

Figure 8.5
Schematic section to demonstrate the planning concept at work for a mixed-use residential development at Metro-City. (Source: Stephen Lau.)

shoppers. Above the car park is a shopping mall, which includes retail, food, entertainment, all kinds of supplies, and community support services. On the podium roof are other land uses, comprising man-made green parks, playgrounds, indoor and outdoor swimming pools, club houses, tennis courts and jogging tracks, for use by residents living in the towers.

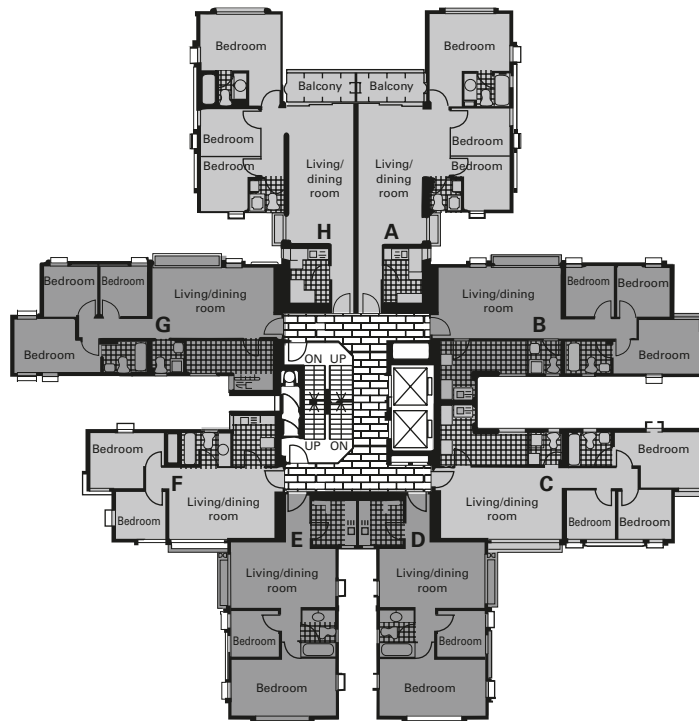
The Metro-City case exhibits the interplay of connectivity and intensification of residential-based activities. The Metro-City podium represents hundreds of other similar MILU podiums in Hong Kong. The majority of them are connected with each other by covered walkways, making them in effect an interconnected town, working on different levels (Figure 8.5).

Kowloon Station reclamation site, multiple-use development

The Kowloon Station is a newly designed major transport interchange connecting the new international airport to the existing urban centres by an express train track. The Station belongs to the Mass Transit Railway Corporation (MTRC), a publicly owned company. Prior to the Kowloon Station development, the MTRC had been an excellent practitioner of MILU, successfully combining transportation with commercial and residential activities along its subway station lines in other parts of the city. The Kowloon Station was designed as MTRC's flagship for mixed-use development.⁴ Private sector participation was invited and four-joint ventures were created to

Figure 8.6

Typical floor plan showing eight residential units, ranging from 60 to 90 m² in gross area, serviced by a central core of elevators and fire escape stairs. The plan represents local preferences for a way of life: external windows for every room, and emphasis on space efficiency.



provide investment for homes, jobs, services and facilities. The development accommodates 58,282 families in 16-apartment towers ranging from 30 to 60 storeys in height, with another single 102-storey tower accommodating 231,778 m² of office space and a 330 room business hotel. To add to the dynamism of the development there are two further towers of 64 stories each, one comprising executive serviced apartments and residential accommodation, and the other a 1060-room super-class hotel. All 19 super towers sit on massive podiums with a huge urban park on the roof. As one would expect, the podium includes a shopping centre and also a multi-level car park, which has spaces for 6000 cars. Finally, there is the transport interchange on the station level. Unprecedented, compared to the mixed-use developments primarily for home and leisure such as the Metro-City project, the Kowloon Station represents the most recent urban experiment in high-density mixed use. It is an advanced evolution of MILU that has come about in the pursuit for combined living, working and leisure in a high-quality urban setting, supported by highly efficient transportation and a large urban green space (Figures 8.6 and 8.7).