

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K9/274

- Applicant** : Global Coin Limited represented by Kenneth To & Associates Limited
- Site** : 13 Hok Yuen Street, Hung Hom, Kowloon
- Site Area** : About 3,698.75m²
- Lease** : (a) Kowloon Marine Lot (KML) No. 40 s.O ss.1 with lease term of 75 years renewable for 75 years commencing on 15.9.1897
(b) Subject to standard offensive trade restriction.
- Plan** : Approved Hung Hom Outline Zoning Plan (OZP) No. S/K9/26
- Zoning** : “Other Specified Uses” annotated “Business” (“OU(B)”)
(a) Maximum plot ratio (PR) of 12.0 and maximum building height (BH) of 120 meter above Principal Datum (mPD), or the PR and height of the existing building, whichever is the greater
(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of PR and/or BH restrictions stated in the OZP may be considered by the Town Planning Board (the Board) on application under s.16 of the Town Planning Ordinance (the Ordinance).
- Application** : Proposed Minor Relaxation of PR Restriction for Permitted Office and Shop and Services/Eating Place Uses

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed minor relaxation of PR restriction from 12.0 to 12.782 (i.e. +0.782 or +6.52%) for a proposed redevelopment (the Proposed Scheme) at 13 Hok Yuen Street (the Site), which is zoned “OU(B)” on the approved Hung Hom OZP No. S/K9/26 (**Plan A-1**). The Proposed Scheme is for redevelopment of the existing 15-storey industrial building (IB) (including 2 storeys of basement carpark), namely Conic Investment Building, into two blocks of 38-storey commercial building (including 4 levels of basement

carpark) for ‘Office’, ‘Eating Place’ and ‘Shop and Services’ uses that are always permitted under Schedule I of the Notes for “OU(B)” zone.

- 1.2 According to the applicant, the proposed minor relaxation of PR restriction is made in response to the Chief Executive’s 2018 Policy Address (PA 2018) to incentivize redevelopment of IBs constructed before 1987 (pre-1987 IBs) by allowing relaxation of the maximum permissible non-domestic PR by up to 20% for sites located outside “Residential” (“R”) zones (see paragraph 3.1 below for details).
- 1.3 According to the Proposed Scheme, a 26.8m wide building gap is proposed between the two office towers. The buildings are proposed to be setback for not less than about 4.5m along the southern and eastern boundaries of the Site to provide buffer between the adjoining lots. A landscape deck is provided on 1/F which is close to the pedestrian zone (**Plan A-4**). The landscape garden will be opened to the visitors and tenants of the proposed development. A recessed corner is proposed at the northwest of the Site on G/F and 1/F at Hok Yuen Street. Vehicular access to the Site is proposed to be via Hok Yuen Street. 20% greenery will be provided to comply with PNAP APP-152.
- 1.4 Master layout plan, floor plans and schematic section submitted by the applicant are at **Drawings A-1 to A-9**. Major development parameters of the Proposed Scheme (**Appendix Ia**) are as follows:

Major Development Parameters	Proposed Scheme
Site Area	3,698.75m ²
Proposed Uses	Office, Shop and Services & Eating Place
PR	12.782 (about)
Gross Floor Area (GFA)	
Office	47,007.3m ²
Eating Place/Shop and Services	270m ²
Total	47,277.3m ²
Site Coverage (SC) (above 15m)	Not more than 60%
No. of Blocks	2
No. of Storeys	38 (including 4 storeys of basement carpark)
BH	120mPD (at main roof)
No. of Parking Spaces	
Private Car	208
Motorcycle	21
No. of Loading/unloading (L/UL) Bays	17
Proposed Floor Uses	
B4/F to B1/F	Carpark
G/F	Shop & Services/Eating Place and L/UL bays
1/F	Office lobbies, landscape deck
2/F to 33/F	Office (including a refuge floor on 12/F)

1.5 In support of the application, the applicant has submitted the following documents:

- (a) Application form received on 26.2.2019 (Appendix I)
- (b) Supporting Planning Statement received on 26.2.2019 (Appendix Ia)
- (c) Letter dated 28.3.2019 providing technical paper on pedestrian assessment, traffic signals calculation, swept path analysis and updated architectural drawings (*accepted but not exempted from publication and recounting requirements*) (Appendix Ib)
- (d) Letter dated 18.4.2019 providing responses to departmental comments and illustrative perspective drawing (Appendix Ic)
- (e) Email dated 30.4.2019 confirming the implementation of junction improvement scheme (Appendix Id)
- (f) Letter dated 30.4.2019 providing responses to departmental comments (Appendix Ie)
- (g) Email dated 7.5.2019 clarifying the junction improvement works (Appendix If)

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in Section 4 of the Supporting Planning Statement at **Appendices Ia to Ic**. They can be summarized as follows:

Echo with Revitalization Scheme for IBs in PA 2018

- (a) The proposed minor relaxation of PR restriction for the redevelopment of a pre-1987 building at the Site echoes with the Revitalization Scheme for IBs announced in PA 2018.

Contribute to the Sustainable Growth of Hung Hom Business Area (HHBA)

- (b) The Proposed Scheme adheres to the characteristics of HHBA as a well-established and economically vibrant business area and would sustain the HHBA by providing employment opportunities. The Proposed Scheme would also catalyze the redevelopment of other existing IBs for non-polluting industrial/business uses.

In Line with Planning Intention of “OU(B)” Zone and Characteristics of the Area

- (c) The Proposed Scheme is in line with the planning intention of “OU(B)” zone which is primarily for general business uses and general employment uses. ‘Office’, ‘Eating Place’ and ‘Shop and Services’ uses are always permitted uses within “OU(B)” zone and compatible with the surrounding areas.

Bring Improvements to the Street Environment

- (d) The Proposed Scheme with not less than 4.5m setbacks at the eastern and southern boundaries of the Site, wide shop frontage abutting Hok Yuen Street and a recessed corner at the northwest of G/F and 1/F would enhance street amenity and create a local nodal point. The podium garden on 1/F (approximately 6.7m above mean street level) provides landscaping opportunities, which would be easily visible from Hok Yuen Street and help to rejuvenate the aging HHBA.

The PR Relaxation Sought is Minor and Reasonable

- (e) The proposed PR relaxation from 12 to 12.782 is only +6.52% (with BH complying with the BH restriction on the OZP) is minor in nature compared with the maximum 20% relaxation promulgated by the PA 2018.

No Adverse Impacts

- (f) The submitted Environmental Noise Impact Assessment (NIA), Air Impact Assessment (AIA), Traffic Impact Assessment (TIA) demonstrated that the Proposed Scheme would not bring adverse noise, air quality and traffic impacts to the surrounding areas. Although the Site is subject to traffic noise and industrial noise from several fixed noise sources, adverse traffic noise is not anticipated with the provision of air-conditioning and adequate noise insulated glazing. The pedestrian assessment indicated that the footpaths surrounding the Site would operate with Level of Service (LOS) B or above in peak periods and having adequate capacity to cater for the design year 2028 pedestrian flows. The proposed development would have minimal impact on the operation of the junction at Hung Hom Road/Fat Kwong Street Flyover/Tai Wan Road East. Junction improvement scheme is proposed to improve the performance of the junction (**Appendix Ib**).

3. Background - Policy Initiatives of Revitalization of IBs

- 3.1 As set out in PA 2018, to provide more floor area to meet Hong Kong's changing social and economic needs, and to make better use of the valuable land resources, a new scheme for to incentivize redevelopment of IBs is announced. To encourage owners to redevelop IBs constructed before 1987^[1], there is a policy direction to allow relaxation of the maximum permissible non-domestic PR as specified in an OZP by up to 20% for redevelopment projects of pre-1987 IBs located outside "R" zones in Main Urban Areas and New Towns into industrial/commercial uses. The relaxation of PR is subject to approval by TPB on a case-by-case basis and the

[1] Pre-1987 IBs refer to those eligible IBs which were wholly or partly constructed on or before 1.3.1987, or those constructed with their building plans (BPs) first submitted to the Building Authority (BA) for approval on or before the same date.

maximum non-domestic PR permissible under the B(P)R^{[2][3]}. TPB may approve such application subject to technical assessments confirming the feasibility of allowing such application in terms of infrastructure capacity, technical constraints, as well as relevant planning principles and considerations.

- 3.2 The time limit for owners to submit applications is three years, with effect from 10.10.2018. Should the application be approved, the modified lease should be executed (with full land premium charged) within three years after the planning permission is granted.

4. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

5. Previous Applications

Previous s.16 Planning Application

- 5.1 There is no previous s.16 planning application for minor relaxation of PR restriction in respect of the Site. However, there is one previous application (No. A/K9/38), when the Site was under “Industrial” zone, for conversion of the industrial building into office building with shop uses with the 2 levels of basement retained as carpark (**Appendix II**). The application was rejected by the TPB on 27.1.1989 because there was insufficient carparking space on the site to serve the proposed office development; the potential problem of displacement/disruption to the existing industrial tenants in the building had not been adequately addressed; the feasibility of converting the industrial building into office building in compliance with the Buildings Ordinance had not been demonstrated; and setting of undesirable precedent.

Previous s.12A Planning Applications

- 5.2 There are two previous s.12A applications (Nos. Y/K9/3 and Y/K9/8) covering the Site for rezoning from “OU(B)” to “Residential (Group E)” (“R(E)”). Application No. Y/K9/3 covers the whole “OU(B)” zone bounded by Hok Yuen Street, Man Lok Street and Man Yue Street, including the subject building and the three adjoining industrial buildings (i.e. Kaiser Estate Phases I, II and III). The Metro Planning Committee (the Committee) on 22.6.2007 rejected the application mainly for reasons that as business activities in HHBA were active, the “OU(B)” zone was appropriate for the area; the proposed rezoning would reduce the supply of land for

[2] The Site, abutting Hok Yuen Street, is a Class A site where the permissible PR under B(P)R is up to 15 and with a maximum SC of 60% for building height of 61m and over.

[3] Under the new policy, any bonus floor area claimed under section 22(1) or (2) of the B(P)R is not to be counted towards the proposed increase of non-domestic PR by 20% for redevelopment projects.

business; the proposed “R(E)” zone was not compatible with the adjacent “OU(B)” zone; insufficient information to demonstrate that the I/R interface problem could be resolved; and approval of the application would set an undesirable precedent. Application No. Y/K9/8, also for rezoning from “OU(B)” to “R(E)”, only covered the Site. The Committee rejected the application on 4.5.2012 for similar reasons.

6. Similar Applications

Whilst there is no similar application within the “OU(B)” zone of the subject OZP, there are two similar applications (No. A/K14/763 and 764) within the “OU(B)” zone of the Approved Kwun Tong (South) OZP No. S/K14S/22 and one similar application (No. A/K11/233) within the “OU(B)” zone of the Approved Tsz Wan Shan, Diamond Hill and San Po Kong OZP No. S/K11/29, all involving minor relaxation of PR up to 20%. Application No. A/K14/763 was approved with conditions by the Committee on 22.3.2019; whilst Application No. A/K14/764 was rejected at the same meeting mainly due to insufficient planning and design merits for the proposed relaxation of the BHR. Application No. A/K11/233 was approved with conditions by the Committee on 12.4.2019.

7. The Site and Its Surrounding Areas (Plans A-1 to A-2 and photos on Plans A-3 to A-4)

7.1 The Site is:

- (a) currently occupied by a 15-storey industrial building (including 2-storey basement carpark), namely Conic Investment Building built in 1982 (**Plan A-3**). The building is currently mainly used for offices and warehouses with shops at G/F; and
- (b) located in the western part of HHBA and well-served by various modes of public transport including bus and minibus services along Ma Tau Wai Road. The Whampoa Station of the MTR Kwun Tong Line Extension is about 500m to the south.

7.2 The surrounding areas have the following characteristics (**Plan A-2**):

- (a) the Site is in an area dominated by industrial buildings being used for industrial-office (I-O) uses to the north, east and south, namely Hang Fung Industrial Building, Kaiser Estate Phases I, II and III respectively. They are 33 to 39 years old and generally in fair conditions; and
- (b) to the west is Hung Hom Commercial Centre under “Commercial” (“C”) zone. To the further southwest and southeast are major residential developments, such as Ka Wai Chuen, Hung Hom Estate, Laguna Verde and Whampoa Garden.

8. Planning Intention

The planning intention of “OU(B)” zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings.

9. Comments from Relevant Bureau/ Government Departments

9.1 The following Government bureau/departments have been consulted and their views on the application are summarized as follows:

Policy Perspective

9.1.1 Comments of the Secretary for Development (SDEV), Development Bureau (DEVB):

It is Government’s policy to incentivize owners to redevelop old IBs to optimize utilization of existing industrial stock and make better use of valuable land resources, while addressing more effectively the issues of fire safety and non-compliant uses. To this end, he gives policy support to this application for relaxation of PR if it satisfies all relevant conditions or criteria (see details in paragraph 3.1 and 3.2 above).

Land Administration

9.1.2 Comments of the District Lands Officer/Kowloon West, Lands Department (DLO/KW, LandsD):

- (a) The Site falls within Sub-section 1 of Section O of Kowloon Marine Lot No. 40. The Government Lease under which the lot is held is subject to a lease term of 75 years renewable for 75 years commencing on 15.9.1897. The user of the lot is subject to the standard offensive trade restriction. Hence, the proposed development comprising ‘Eating Place’ (together with ‘Shop and Services’) would contravene the said restriction.
- (b) If the application is approved by the Board and there is provision of offensive trades (such as bars, cafés, restaurants, etc.) within the development, the lot owner has to apply to his department for a licence/lease modification. However, there is no guarantee that the licence/lease modification will be approved. Such application, if received by his department, will be considered by his department acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by LandsD.

Building Matters

9.1.3 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) No objection in principle to the application subject to the claimed non-domestic GFA not exceeding 47,277.30m² which is maximum permissible GFA under the Building (Planning) Regulations (B(P)R).
- (b) The proposed development shall in principle comply with the Buildings Ordinance (BO) and its allied regulations.
- (c) Comments regarding PNAP APP-151 and PNAP APP-152 are detailed in recommended advisory clause (c) in **Appendix IV**.

Traffic

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) Owing to the high demand of parking spaces in the district of the proposed development, upper bound of Hong Kong Planning Standards and Guidelines (HKPSG) should be adopted for the provision of car parking spaces, motorcycle parking spaces and L/UL bays. The goods vehicle provision should be divided into 65% LGV and 35% HGV in accordance with HKPSG.
- (b) Referring to the proposed junction improvement at Junction J, the concerned junction is critical in district, the applicant should conduct analysis with latest figures to review the feasibility of the proposal, prior to the implementation of the scheme at the junction to his satisfaction.

Fire Safety

9.1.5 Comments of the Director of Fire Services (D of FS):

He has no objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.

Environmental Aspect

9.1.6 Comments of the Director of Environmental Protection (DEP):

- (a) No objection to the application.

- (b) He noted that the proposed development will be provided with air-conditioning and all sensitive uses will not rely on opened windows for ventilation. Applicant/Authorized Person should be able to select a proper location for fresh-air intake during detailed design stage to avoid exposing future occupants under unacceptable environmental nuisance/impact. Furthermore, the applicant has confirmed that the design and installation of the fixed noise sources of the proposed development will meet the relevant noise criteria under the Hong Kong Planning Standards and Guidelines (HKPSG). Given the above, insurmountable environmental impacts associated with the proposed development is not anticipated.
- (c) The Environmental Noise Impact Assessment (NIA) has predicted that there will be adverse traffic noise impact and proposed to adopt indirect noise mitigation measures i.e. air-conditioning and noise insulated glazing to mitigate the noise impact. It is noted that the applicant confirmed that all the noise sensitive uses with noise exceedance in the proposed development will not rely on opened windows for ventilation.
- (d) The proposed development would generate more sewage than the existing use. Nonetheless, insurmountable sewerage impact arising from the proposed development is not anticipated. Should the Board decide to approve the application, the following conditions are suggested:
 - (i) the submission of a Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
 - (ii) the implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment above to the satisfaction of the Director of Drainage Services or of the Town Planning Board.

Architectural Aspect

9.1.7 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) It is noted that the tower near southern site boundary is not served by any street or emergency vehicular access (EVA). EVA within the Site shall be provided for this tower in accordance with B(P)R 41D and PNAP APP-136; and
- (b) 20% greenery to be provided to comply with PNAP APP-152.

Urban Design and Visual Aspects

9.1.8 Comments of the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD:

The application is to seek minor relaxation of PR from 12 to 12.782 (about 6.5% relaxation of PR) for redevelopment of the 15-storey (including 2 basement levels) pre-1987 industrial building into two new blocks of 38-storey (including 4 basement levels) commercial-office building. The proposed development comprises eating place/shop and services uses at the G/F, a landscaped garden on 1/F and offices from 2/F up to roof level. The application does not include any relaxation of BHR. The extent of relaxation of PR will unlikely create any adverse visual effect on the surroundings.

District Officer's Comments

9.1.9 Comments of the District Officer (Kowloon City), Home Affairs Department (DO(KC), HAD):

- (a) No comment on the application.
- (b) He noted that PlanD has notified the interested Kowloon City District Council Members, Hung Hom Area Committee as well as the Owners' Corporations/ Owners Committee/ Mutual Air Committees/ Management Committees/ management companies/ residents of buildings and institutions near the Site about the planning application.
- (c) The Board should take into account all the comments gathered in the consultation exercise in the decision making process. Should the application be approved, the applicant should take appropriate measures to address the concerns of relevant stakeholders.

9.2 The following Government departments have no comment on the application:

- (a) Commissioner of Police;
- (b) Chief Highways Engineer/Kowloon, Highways Department;
- (c) Chief Engineer/Mainland South, Drainage Services Department; and
- (d) Chief Engineer/Construction, Water Supplies Department.

10. Public Comments Received During Statutory Publication Period

The application and further information were published for public inspection on 5.3.2019 and 9.4.2019. During the statutory public inspection periods, which ended on 26.3.2019 and 30.4.2019, 2 public comments (**Appendix III**) objecting to the application were received from an individual and a company of the adjacent Kaiser Estate Phases II and III.

They raised objection to the application on the grounds that the proposed relaxation of PR for the redevelopment would create adverse traffic and environmental impacts as well as setting an undesirable precedent for similar redevelopments.

11. Planning Considerations and Assessments

- 11.1 The application is for minor relaxation of PR restriction from 12 to 12.782 (about) (by 6.52%) for a proposed redevelopment of the Site into 38-storey (including 4 basement carpark levels) commercial development. The proposed development will comprise 'Office', 'Eating Place' and 'Shop and Services' uses which are always permitted under Schedule I of the Notes for non-IBs in the "OU(B)" zone. The proposed uses are in line with the planning intention of the "OU(B)" zone. The BH of the proposed development does not exceed the maximum BH of 120mPD under the OZP.
- 11.2 The Proposed Scheme has incorporated setback for not less than about 4.5m along the southern and eastern boundaries of the Site to provide buffer from adjoining lots and a recessed corner at Hok Yuen Street (on the G/F and 1/F) at the northwest of the Site, which in general would enhance the walking environment.

Policy Aspects

- 11.3 An OP for the subject IB was issued on 8.12.1982 and the Site can be regarded as an eligible pre-1987 IB under Government's new policy on revitalizing IBs. DEVB gives policy support to the current application for the minor relaxation of PR with the initiative to incentivize redevelopment of old IBs to optimize utilization of the existing industrial stock and make better use of the valuable land resources, while addressing more effectively the issues of fire safety and non-compliant uses.

Technical Aspects

- 11.4 The proposed minor relaxation of PR generally follows the policy on revitalization of pre-1987 IBs, and consideration of such application is subject to technical assessments confirming the feasibility of the Proposed Scheme. To support the application, the TIA submitted demonstrates that the additional increase in traffic arising from the proposed minor relaxation of PR from 12 to 12.782 would not cause significant traffic impact and could be absorbed by the road network in the vicinity of the Site. The junction operational performance analysis indicates that most of the critical junctions will operate within their capacities in design year 2028. One junction (Hung Hom Road/Fat Kwong Street Flyover/Tai Wan Road East) will operate exceeding its capacity even without the proposed redevelopment. However, junction improvement scheme involving addition of traffic lane and realignment of pedestrian refuge island (**Drawing A-10**) is proposed to improve the junction operation performance. The pedestrian assessment indicated that the footpath surrounding the Site would be operating in satisfactory condition and having adequate capacity to cater for the design year 2028 pedestrian flow. C for T has no adverse comment on the application. Regarding C for T's comments on

parking provision for car and goods vehicle, it would be dealt with under suggested approval condition (a) below.

- 11.5 Regarding air and noise impacts, with the provision of air-conditioning and adequate noise insulated glazing, no adverse impact is anticipated. DEP has no objection on the application.
- 11.6 CTP/UD&L, PlanD considers that the proposed extent of relaxation of PR will unlikely create any adverse visual effect on the surroundings and has no adverse comments on the application.

Others

- 11.7 Regarding the public comments on the potential adverse traffic and environmental impacts, the planning assessment above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application on the terms of the application as submitted to the Board, it is suggested that the permission shall be valid until 17.5.2023, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the provision of parking facilities, loading/unloading spaces and vehicular access to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission of a revised traffic impact assessment and implementation of the mitigation measures identified to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (c) the provision of fire services installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (d) the submission of a Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (e) the implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment in approval condition

(d) above to the satisfaction of the Director of Drainage Services or of the Town Planning Board.

Advisory Clauses

- 12.3 The recommended advisory clauses are attached at **Appendix IV**.
- 12.4 There is no strong planning reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant, or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form received on 26.2.2019
Appendix Ia	Supporting Planning Statement received on 26.2.2019
Appendix Ib	Letter dated 28.3.2019 from the applicant
Appendix Ic	Letter dated 18.4.2019 from the applicant
Appendix Id	Email dated 30.4.2019 from the applicant
Appendix Ie	Letter dated 30.4.2019 from the applicant
Appendix If	Email dated 7.5.2019 from the applicant
Appendix II	Previous applications
Appendix III	Public comments received
Appendix IV	Recommended advisory clauses
Drawing A-1	Master layout plan
Drawings A-2 to A-9	Proposed floor plans and Schematic Section
Drawing A-10	Junction Improvement Layout
Plan A-1	Location plan
Plan A-2	Site plan
Plan A-3	Site photos
Plan A-4	Building Gap, Landscape Deck, Setback and Recessed Corner