdoor seating in Boston

Appendix K: Potential Dining Destination

Kwun Tong

During our audit of the waterfront we found one area of the Kwun Tong site that has the space for a restaurant district. South of the ferry terminal and west of the Laguna City residential development there is a large abandoned area on the harbour front. It is currently closed off and inaccessible. This area has enough space to fit a number of restaurants. Noise may be an issue as it is only about 100 meters from the Laguna City housing area. Accessibility from the MTR would also have to be improved because there is no straightforward route to get there. Despite these considerations, this site has the most potential compared to the other locations discussed.

Tsuen Wan

North-west of the Tsuen Wan West MTR stop is a large brick paved area. There is also construction above the MTR stop that we did not obtain plans for. This is an area that could be built up with restaurants and kiosks. Utilities would have to be added during construction. The site would be easily accessible by MTR, but Tsuen Wan is further away from the rest of the harbour. There would have to be careful strategic planning and advertising to draw people to the area. There may also be issues with noise complaints, as Tsuen Wan is primarily a residential area.

Hung Hom

The Hung Hom waterfront is mostly small promenades with hotels and residential buildings. Currently, plans are being made to redesign part of the Hung Hom waterfront, but we were not able to obtain these plans. Restaurants could be integrated into these plans to draw more people to the area, however, there is not as much space compared to the other areas assessed. Most of the area along the immediate harbour front is under LCSD jurisdiction, which could also pose an

obstacle to development. Utilities would also have to be added to the area and accessibility would have to be improved. The area is easily reachable by bus or ferry, but the closest MTR stop is a confusing 15 minute walk, so accessibility may be an issue.

West Kowloon

The West Kowloon area is currently under construction. The future plan for West Kowloon is a Park and a street with museums and restaurants (see Appendix H). There is plenty of space in the area and the park and museums should attract people to go there. There is also potential for the West Kowloon area to be a restaurant destination. Although there is already plans for restaurants on the street, the museums take up harbour front so restaurants are not on or facing the harbour. To make West Kowloon into a restaurant destination area, the plans should incorporate more food and beverage facilities, and make sure all have good harbour views and outdoor seating.

Central

The development plans for Central already has a designated area for food and beverage facilities (see Appendix H). If these sales points are designed with both outdoor seating and harbour views, then Central has potential to become a dining destination. There should be a high density of food and beverage facilities, as well as different types of food. The prices for these dining establishments should be diverse. Central has a lot of commuters going through everyday which would make it a great dining destination.

Wan Chai

The area of the harbour in Wan Chai east of the Expo Centre is currently being reclaimed. We did not obtain future development plans for this site. However, the land reclamation is adding plenty of new land that could be developed into a restaurant area. Most of the surrounding buildings are office buildings so noise would not be an issue. It would be right next to the Expo Centre, which is easily accessible from the MTR, so accessibility would not be an issue. Wan Chai is also right in the center of the Hong Kong Island harbour front and is already established as a restaurant and nightlife area.

Kai Tak

The plans for the Kai Tak area are still in flux at the time of writing this report. However, it is anticipated that there will be parks, commercial space, hotels, malls, and a sports complex. A large portion of the former runway is also taken up by the cruise terminal. The plans are discussed in detail in Appendix H. The plans are currently limited on how food and beverage will be integrated into the new development. Since it is such a large area, a destination restaurant district could be included there. Based on the most current plans, the best spot is likely near the planned sports complex where the former runway meets the mainland. This spot is currently planned as open space and would give views of the waterfront. Utilities could be added during construction, and the area could be accessed via the planned environmentally friendly linkage system.