



KUALA LUMPUR STRUCTURE PLAN 2020

LOGO'S DEFINITION



Kuala Lumpur Structure Plan 2020 will be used for 20 years until the year 2020.



Landmark for Kuala Lumpur and symbol of its economic growth



Development of Kuala Lumpur emphasises on social development.



Development of Kuala Lumpur is in line with environmental protection and development.



Yang Berhormat Tan Sri Dato' Seri Utama Hj. Mohd Isa bin Dato' Hj. Abdul Samad
Minister of Federal Territory



**PEJABAT MENTERI
KEMENTERIAN WILAYAH PERSEKUTUAN**
Aras 4, Blok 2, Menara PJH
Presint 2
Pusat Pentadbiran Kerajaan Persekutuan
62100 Putrajaya, Malaysia

Laman Web : <http://www.bkwppik.gov.my> Email : mkwp@bkwppik.gov.my Tel : 03-8889 4414 Faks : 03-8889 4344

*Rujukan Tuan : KWP : 24/493/4 ()
Rujukan Kami :
Tarikh : 16 Ogos 2004/
29 Jamadilakhir 1425*

Yang Berbahagia
Datuk Mohmad Shaid Mohd Taufek
Datuk Bandar Kuala Lumpur

Y.Bhg. Datuk,

**Pemberitahuan Kelulusan Terhadap Draf Pelan Struktur Kuala Lumpur
Mengikut Seksyen 8, Akta (Perancangan) Wilayah Persekutuan 1982 (Akta 267)**

Saya telah memeriksa kandungan Draf Pelan Struktur Kuala Lumpur bersama-sama dengan Laporan Lembaga Penasihat Perancangan Wilayah Persekutuan dan dengan ini meluluskan Draf Pelan Struktur tersebut dengan pindaan-pindaan seperti berikut :

a. Bab 1.0 : Pengenalan

Perenggan ini perlu dipinda bagi menggambarkan keperluan sebenar pindaan ke atas Pelan Struktur Kuala Lumpur 1984.

i) Perenggan 1.1, Keperluan untuk Pelan

Dengan perubahan yang telah berlaku dua puluh tahun kebelakangan ini dan yang dijangkakan pada masa hadapan untuk pembangunan yang holistik dan urus tadbir yang cekap, maka adalah wajar untuk menyediakan satu pelan struktur baru bagi Kuala Lumpur.

b. Bab 2.0 : Konteks Pertumbuhan Antarabangsa dan Nasional

Datuk Bandar perlu meminda tajuk bagi perenggan ini seperti yang dicadangkan oleh Lembaga Penasihat Perancangan Draf Pelan Struktur Kuala Lumpur 2020. Selain dari itu, semua perkataan Wilayah Metropolitan Kuala Lumpur yang terdapat dalam Draf Pelan Struktur Kuala Lumpur 2020 ini perlu ditukar kepada Wilayah Persekutuan Kuala Lumpur dan konurbasinya. Pindaan teks dibawah perlu dibuat pada penghujung perenggan 2.4.2 selaras dengan keadaan semasa Wilayah Persekutuan.

- i) Perenggan 2.4.2 : Wilayah Persekutuan Kuala Lumpur dan Konurbasinya (Asalnya 2.4.2 : Wilayah Metropolitan Kuala Lumpur)*
- ii) Pada masa ini, penyelarasan perancangan dan pembangunan Lembah Klang dilaksanakan oleh Majlis Perancangan Lembah Klang dan Jawatankuasa Kerja Wilayah Lembah Klang. Selaras dengan perkembangan kawasan perancangan Wilayah Persekutuan Kuala Lumpur dan konurbasinya, bidang kuasa badan-badan tersebut perlu dikaji dan diperincikan.*

Isu-isu yang perlu ditekankan di peringkat perancangan wilayah meliputi aspek-aspek pembangunan fizikal, sosio-ekonomi dan kerohanian seperti penyelarasan fungsi pusat-pusat pertumbuhan dalam Kuala Lumpur dan konurbasinya, pengurusan alam sekitar, perancangan dan pembangunan industri, rangkaian pengangkutan, taburan kemudahan awam, tanah perkuburan, kawalan banjir, pembuangan dan pelupusan sampah serta pembangunan kemanusiaan dan kemasyarakatan.

c. **Bab 3.0 : Wawasan dan Matlamat Kuala Lumpur**

Datuk Bandar perlu membuat beberapa pindaan dalam bab ini sesuai dengan suasana politik negara dan keperluan semasa yang mendesak di Wilayah Persekutuan.

i) Perenggan 3.1 : Pengenalan

Pembangunan Malaysia sekarang dipandu oleh *agenda nasional dan Wawasan 2020* yang memanifestasikan Malaysia sebagai sebuah negara maju sepenuhnya dari segi ekonomi, sosial, politik dan kerohanian pada tahun 2020. *Terkandung di dalam wawasan ini ialah aspirasi untuk mencapai pembangunan yang Cemerlang, Gemilang dan Terbilang.*

ii) Kuala Lumpur, sebagai bandar raya ulung Negara hendaklah menyumbang sepenuhnya untuk mencapai hasrat yang terkandung dalam Wawasan 2020 *dan aspirasinya*. Wawasan pembangunan untuk Kuala Lumpur haruslah konsisten dan mencerminkan prinsip-prinsip Wawasan 2020 di samping sesuai dengan peranan Bandar Raya tersendiri dalam pembangunan negara.

iii) Perenggan 3.1.1 : Persekitaran Hidup Bertaraf Dunia

Persekitaran kerja bertaraf dunia seharusnya mengandungi semua unsur persekitaran hidup yang bertaraf dunia seperti perumahan berkualiti tinggi, kemudahan yang mencukupi, berkualiti dan mudah sampai. Ianya juga perlu menyediakan persekitaran yang selamat, sihat *dan ceria* agar mereka yang bekerja di Bandar Raya berserta keluarga mereka dapat menikmati taraf kehidupan terbaik. Persekitaran hidup di Bandar Raya akan terus ditingkatkan dengan memberi penekanan kepada aspek kebudayaan *dan warisan, nilai-nilai murni* serta menggalakkan interaksi aktif untuk semua peringkat umur dan lapisan masyarakat *merangkumi golongan remaja, belia, warga tua, kurang upaya dan wanita.*

d. Bab 4.0 : Asas Ekonomi dan Penduduk

Datuk Bandar perlu membuat pindaan seperti yang dicadangkan bagi memastikan keperluan golongan remaja, belia, wanita dan warga tua sentiasa di beri perhatian dan tidak dilupakan.

i) Preamble EC11

Pertambahan jumlah penduduk *remaja, belia dan* warga tua dan peningkatan jangkaan taraf kehidupan yang lebih baik memerlukan lebih banyak perhatian untuk keperluan penduduk *remaja, belia dan* warga tua dari segi kualiti dan kepelbagaian kediaman serta kemudahan-kemudahan lain.

ii) Dasar EC 11

DBKL akan mempertimbangkan keperluan penduduk *remaja, belia dan* warga tua dalam semua aspek perancangan dan pembangunan.

iii) Perenggan 4.2.3 b) (ii) Isu-isu

Dengan melihat struktur umur warga kota, ia memerlukan dasar dan pendekatan khusus seperti perkara-perkara mengenai perumahan, kemudahan dan peluang-peluang berkaitan untuk setiap kumpulan umur yang termasuk golongan *remaja, belia dan* warga tua.

e. Bab 5.0 : Pendapatan dan Kualiti Hidup

Datuk bandar perlu menambah preamble, dasar dan teks berikut dalam bahagian ini selaras dengan usaha kerajaan untuk menangani masalah kemiskinan bandar dan meningkatkan kualiti hidup penduduknya.

i) Perenggan 5.1 : Pengenalan

Bagi individu, pra syarat kualiti hidup yang baik adalah pendapatan yang mencukupi, serta mudah sampai kepada kemudahan-kemudahan yang ditawarkan oleh Bandar Raya. *Usaha-usaha ini termasuk program membasmi kemiskinan.*

ii) Bagi mencapai status bertaraf dunia, Kuala Lumpur seharusnya dapat menawarkan kualiti hidup yang lebih baik kepada warga kota, dengan menyediakan kemudahan-kemudahan yang berkualiti dan mewujudkan satu rangka kerja di mana semua penduduk mendapat akses yang saksama kepada kemudahan-kemudahan yang disediakan dan *bebas daripada kemiskinan.*

iii) Perenggan 5.3 : Objektif

- *Membasmi kemiskinan dan meningkatkan taraf pendapatan keseluruhan terutama bagi golongan yang berpendapatan rendah;*

iv) Perenggan 5.4.1 : Pendapatan Isi Rumah

Walaupun usaha-usaha telah dijalankan oleh DBKL untuk memberi peluang meningkatkan pendapatan, menyediakan peluang perumahan, memberi perkhidmatan perubatan dan kemudahan pendidikan, masih terdapat golongan miskin di Bandar Raya.

v) Dasar IC 1a

DBKL akan mempertingkatkan usaha-usaha untuk membasmi kemiskinan termasuk bekerjasama dengan agensi-agensi berkaitan.

f. Bab 7.0 : Perdagangan

Datuk Bandar perlu meminda beberapa bahagian dalam bab ini untuk menggalakkan aktiviti k-ekonomi terutamanya di premis-premis kediaman.

i) Dasar CO 3

DBKL akan membenarkan aktiviti K-ekonomi di premis kediaman.

ii) Perenggan 7.4.1 : Perniagaan dan Kewangan

(b) Aktiviti K-ekonomi di Premis Kediaman

Teknologi yang berkaitan dengan K-ekonomi telah membolehkan aktiviti ekonomi dijalankan di premis kediaman. Ini telah mendatangkan banyak faedah bagi individu, perniagaan dan badan pentadbiran yang mengikut arah aliran ini kerana perbelanjaan yang rendah dan mengurangkan permintaan terhadap infrastruktur Bandar Raya, terutamanya rangkaian pengangkutan.

Peraturan kawalan perancangan sedia ada menghadkan premis kediaman digunakan untuk aktiviti selain kediaman. Bagi membenarkan aktiviti k-ekonomi di premis kediaman, peraturan dan garis panduan kawalan perancangan perlu disediakan. Aktiviti sedemikian tidak mengakibatkan kacauganggu dan tekanan kepada infrastruktur bandar. Kegiatan-kegiatan mestilah dijalankan oleh penghuni secara persendirian, melibatkan penggunaan ICT dan tidak memerlukan pembantu.

g. Bab 10 : Pengangkutan

Datuk Bandar perlu membuat beberapa pindaan kecil dalam bab ini bagi disesuaikan dengan cadangan kerajaan untuk menubuhkan Lembaga Pengangkutan Bandar.

i) Dasar TT 5

DBKL akan *membantu* menyelaraskan perancangan, pembangunan dan operasi pengangkutan awam dan hal-hal berkaitan dengan pengangkutan persendirian.

ii) Dasar TT 6

DBKL akan *membantu* pelaksanaan dasar kerajaan berhubung dengan sistem pengangkutan awam bersepadu.

iii) Dasar TT 9

DBKL akan *membantu* menyediakan kajian kemungkinan bagi penyambungan masa hadapan rangkaian rel dan menyelaraskan pelaksanaannya dengan pihak-pihak berkuasa yang berkaitan.

iv) Dasar TT 10

DBKL akan *membantu* menentukan langkah-langkah bagi memperbaiki perkhidmatan bas secara maksimum ke kawasan pertumbuhan, semua pusat pekerjaan dan komersil serta menyelaraskan dengan agensi-agensi dan pengusaha-pengusaha berkaitan.

v) Dasar TT 13

DBKL akan *membantu* dan menyelaraskan dengan agensi-agensi yang berkaitan bagi memperbaiki kebolehpercayaan dan penawaran perkhidmatan teksi.

vi) Dasar TT 14

DBKL akan *membantu* dan menyelaraskan dengan agensi-agensi yang berkaitan dan meningkatkan infrastruktur jalan bagi meningkatkan keselamatan pengguna motosikal.

vii) Perenggan 10.1 : Pengenalan

Struktur asas rangkaian jalan dan rel yang komprehensif telah dibina sejak tahun 1984. Program bagi Kuala Lumpur kini ialah untuk memaju, memperkemas dan melengkapkan sistem pengangkutan secara bersepadu bagi memenuhi keperluan Bandar Raya dan penduduknya sehingga tahun 2020. *Dalam hubungan ini DBKL akan membantu pelaksanaan sistem pengangkutan bersepadu.*

viii) Perenggan 10.4.2 a) Pentadbiran Pengangkutan Awam

Tumpuan yang semakin meningkat serta peruntukan perbelanjaan yang tinggi bagi pengangkutan awam memerlukan penyelarasan dan sokongan antara jabatan-jabatan kerajaan serta agensi-agensi lain yang terlibat. DBKL akan mengambil langkah-langkah *untuk membantu menjayakan pelaksanaan dasar-dasar kerajaan berkaitan dengan pentadbiran pengangkutan awam.*

h. Bab 12.0 : Perumahan dan Setinggan

Datuk Bandar perlu menambah dua dasar baru bagi perumahan kos rendah seperti di bawah.

i) *Dasar HO 8a*

DBKL akan memperkemas pengurusan rumah kos rendah bagi memastikan hanya golongan berpendapatan rendah sahaja layak menyewa rumah kos rendah.

ii) *Dasar HO 12a*

DBKL akan memberikan keutamaan pembelian rumah kos sederhana rendah oleh penyewa rumah kos rendah.

iii) Perenggan 12.4.1 b) Rumah Kos Rendah dan Perumahan Awam

Memandangkan kemungkinan piawaian ruang rumah kos rendah akan terus dipertingkatkan, peruntukan akan dibuat dalam reka bentuk pembangunan tersebut bagi membolehkan peningkatan piawaian ruang tanpa memerlukan pembangunan semula yang berkos tinggi.

Usaha hendaklah dibuat bagi meningkatkan standard ruang di mana sesuai, ubahsuai atau membangunkan semula rumah kos rendah sedia ada.

i. Bab 13.0 : Kemudahan Masyarakat

Bagi memastikan keselesaan penduduk, pindaan dan tambahan terhadap perkara-perkara berikut perlu dibuat oleh Datuk Bandar.

i) Preamble CF 19

DBKL akan mengenalpasti lebih banyak tapak dan program untuk menggalakkan lebih banyak peluang untuk menzahirkan bakat dan kebolehan seni dan budaya sama ada dalam bentuk kumpulan atau individu.

ii) Dasar CF 2a

DBKL akan memastikan tanah kerajaan digunakan bagi kegunaan kerajaan / kemudahan masyarakat

iii) Dasar CF 17

DBKL akan menggalak penglibatan lebih aktif pihak swasta dan organisasi bukan kerajaan untuk membangunkan kemudahan dan mempromosikan aktiviti dan kumpulan kesenian dan kebudayaan tempatan.

j. Bab 14.0 : Rekabentuk Bandar dan Landskap

Selaras dengan hasrat untuk mencapai taraf Bandaraya Bertaraf Dunia, pindaan dibawah perlu dibuat bagi melengkapi rekabentuk bandar sedia ada dan yang dicadangkan.

i) Dasar UD 23

DBKL akan menyediakan satu Rangka Reka bentuk Bandar berserta satu Garis panduan Reka bentuk Bandar komprehensif *untuk memastikan keselamatan dan kesihatan awam* dan melantik satu badan yang bertanggungjawab bagi pelaksanaan dan penyelarasan dengan pihak berkuasa lain yang berkaitan.

ii) Perenggan 14.4.2 d) Perhubungan Pejalan Kaki

Rangkaian ini akan mengandungi laluan pejalan kaki yang akan menghubungkan tempat tumpuan aktiviti, perhentian dan pertukaran pengangkutan, taman, plaza serta *kawasan bersejarah* bagi memberikan akses yang berterusan di dalam bandar raya.

iii) Rajah 14.8 Kawasan Pemuliharaan

Perlu memasukkan kawasan Bangunan Sulaiman dalam zon bangunan bersejarah.

k. Bab 15.0 : Alam Sekitar

Datuk Bandar perlu meminda bahagian ini bagi memastikan masalah dan tragedi disebabkan oleh pembangunan di lereng bukit tidak lagi berlaku di Bandar Raya

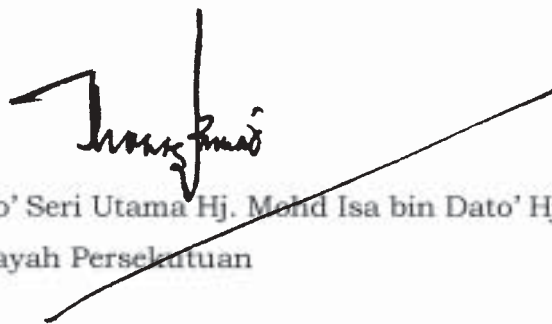
i) Dasar EN 6

DBKL tidak akan membenarkan pembangunan di lereng bukit yang bercerun *melebihi tahap yang dibenarkan dalam dasar dan peraturan Kerajaan Persekutuan.*

ii) Perenggan 15.4.2 (a) Cerun-cerun Curam

Pembangunan di kawasan berbukit perlu diberi perhatian serius selaras *dengan peraturan-peraturan dan dasar-dasar kerajaan yang sedia ada terpakai.*

2. Saya dengan ini mengarahkan supaya Pelan Struktur Kuala Lumpur 2020 yang telah dipinda dan diubahsuai itu diwartakan untuk pemakaian oleh Dewan Bandaraya Kuala Lumpur mengikut Seksyen 9, Akta (Perancangan) Wilayah Persekutuan 1982 (Akta 267).



Tan Sri Dato' Seri Utama Hj. Mohd Isa bin Dato' Hj. Abdul Samad
Menteri Wilayah Persekutuan



**Yang Berbahagia Brigedier Jeneral Datuk Mohmad Shaid Mohd. Taufek
Mayor of Kuala Lumpur**

Preface

I am glad that the Kuala Lumpur Structure Plan 2020 has been successfully prepared in line with the provisions of the Federal Territory (Planning) Act 1982. City Hall Kuala Lumpur strives to improve the quality of living, working and business environment so as to make Kuala Lumpur, A World-Class City that benefits its people, entrepreneurs, businessmen and visitors.

The Kuala Lumpur Structure Plan 2020 is the blueprint that will guide the development of Kuala Lumpur for the next 20 years. The Plan, with its two-pronged approach, outlines the goals, strategies and policies towards achieving the vision as well as identifies ways to minimise or solve issues and problems faced by the citizens. Hopefully, the Plan will be useful for all those who are involved in the planning and development of Kuala Lumpur.

A good plan will be less meaningful unless it is successfully implemented and the implementation of the Plan will not be successful without the support of the citizens. In this respect, I would like to convey my utmost gratitude and thanks to all stakeholders such as the private sectors, non-governmental organisations, community-based organisations, government agencies, professional bodies, institutions of higher learning and the general public that have forwarded views and comments on the proposals contained in the Draft Kuala Lumpur Structure Plan 2020.

Together we make Kuala Lumpur a better city, A World-Class City.



Datuk Mohmad Shaïd Mohd. Taufek
The Mayor of Kuala Lumpur

Acknowledgements

The preparation of this Plan has been made possible with the cooperation of various ministries, government departments and agencies, institutions of higher learning, professional bodies, non-governmental organisations, community associations, political parties and individuals who have provided information, proposals, views and feedback at all stages of the study. Their cooperation and contribution are highly appreciated.

Appreciation is especially dedicated to the Planning Advisory Board of the Federal Territory and the Public Hearing Committee for their time and efforts as well as constructive views. Appreciation is also due to the Institute Sultan Iskandar, Universiti Teknologi Malaysia for its assistance in the preparation of the study.

Appreciation is especially dedicated to staff of Master Plan Department City Hall for their contributions in coordinating and editing works as well as compilation and analysis of information. Special mention is also due to all the staff of City Hall's departments for their services in the preparation of the Plan.

Last but not least, City Hall Kuala Lumpur is indebted to all those involved in the preparation of the Plan.

CONTENTS

Introduction	1		
International and National Context of Growth	2		
Vision and Goals of Kuala Lumpur	3		
Economic Base and Population	4		
Income and Quality of Life	5	10	Transportation
Land Use and Development Strategy	6	11	Infrastructure and Utilities
Commerce	7	12	Housing
Tourism	8	13	Community Facilities
Industry	9	14	Urban Design and Landscape
		15	Environment
		16	Special Areas
		17	Strategic Zone
		18	Implementation

Table of Contents

Approval Notice for the Kuala Lumpur Structure Plan 2020 from the Minister	v
Preface	xvii
Acknowledgements	xix
List of Contents	xxiii
List of Figures	xxxix
List of Tables	xxxix
Summary of Policies	xxxv
1. INTRODUCTION	
1.1 NEED FOR A PLAN	1-1
1.2 THE PLAN	1-1
1.3 PUBLIC PARTICIPATION	1-2
1.4 THE MINISTER'S APPROVAL AND ADOPTION OF THE PLAN	1-2
1.5 LOCAL PLAN	1-3
2. INTERNATIONAL AND NATIONAL CONTEXT OF GROWTH	
2.1 INTRODUCTION	2-1
2.2 THE GLOBAL TREND	2-1
2.2.1 THE GLOBALISATION PROCESS	2-1
2.2.2 THE KNOWLEDGE-BASED ECONOMY	2-1
2.2.3 AGENDA 21	2-1
2.3 THE NATIONAL PERSPECTIVE	2-2
2.4 THE SUB-NATIONAL CONTEXT	2-4
2.4.1 THE KLANG VALLEY REGION	2-4
2.4.2 KUALA LUMPUR AND ITS CONURBATION	2-4
2.4.3 THE MULTIMEDIA SUPER CORRIDOR	2-4
2.5 THE FUNCTION OF KUALA LUMPUR AND ITS CONURBATION	2-5
3. VISION AND GOALS OF KUALA LUMPUR	
3.1 INTRODUCTION	3-1
3.2 THE DEVELOPMENT VISION FOR KUALA LUMPUR	3-1
3.2.1 A WORLD-CLASS WORKING ENVIRONMENT	3-1
3.2.2 A WORLD-CLASS LIVING ENVIRONMENT	3-1
3.2.3 A WORLD-CLASS BUSINESS ENVIRONMENT	3-2
3.2.4 A WORLD-CLASS CITY GOVERNANCE	3-2
3.3 GOALS	3-2
3.4 CONCLUSION	3-4

4.	ECONOMIC BASE AND POPULATION	
4.1	INTRODUCTION	4-1
4.2	EXISTING SITUATION AND ISSUE	4-1
4.2.1	ECONOMIC BASE	4-1
4.2.2	EMPLOYMENT	4-1
4.2.3	POPULATION	4-2
4.3	OBJECTIVE	4-4
4.4	EMPLOYMENT AND POPULATION TARGET	4-4
4.5	POLICY AND PROPOSAL	4-4
4.5.1	ECONOMIC BASE AND EMPLOYMENT	4-4
4.5.2	AN OPTIMUM POPULATION	4-7
5.	INCOME AND QUALITY OF LIFE	
5.1	INTRODUCTION	5-1
5.2	EXISTING SITUATION AND ISSUE	5-1
5.2.1	HOUSEHOLD INCOME	5-1
5.2.2	OTHER COMPONENTS OF QUALITY OF LIFE	5-3
5.3	OBJECTIVE	5-3
5.4	POLICY AND PROPOSAL	5-4
5.4.1	HOUSEHOLD INCOME	5-4
5.4.2	SOCIAL PROGRAMME	5-4
5.4.3	OTHER COMPONENTS OF QUALITY OF LIFE	5-5
6.	LAND USE AND DEVELOPMENT STRATEGY	
6.1	INTRODUCTION	6-1
6.2	EXISTING SITUATION AND ISSUE	6-1
6.2.1	LAND USE 1984 - 2000	6-1
6.2.2	LAND AVAILABILITY	6-8
6.3	EVALUATION OF THE ACHIEVEMENT OF THE KLSP 1984 DEVELOPMENT STRATEGY	6-9
6.3.1	GENERAL	6-9
6.3.2	CENTRAL PLANNING AREA (CPA)	6-9
6.3.3	NEW GROWTH AREAS	6-9
6.3.4	EXISTING DEVELOPMENT AREAS	6-9
6.3.5	TRANSPORTATION	6-10
6.4	DEVELOPMENT STRATEGY	6-10
6.4.1	GENERAL	6-10
6.4.2	ENHANCE THE WORKING, LIVING AND BUSINESS ENVIRONMENT OF THE CITY CENTRE	6-11
6.4.3	DESIGNATE AND DEVELOP INTERNATIONAL ZONES	6-14
6.4.4	DESIGNATE AND IMPLEMENT COMPREHENSIVE DEVELOPMENT AREAS	6-14

6.4.5	ENCOURAGE AND FACILITATE THE DEVELOPMENT OF MALAY RESERVATION AREAS, TRADITIONAL KAMPUNGS AND NEW VILLAGES	6-14
6.4.6	INITIATE AND IMPLEMENT THE REDEVELOPMENT OF BLIGHTED AREAS	6-15
6.4.7	ENSURE COMPLETE AND INTEGRATED CITY LINKAGES	6-16
6.4.8	PROVIDE PRIORITY AND INCENTIVES TO DEVELOPMENT IN AREAS AROUND TRANSIT TERMINALS	6-17
6.4.9	ENSURE THE FUNCTIONAL DISTRIBUTION OF URBAN CENTRES AND FACILITIES	6-17
6.4.10	CONSOLIDATE THE DEVELOPMENT AND ENHANCE THE ENVIRONMENT OF STABLE AREAS	6-17
6.4.11	CONSOLIDATE THE DEVELOPMENT AND ENHANCE THE ENVIRONMENT OF MAJOR ENTRY POINTS	6-19
6.5	THE KEY PLAN	6-19

7. COMMERCE

7.1	INTRODUCTION	7-1
7.2	EXISTING SITUATION AND ISSUE	7-1
7.2.1	COMMERCIAL OVERVIEW	7-1
7.2.2	OFFICE BUILDINGS	7-3
7.2.3	SHOPPING	7-3
7.2.4	HOTELS AND SERVICE APARTMENTS	7-6
7.2.5	OTHER SERVICES	7-6
7.2.6	HAWKERS AND PETTY TRADERS	7-6
7.3	OBJECTIVE	7-8
7.4	POLICY AND PROPOSAL	7-8
7.4.1	BUSINESS AND FINANCE	7-8
7.4.2	SHOPPING	7-10
7.4.3	HOTELS AND SERVICE APARTMENTS	7-10
7.4.4	HAWKERS AND PETTY TRADERS	7-10
7.4.5	BALANCED COMMERCIAL DEVELOPMENT	7-11
7.5	FUTURE REQUIREMENT	7-12

8. TOURISM

8.1	INTRODUCTION	8-1
8.2	EXISTING SITUATION AND ISSUE	8-1
8.2.1	TOURISM MARKETING AND PROMOTION	8-1
8.2.2	TOURIST ARRIVALS, EXPENDITURE AND AVERAGE LENGTH OF STAY	8-2
8.2.3	TOURISM RESOURCES	8-2
8.2.4	TOURISM FACILITIES AND INFRASTRUCTURE	8-6
8.2.5	TOURISM SUPPORT SERVICES AND FACILITIES	8-8

8.3	OBJECTIVE	8-9
8.4	POLICY AND PROPOSAL	8-9
8.4.1	TOURISM MARKETING AND PROMOTION	8-9
8.4.2	DEVELOPMENT OF TOURISM RESOURCES	8-10
8.4.3	SHOPPING, DINING AND ENTERTAINMENT	8-10
8.4.4	RECREATIONAL ATTRACTIONS	8-12
8.4.5	HEALTH AND EDUCATION	8-13
8.4.6	TOURISM FACILITIES AND INFRASTRUCTURE	8-13
8.4.7	TOURISM SUPPORT SERVICES AND FACILITIES	8-14
8.5	FUTURE REQUIREMENT	8-15
9.	INDUSTRY	
9.1	INTRODUCTION	9-1
9.2	EXISTING SITUATION AND ISSUE	9-1
9.2.1	INDUSTRIAL SECTOR DEVELOPMENT	9-1
9.2.2	INDUSTRIAL AREAS	9-2
9.3	OBJECTIVE	9-5
9.4	POLICY AND PROPOSAL	9-5
9.4.1	INDUSTRIAL SECTOR DEVELOPMENT	9-5
9.4.2	INDUSTRIAL AREA DEVELOPMENT	9-7
9.5	FUTURE REQUIREMENT	9-9
10.	TRANSPORTATION	
10.1	INTRODUCTION	10-1
10.2	EXISTING SITUATION AND ISSUE	10-1
10.2.1	GENERAL	10-1
10.2.2	PUBLIC TRANSPORT	10-2
10.2.3	PRIVATE TRANSPORTATION	10-4
10.2.4	ROAD INFRASTRUCTURE	10-5
10.2.5	NON-MOTORISED TRANSPORT	10-7
10.2.6	FREIGHT TRANSPORT	10-8
10.3	OBJECTIVE	10-8
10.4	POLICY AND PROPOSAL	10-9
10.4.1	GENERAL	10-9
10.4.2	PUBLIC TRANSPORT	10-9
10.4.3	PRIVATE TRANSPORTATION	10-12
10.4.4	ROAD INFRASTRUCTURE	10-14
10.4.5	NON-MOTORISED TRANSPORT	10-17
10.4.6	FREIGHT TRANSPORT	10-17
10.5	FUTURE REQUIREMENT	10-18
10.5.1	INTEGRATED PUBLIC TRANSPORTATION SYSTEM	10-18
10.5.2	ROAD NETWORK	10-18

11. INFRASTRUCTURE AND UTILITIES

11.1	INTRODUCTION	11-1
11.2	EXISTING SITUATION AND ISSUE	11-1
11.2.1	GENERAL	11-1
11.2.2	STORM WATER DRAINAGE AND FLOOD MITIGATION	11-1
11.2.3	TELECOMMUNICATION AND INFORMATION TECHNOLOGY SYSTEMS	11-3
11.2.4	WATER SUPPLY	11-3
11.2.5	SEWERAGE RETICULATION, TREATMENT AND EFFLUENT DISCHARGE	11-4
11.2.6	SOLID WASTE COLLECTION AND DISPOSAL	11-6
11.2.7	CHEMICAL, TOXIC AND CLINICAL WASTES	11-6
11.2.8	ELECTRICITY SUPPLY	11-8
11.2.9	PIPED GAS SUPPLY	11-8
11.3	OBJECTIVE	11-9
11.4	POLICY AND PROPOSAL	11-9
11.4.1	GENERAL	11-9
11.4.2	STORM WATER DRAINAGE AND FLOOD MITIGATION	11-9
11.4.3	TELECOMMUNICATION AND INFORMATION TECHNOLOGY SYSTEM	11-10
11.4.4	WATER SUPPLY	11-10
11.4.5	SEWERAGE RETICULATION, TREATMENT AND EFFLUENT DISCHARGE	11-10
11.4.6	SOLID WASTE COLLECTION AND DISPOSAL	11-11
11.4.7	CHEMICAL, TOXIC AND CLINICAL WASTES	11-11
11.4.8	ELECTRICITY SUPPLY	11-11
11.4.9	PIPED GAS SUPPLY	11-11
11.5	FUTURE REQUIREMENT	11-11

12. HOUSING

12.1	INTRODUCTION	12-1
12.2	EXISTING SITUATION AND ISSUE	12-1
12.2.1	HOUSING QUALITY	12-1
12.2.2	HOUSING PROVISION BY TYPE	12-3
12.2.3	DISTRIBUTION OF HOUSING	12-6
12.3	OBJECTIVE	12-8
12.4	POLICY AND PROPOSAL	12-8
12.4.1	HOUSING QUALITY	12-8
12.4.2	HOUSING PROVISION	12-10
12.4.3	DISTRIBUTION OF HOUSING	12-11
12.5	FUTURE REQUIREMENT	12-13

13. COMMUNITY FACILITIES

13.1	INTRODUCTION	13-1
13.2	EXISTING SITUATION AND ISSUE	13-1
13.2.1	GENERAL	13-1
13.2.2	PUBLIC COMMUNITY FACILITIES	13-1
13.2.3	OPEN SPACES, RECREATIONAL AND SPORTS FACILITIES	13-3
13.2.4	EDUCATIONAL FACILITIES	13-5
13.2.5	HEALTH FACILITIES	13-7
13.2.6	SECURITY AND EMERGENCY FACILITIES	13-9
13.2.7	SOCIAL WELFARE FACILITIES	13-9
13.2.8	CULTURAL FACILITIES	13-11
13.2.9	RELIGIOUS FACILITIES	13-11
13.2.10	CEMETERIES	13-13
13.3	OBJECTIVE	13-13
13.4	POLICY AND PROPOSAL	13-13
13.4.1	GENERAL	13-13
13.4.2	PUBLIC COMMUNITY FACILITIES	13-18
13.4.3	OPEN SPACES, RECREATIONAL AND SPORTS FACILITIES	13-18
13.4.4	EDUCATIONAL FACILITIES	13-19
13.4.5	PUBLIC HEALTH FACILITIES	13-20
13.4.6	SECURITY AND EMERGENCY FACILITIES	13-20
13.4.7	SOCIAL WELFARE FACILITIES	13-20
13.4.8	CULTURAL FACILITIES	13-20
13.4.9	CEMETERIES	13-21
13.5	FUTURE REQUIREMENT	13-21

14. URBAN DESIGN AND LANDSCAPE

14.1	INTRODUCTION	14-1
14.2	EXISTING SITUATION AND ISSUE	14-1
14.2.1	URBAN FORM	14-1
14.2.2	URBAN LINKAGES	14-3
14.2.3	URBAN IDENTITY	14-5
14.2.4	URBAN DESIGN POLICIES	14-7
14.3	OBJECTIVE	14-7
14.4	POLICY AND PROPOSAL	14-8
14.4.1	URBAN FORM	14-8
14.4.2	URBAN LINKAGES	14-9
14.4.3	URBAN IDENTITY	14-16
14.4.4	URBAN DESIGN GUIDELINES	14-18

15. ENVIRONMENT

15.1	INTRODUCTION	15-1
15.2	EXISTING SITUATION AND ISSUE	15-1
15.2.1	PHYSICAL ENVIRONMENT	15-1
15.2.2	FLORA AND FAUNA	15-4
15.2.3	POLLUTION	15-8
15.2.4	ENVIRONMENTALLY SENSITIVE AREAS	15-9
15.3	OBJECTIVE	15-9
15.4	POLICY AND PROPOSAL	15-9
15.4.1	TROPICAL GARDEN CITY	15-9
15.4.2	PHYSICAL ENVIRONMENT	15-10
15.4.3	FLORA AND FAUNA	15-11
15.4.4	POLLUTION CONTROL	15-11
15.4.5	ENVIRONMENTALLY SENSITIVE AREAS	15-12
15.4.6	PUBLIC PARTICIPATION	15-12
15.4.7	ENVIRONMENTAL MANAGEMENT	15-12

16. SPECIAL AREAS

16.1	INTRODUCTION	16-1
16.2	EXISTING SITUATION AND ISSUE	16-1
16.2.1	MALAY RESERVATION AREAS	16-1
16.2.2	TRADITIONAL KAMPUNGS	16-2
16.2.3	NEW VILLAGES	16-3
16.3	OBJECTIVE	16-4
16.4	POLICY AND PROPOSAL	16-5

17. STRATEGIC ZONE

17.1	INTRODUCTION	17-1
17.2	CITY CENTRE	17-1
17.2.1	DEFINITION AND CHARACTERISTICS	17-1
17.2.2	DEVELOPMENT AREAS	17-1
17.2.3	LINKAGES	17-4
17.2.4	PROVISION OF COMMUNITY FACILITIES	17-6
17.3	WANGSA MAJU - MALURI	17-6
17.3.1	DEFINITION AND CHARACTERISTICS	17-6
17.3.2	DEVELOPMENT AREAS	17-6
17.3.3	LINKAGES	17-8
17.3.4	URBAN CENTRES	17-8
17.3.5	PROVISION OF COMMUNITY FACILITIES	17-8
17.3.6	VISUAL LINKAGES	17-8
17.4	SENTUL - MENJALARA	17-8
17.4.1	DEFINITION AND CHARACTERISTICS	17-8

17.4.2	DEVELOPMENT AREAS	17-10
17.4.3	LINKAGES	17-10
17.4.4	URBAN CENTRES	17-11
17.4.5	PROVISION OF COMMUNITY FACILITIES	17-11
17.4.6	VISUAL LINKAGES	17-11
17.5	DAMANSARA - PENCHALA	17-11
17.5.1	DEFINITION AND CHARACTERISTICS	17-11
17.5.2	DEVELOPMENT AREAS	17-11
17.5.3	LINKAGES AND URBAN CENTRES	17-13
17.5.4	URBAN CENTRES	17-14
17.5.5	PROVISION OF COMMUNITY FACILITIES	17-14
17.5.6	VISUAL LINKAGES AND GATEWAY	17-14
17.6	BUKIT JALIL - SEPUTEH	17-14
17.6.1	DEFINITION AND CHARACTERISTICS	17-14
17.6.2	DEVELOPMENT AREAS	17-14
17.6.3	LINKAGES	17-16
17.6.4	URBAN CENTRES	17-17
17.6.5	PROVISION OF COMMUNITY FACILITIES	17-17
17.6.6	VISUAL LINKAGES AND GATEWAY	17-17
17.7	BANDAR TUN RAZAK - SUNGAI BESI	17-17
17.7.1	DEFINITION AND CHARACTERISTICS	17-17
17.7.2	DEVELOPMENT AREAS	17-17
17.7.3	LINKAGES	17-19
17.7.4	URBAN CENTRES	17-19
17.7.5	PROVISION OF COMMUNITY FACILITIES	17-20
17.7.6	VISUAL LINKAGES AND GATEWAY	17-20
17.8	FUTURE REQUIREMENT	17-20
18. IMPLEMENTATION		
18.1	INTRODUCTION	18-1
18.2	EXISTING SITUATION AND ISSUE	18-1
18.2.1	ORGANISATION	18-1
18.2.2	LEGAL	18-1
18.2.3	FINANCIAL	18-2
18.3	OBJECTIVE	18-4
18.4	POLICY AND PROPOSAL	18-5
18.4.1	ORGANISATION	18-5
18.4.2	LEGAL	18-8
18.4.3	FINANCIAL	18-8
Appendix		
	Abbreviations	A-1
	Glossary	A-3

List of Figures

Figure 2.1:	Asia Pacific Region	2-2
Figure 2.2:	Kuala Lumpur and its Conurbation	2-3
Figure 2.3:	Function of Kuala Lumpur and Its Conurbation	2-6
Figure 4.1:	Net Migration in Kuala Lumpur, 1975 - 1997	4-3
Figure 5.1:	Distribution of Monthly Gross Household Income, 1999	5-2
Figure 5.2:	Incidence of Poverty 1995 - 1999	5-3
Figure 6.1:	Land Use, 2000	6-2
Figure 6.2:	Development Strategy Plan (1)	6-12
Figure 6.3:	Development Strategy Plan (2)	6-13
Figure 6.4:	Population and Employment, 2020	6-20
Figure 7.1:	Commercial Floor Space by Status and Component, 2000	7-2
Figure 7.2:	Distribution of Office Buildings by Status, 2000	7-4
Figure 7.3:	Distribution of Shopping Floor Space by Status, 2000	7-5
Figure 7.4:	Distribution of Hawking Areas by Status, 2000	7-7
Figure 7.5:	Projected Hawker Stalls Requirement, 2020	7-12
Figure 8.1:	Distribution of Tourism Products, 2000	8-3
Figure 8.2:	Distribution of Hotels by Size, 2000	8-7
Figure 8.3:	Hotel Average Occupancy Rate, 1995 - 2000	8-6
Figure 8.4:	Tourism Zones, 2020	8-11
Figure 9.1:	Distribution of Industrial Areas by Status, 2000	9-3
Figure 9.2:	Proposed Industrial Zones	9-8
Figure 10.1:	Rail and Bus Accessibility	10-3
Figure 10.2:	Location of Major Car Parking Stations in the City Centre, 2000	10-6
Figure 10.3:	Integrated Rail Based Public Transport System, 2000	10-11
Figure 10.4:	Location of Bus Terminals, 2000	10-13
Figure 10.5:	Major Road Network, 2000	10-15
Figure 11.1:	River, Drainage and Retention Pond System, 2000	11-2
Figure 11.2:	Location of Sewerage Treatment Facilities, 2000	11-5
Figure 11.3:	Location of Transfer Station and Waste Disposal Sites, 2000	11-7
Figure 12.1:	Squatter Population, 1992 - 1998	12-2
Figure 12.2:	Housing Growth, 1980 - 2000	12-4
Figure 12.3:	Distribution of Housing by Type, 2000	12-7
Figure 13.1:	Distribution of Public Community Facilities, 2000	13-4
Figure 13.2:	Distribution of Open Spaces, Recreational and Sports Facilities, 2000	13-6
Figure 13.3:	Distribution of Educational Facilities, 2000	13-8
Figure 13.4:	Distribution of Public Health Facilities, 2000	13-10
Figure 13.5:	Distribution of Security and Emergency Facilities, 2000	13-12
Figure 13.6:	Distribution of Religious Facilities, 2000	13-14
Figure 13.7:	Distribution of Cemeteries, 2000	13-16
Figure 14.1:	Main Gateways	14-2
Figure 14.2:	Visual Linkages in the City Centre	14-4
Figure 14.3:	Urban Character Areas in the City Centre	14-6
Figure 14.4:	Proposed Streetscape in the City Centre	14-10

Figure 14.5:	Proposed Building Height Zone in the City Centre	14-11
Figure 14.6:	Proposed Green Network	14-12
Figure 14.7:	Proposed Pedestrian Linkages in the City Centre	14-15
Figure 14.8:	Proposed Historical Zone in the City Centre	14-17
Figure 15.1:	Topography, 2000	15-2
Figure 15.2:	Rivers, 2000	15-3
Figure 15.3:	Flash Flood Areas, 2000	15-5
Figure 15.4:	Underlying Bedrocks, 2000	15-6
Figure 15.5:	Forest Reserves, 2000	15-7
Figure 15.6:	Air Pollutant Index (API), 2000	15-8
Figure 17.1:	Development Strategy, City Centre	17-2
Figure 17.2:	Development Strategy, Wangsa Maju - Maluri	17-7
Figure 17.3:	Development Strategy, Sentul - Menjalara	17-9
Figure 17.4:	Development Strategy, Damansara - Penchala	17-12
Figure 17.5:	Development Strategy, Bukit Jalil - Seputeh	17-15
Figure 17.6:	Development Strategy, Bandar Tun Razak - Sungai Besi	17-18
Figure 18.1:	City Hall Kuala Lumpur Organisational Chart, 2003	18-2
Figure 18.2:	Operating Revenue, 2000	18-3
Figure 18.3:	Operating Expenditure, 2000	18-3

List of Tables

Table 4.1:	Gross Domestic Product (GDP), 1995 - 2000	4-1
Table 4.2:	Per Capita Gross Domestic Product (GDP), 1995 - 2000	4-1
Table 4.3:	Distribution of Employment by Major Sectors in Kuala Lumpur, Kuala Lumpur and its Conurbation and Malaysia, 2000	4-2
Table 4.4:	Composition of Population by Age Structure, 1980 - 2000	4-3
Table 4.5:	Population by Ethnic Groups, 1980 - 2000	4-4
Table 4.6:	Population and Employment, 2000 - 2020	4-4
Table 5.1:	Average Monthly Household Income, 1995 - 1999	5-1
Table 5.2:	Indirect Income Indicators, 1995 - 2000	5-2
Table 6.1:	Land Use by Category, 2000	6-1
Table 6.2:	Land Use Change in Residential, Commercial and Industrial, 1984 - 2000	6-3
Table 6.3:	Land Use Change in Institutional, Open Space Recreational and Sports Facilities and Community Facilities, 1984 - 2000	6-4
Table 6.4:	Land Use Change in Undeveloped Land, Squatters, Infrastructure and Utilities, 1984 - 2000	6-5
Table 6.5:	Potential Land for Development, 2000	6-8
Table 6.6:	Hierarchy and Functions of Urban Centres	6-18
Table 7.1:	Commercial Floor Space by Status, 2000	7-2
Table 7.2:	Projected Commercial Floor Space Requirement, 2020	7-12
Table 8.1:	Tourist Arrivals and Receipts in Malaysia, 1990 - 2000	8-2
Table 8.2:	Distribution of Hotel Rooms by Status, 2000	8-6
Table 8.3:	Number of Hotels by Size, 2000	8-6
Table 8.4:	Projected Hotel Requirement, 2020	8-15
Table 9.1:	Industrial Floor Space by Status, 2000	9-4
Table 9.2:	Projected Industrial Requirement, 2020	9-9
Table 10.1:	Urban Transportation Responsibilities - Federal and Local Government Departments	10-2
Table 10.2:	Highway and Road Building Projects, 2000	10-7
Table 10.3:	New Roads Construction and Improvements to Existing Roads	10-16
Table 12.1:	Existing and Required Housing, 2000	12-4
Table 12.2:	Housing Supply by Status, 2000	12-4
Table 12.3:	Low Cost Housing Projects, 2000	12-5
Table 12.4:	Distribution of Housing by Types, 2000	12-6
Table 12.5:	Total Housing Needs, 2020	12-13
Table 13.1:	Provision and Requirement of Community Facilities, 2000	13-2
Table 13.2:	Public Community Facilities, 2000	13-3
Table 13.3:	Open Spaces, Recreational & Sports Facilities, 2000	13-3
Table 13.4:	Public Educational Facilities, 2000	13-7
Table 13.5:	Public Health Facilities, 2000	13-7
Table 13.6:	Security and Emergency Facilities, 2000	13-9
Table 13.7:	Religious Facilities, 2000	13-11

Table 13.8:	Available Cemetery Land, 2000	13-13
Table 13.9:	Planning Standards for the Provision of Community Facilities, 2020	13-15
Table 13.10:	Projected Public Community Facilities Requirement, 2020	13-21
Table 13.11:	Projected Open Spaces, Recreational and Sports Facilities Requirement, 2020	13-22
Table 13.12:	Projected Educational Facilities Requirement, 2020	13-22
Table 13.13:	Projected Public Health Facilities Requirement, 2020	13-22
Table 13.14:	Projected Security and Emergency Facilities Requirement, 2020	13-23
Table 13.15:	Projected Religious Facilities Requirement, 2020	13-23
Table 13.16:	Projected Cemetery Land Requirement, 2020	13-23
Table 16.1:	Malay Reservation Areas - Area and Population, 2000	16-1
Table 16.2:	Traditional Kampung - Area and Population, 2000	16-3
Table 16.3:	New Villages - Area and Population, 2000	16-3
Table 17.1:	Additional Land Requirement, 2020	17-20
Table 18.1:	CHKL Operating Revenue and Expenditure, 1980 - 2000	18-3
Table 18.2:	CHKL Sources of Fund for Development, 1995 - 2000	18-3
Table 18.3:	CHKL Operating Revenue and Expenditure, 1995 - 2000	18-3
Table 18.4:	Operating Revenue and Expenditure Projection, 2000 - 2020	18-4

Summary of Policies

NO. POLICIES

ECONOMIC BASE AND POPULATION

1.	EC1:	CHKL shall implement measures to develop Kuala Lumpur as a centre of the Knowledge-Based Economy.
2.	EC2:	CHKL shall implement measures to attract international organisations and business entities.
3.	EC3:	CHKL shall develop and promote tourism as an important economic sector.
4.	EC4:	CHKL shall enhance and develop Kuala Lumpur as an international shopping centre.
5.	EC5:	CHKL shall promote the development of MICE facilities and encourage the holding of international events in the City.
6.	EC6:	CHKL shall encourage and facilitate the development of cultural and entertainment facilities.
7.	EC7:	CHKL shall encourage, promote and facilitate the development of education and health as commercial services.
8.	EC8:	CHKL shall facilitate the restructuring and sustenance of the manufacturing sector in favour of knowledge-based and high skills industries.
9.	EC9:	CHKL shall implement measures to reverse the declining population growth rate in order to achieve an optimum population by the year 2020.
10.	EC10:	CHKL shall implement measures to attract more people to live in the City Centre.
11.	EC11:	CHKL shall take into consideration the needs of the teenager, youth and aged population in all aspects of planning and development.

INCOME AND QUALITY OF LIFE

12.	IC1:	CHKL shall implement measures to increase the 'unearned' income component of the net worth of low income households.
13.	IC2:	CHKL shall put more efforts to eradicate poverty including the cooperation with the relevant agencies.
14.	IC3:	CHKL shall facilitate the development of the Malay Reservation Areas, traditional kampungs, new villages and dilapidated areas.
15.	IC4:	CHKL shall promote and expand social programmes for low income communities and the urban poor.
16.	IC5:	CHKL shall, in coordination with the relevant authorities and agencies and with the involvement of the public, ensure the provision of high quality public services.
17.	IC6:	CHKL shall adopt the 'self-managed community' concept and promote its implementation in selected residential areas.

COMMERCE

18.	CO1:	CHKL shall set up a business development body to coordinate the various aspects of commercial development in the City, promote business activities and market Kuala Lumpur as an international commercial and financial centre.
19.	CO2:	CHKL shall ensure that the types of commercial activities undertaken within the City Centre and Comprehensive Development Areas are compatible with the goal of making Kuala Lumpur an international commercial and financial centre.
20.	CO3:	CHKL shall permit K-Economy activities in residential premises.
21.	CO4:	CHKL shall ensure that the enabling infrastructure is adequately provided so that Kuala Lumpur may attain the status of an international commercial and financial centre.
22.	CO5:	CHKL shall designate a variety of shopping zones in Kuala Lumpur.
23.	CO6:	CHKL shall designate areas in the City Centre to form a premiere shopping spine and determine appropriate strategies to develop the area to attract major national and international retailers.
24.	CO7:	CHKL shall ensure that there is adequate provision of service apartments with convenient access to the main business areas.
25.	CO8:	CHKL shall monitor the provision of hawker and petty traders premises and develop additional premises where required.
26.	CO9:	CHKL shall require private sector commercial development to incorporate hawker and petty traders' premises.
27.	CO10:	CHKL with the relevant agencies and authorities shall improve the professionalism of hawking and petty trading in accordance with good practices through rules and guidance emphasizing on aspects of health, hygiene and cleanliness, quality of food and customer services.
28.	CO11:	CHKL shall ensure that commercial facilities are dispersed to the areas outside the City Centre according to the development strategy.

29. CO12: CHKL shall promote the establishment of sub-regional offices for private businesses and convenience shopping centres in the district centres.

TOURISM

30. TO1: CHKL shall, together with the Kuala Lumpur Tourism Action Council, market and promote tourism in Kuala Lumpur.
31. TO2: CHKL shall, together with the Kuala Lumpur Tourism Action Council, develop tourism products aimed at expanding and diversifying the tourism base.
32. TO3: CHKL shall, in coordination with Kuala Lumpur Tourism Action Council, ensure the development of tourism product depicting the peaceful nation's identity and image of a multi-ethnic, religious and cultural society.
33. TO4: CHKL shall implement a zonal approach to tourism development in the City.
34. TO5: CHKL shall actively promote, encourage and facilitate arts and cultural activities at local and international level.
35. TO6: CHKL shall designate the historic urban core as the main cultural heritage centre of the nation and diversify the cultural infrastructure so as to ensure there is a critical mass of attractions.
36. TO7: CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinate with the private sector to promote Kuala Lumpur as an international shopping, dining and entertainment destination.
37. TO8: CHKL shall provide and develop opportunities for eco-tourism in forest reserves and other suitable hilly areas.
38. TO9: CHKL shall, together with the Kuala Lumpur Tourism Action Council and other relevant authorities and agencies, promote major sporting complexes as venues for international sports and other events.
39. TO10: CHKL shall, together with the Kuala Lumpur Tourism Action Council and medical and educational organisations, develop and promote educational and health-care tourism.
40. TO11: CHKL shall promote the diversification of accommodation modes.
41. TO12: CHKL shall promote Kuala Lumpur as an international meetings, incentive, conventions and exhibition centre and encourage the development of suitable facilities.
42. TO13: CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinate with other relevant agencies and the private sector to develop supporting information systems for tourists.
43. TO14: CHKL shall, together with the Kuala Lumpur Tourism Action Council, provide training programmes and support information for tourist front liners.
44. TO15: CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinate with other relevant authorities and agencies to ensure that all major tourist attraction areas are provided with high quality and well maintained facilities.

INDUSTRY

45. IN1: CHKL shall encourage the development of high technology and knowledge-based industries.
46. IN2: CHKL shall maintain a small manufacturing component related to high technology industries.
47. IN3: CHKL shall ensure that there shall be no incompatible manufacturing enterprises in the City.
48. IN4: CHKL shall designate strategic locations as automobile business parks.
49. IN5: CHKL shall review the Use Classes Rule.
50. IN6: CHKL shall coordinate with government agencies and the private sector to provide networking and support services for the growth of Small and Medium Industries.
51. IN7: CHKL shall designate areas to accommodate light service industries.
52. IN8: CHKL shall not allow industries to be located in areas unsuitable for quality city living environment.
53. IN9: CHKL shall implement a zone-based industrial development strategy complementing prevailing sub-regional development.
54. IN10: CHKL shall ensure that all designated industrial areas are provided with adequate public facilities including parking for heavy goods vehicles.
55. IN11: CHKL shall encourage the development of new industrial areas and the redevelopment of older industrial areas which are near to transit terminals.

TRANSPORTATION

56. TT1: CHKL shall determine Travel Demand Management measures to increase public transport usage and liaise with the relevant authorities to ensure that these measures are implemented.
57. TT2: CHKL shall implement a private vehicle restraint programme to improve traffic circulation in the City Centre by discouraging car travel to and from the City Centre during peak hours and enforcing measures to limit access to certain parts of the City.
58. TT3: CHKL shall enhance the traffic management system.
59. TT4: CHKL shall establish a Transit Planning Zone to facilitate intensification of transit oriented residential, commercial and mixed-use development around rail stations.

60.	TT5:	CHKL shall assist to coordinate the planning, development and operation of public transport and related private transport matters.
61.	TT6:	CHKL shall assist in the implementation of a fully integrated transportation system in line with the government's policy.
62.	TT7:	CHKL shall assist in the preparation of feasibility studies for future extensions to the rail network and coordinate with the relevant authorities with regard to implementation.
63.	TT8:	CHKL shall assist in determining measures to improve bus services with maximum penetration into growth areas and all major employment and retail centres and coordinate with the relevant agencies and operators.
64.	TT9:	CHKL shall implement a bus terminal network for inter-regional, intra-regional and local bus services.
65.	TT10:	CHKL shall regulate the supply of parking facilities.
66.	TT11:	CHKL shall assist in improving the reliability and availability of taxi services in coordination with the relevant agencies.
67.	TT12:	CHKL shall assist and coordinate with the relevant authorities and improve road infrastructure to enhance safety measures for motorcycle users.
68.	TT13:	CHKL shall determine a road development programme and coordinate with the relevant authorities regarding implementation.
69.	TT14:	CHKL shall ensure that proposed and committed major roads are considered in the broader context of public transport services, freight movement and impact upon the community and environment.
70.	TT15:	CHKL shall determine a road improvement programme and coordinate with the relevant authorities regarding implementation.
71.	TT16:	CHKL shall implement an improved road hierarchy classification system.
72.	TT17:	CHKL shall develop specific guidelines and standards to provide for the needs of the aged and handicapped to be applied to pedestrian networks, new public transport terminuses and stations as well as multi-modal interchanges.
73.	TT18:	CHKL shall improve the cycle way network and promote cycling activities in residential and recreational areas.
74.	TT19:	CHKL shall provide adequate parking and other ancillary facilities for heavy goods vehicles, coaches and construction vehicles in appropriate locations at the City perimeter.

INFRASTRUCTURE AND UTILITIES

75.	UT1:	CHKL shall, in coordination with the appropriate authorities and agencies, enhance the provision of infrastructure, utilities and waste disposal services and ensure that they are reliable and sufficient to meet the needs of the people.
76.	UT2:	CHKL shall, in coordination with the appropriate authorities and agencies, ensure that infrastructure, utilities and waste disposal services development plans complement the City's planned requirements.
77.	UT3:	CHKL shall, in coordination with Department of Irrigation and Drainage, take measures to mitigate flash floods.
78.	UT4:	CHKL shall identify, gazette and utilise former mining ponds as flood retention and recreation facilities.
79.	UT5:	CHKL shall, in coordination with the relevant agencies, develop an integrated communication and information technology infrastructure for the City as part of the Multimedia Super Corridor.
80.	UT6:	CHKL shall implement measures to reduce water demand by encouraging users to install rainwater collection equipment and to recycle wastewater for non-drinking purposes.
81.	UT7:	CHKL shall, in consultation with the Federal Department of Sewerage Services and with the co-operation of the sewerage concessionaire, ensure that the sewerage reticulation system is consolidated and oxidation ponds eliminated.
82.	UT8:	CHKL shall require all new housing development to be connected to the centralized sewerage system.
83.	UT9:	CHKL shall ensure that land made available from the upgrading of sewerage treatment plants be primarily used for public purposes.
84.	UT10:	CHKL shall, in coordination with the appropriate agencies, promote the strategy of reduce, recycle and reuse of waste products.
85.	UT11:	CHKL shall support the relevant agency to monitor the performance of the concessionaires involved in the disposal of chemical, toxic and clinical waste to safeguard public health and public confidence.
86.	UT12:	CHKL shall allow temporary development within electric transmission reserves in line with the guidelines of Tenaga Nasional Berhad.
87.	UT13:	CHKL shall require flatted development to be installed with gas piping reticulation for piped gas supply.
88.	UT14:	CHKL shall encourage the inclusion of gas piping reticulation in other types of new housing development to allow for piped gas supply.

HOUSING

89.	HO1:	CHKL shall encourage responsible parties in the housing sector to develop good quality housing and living environments.
90.	HO2:	CHKL shall encourage the private sector to develop a wider choice of innovative housing.
91.	HO3:	CHKL shall, together with responsible parties in the housing sector, develop and implement measures to upgrade the quality of existing old housing stock.
92.	HO4:	CHKL shall implement measures to ensure that all private flatted housing estates are properly maintained according to the minimum required standards.
93.	HO5:	CHKL shall upgrade the standards of low cost housing.
94.	HO6:	CHKL shall implement measures to improve the environmental quality of low cost housing.
95.	HO7:	CHKL shall develop and implement maintenance and upgrading schedules for public housing.
96.	HO8:	CHKL shall review standards of construction, material and services for public housing.
97.	HO9:	CHKL shall consolidate the management of low cost housing to ensure that only the low income groups are eligible to rent low cost houses.
98.	HO10:	CHKL shall eradicate all squatter settlements and long houses.
99.	HO11:	CHKL shall encourage the improvement and redevelopment of dilapidated housing areas.
100.	HO12:	CHKL shall ensure that there is sufficient affordable housing available to meet the needs of the population.
101.	HO13:	CHKL shall encourage the building of low-medium and medium cost houses.
102.	HO14:	CHKL shall give priority to the tenants of public housing to purchase low-medium cost houses.
103.	HO15:	CHKL shall continue to provide housing for rental at subsidised rates.
104.	HO16:	CHKL shall, together with the relevant agencies and the private sector, ensure the adequate provision of housing for special needs groups.
105.	HO17:	CHKL shall, together with the relevant agencies and the private sector, ensure the adequate provision of affordable housing for public sector employees.
106.	HO18:	CHKL shall encourage the redevelopment of designated under-utilised government land to provide high-density housing for public sector employees.
107.	HO19:	CHKL shall ensure the proper distribution of housing units by type.
108.	HO20:	CHKL shall implement measures to increase the number of medium and high cost residential units in the City Centre.
109.	HO21:	CHKL shall improve the quality of low cost houses and low cost housing environment in the City Centre.
110.	HO22:	CHKL shall review housing densities to be consistent with the development strategies.
111.	HO23:	CHKL shall discourage existing residential usage along major roads from changing to commercial usage except in certain designated areas.

COMMUNITY FACILITIES

112.	CF1:	CHKL shall implement the new planning standards for the provision of community facilities and review the same on a regular basis.
113.	CF2:	CHKL shall, in consultation with the appropriate authorities and agencies ensure that community facilities are adequately planned and provided for in accordance with the new planning standards.
114.	CF3:	CHKL shall ensure that all government land are used for government or public facility purposes.
115.	CF4:	CHKL shall encourage the innovative design of community facilities to optimize available land.
116.	CF5:	CHKL shall, in consultation with the appropriate authorities, ensure that all community facilities and services are adequately distributed according to the needs of the population, and that they are conveniently accessible to all members of the public.
117.	CF6:	CHKL shall, in consultation with the appropriate agencies, ensure that there is adequate provision of community and cultural facilities to fulfill its national obligations.
118.	CF7:	Community facilities provided by CHKL are to be designed and constructed to a high level of quality of provision and the facilities provided shall commensurate with the best achievable standards.
119.	CF8:	CHKL shall ensure that new and existing community facilities for which it is responsible are properly maintained at all times.
120.	CF9:	CHKL shall encourage the provision of diverse community facilities by private sector as an investment alternative.
121.	CF10:	CHKL shall implement a programme to construct community centres to incorporate a comprehensive range of activities and services to serve the community.
122.	CF11:	CHKL shall gazette all existing and future open spaces to ensure the continuity of its use.
123.	CF12:	CHKL shall establish a hierarchy of parks and implement a programme to develop more district parks, neighbourhood parks, local parks and local play areas.
124.	CF13:	CHKL shall implement promotional programmes to encourage sponsoring of appropriate sports and recreational activities associated with parks by individuals, groups or organisations.
125.	CF14:	CHKL shall implement a programme to construct public sports complexes to include a wide range of sports facilities.

126.	CF15:	CHKL shall review the retention of primary and secondary schools in the City Centre.
127.	CF16:	CHKL shall, in consultation with the relevant agencies, ensure that there is adequate provision of schools for disabled children.
128.	CF17:	CHKL shall liaise with the relevant authorities to provide for adequate government health facilities in appropriate locations.
129.	CF18:	CHKL shall, in consultation with the appropriate authorities, ensure that sufficient police stations, police posts and neighbourhood watch centres are provided and adequately distributed.
130.	CF19:	CHKL shall, in consultation with the relevant authorities and agencies, implement programmes to provide for appropriate facilities and services to cater for the needs of the special groups.
131.	CF20:	CHKL shall encourage active participation by private sector and non governmental organisations in developing cultural facilities and promoting local cultural and arts groups activities.
132.	CF21:	CHKL shall encourage the development of diverse cultural venues.
133.	CF22:	CHKL shall encourage the optimum use of crematorium.
134.	CF23:	CHKL shall, through consultation with related agencies, plan and ensure adequate provision of cemetery land for Kuala Lumpur and its conurbation.

URBAN DESIGN AND LANDSCAPE

135.	UD1:	CHKL shall ensure the protection and enhancement of the City's gateways and major vistas.
136.	UD2:	CHKL shall maintain and enhance the character and sequence of visual experiences along the major road corridors in particular those that focus on the City Centre.
137.	UD3:	CHKL shall enhance the definition of existing view corridors and where practicable establish new corridors within the City Centre.
138.	UD4:	CHKL shall maintain and enhance the sequence of orientating views from rail-based transport routes.
139.	UD5:	CHKL shall ensure that urban design considerations are taken into account in the planning, design and implementation of transportation and utility service systems and structures.
140.	UD6:	CHKL shall implement measures to improve the visual definition, continuity and streetscape character of the major road network, to provide greater coherence and legibility within the urban areas.
141.	UD7:	CHKL shall ensure the retention and enhancement of important views of the City's skyline and landmarks visible from urban centres and public open spaces outside the City Centre.
142.	UD8:	CHKL shall encourage the development of additional major landmark buildings or complexes at key locations.
143.	UD9:	CHKL shall control building heights to ensure the visual primacy of certain designated areas in the City Centre, the protection of special character areas and the accenting of entry gateways and activity nodes.
144.	UD10:	CHKL shall ensure the retention and enhancement of major treed areas and hill ridges as visual backdrops, orientating elements and landscape amenity.
145.	UD11:	CHKL shall provide a continuous green network of open spaces.
146.	UD12:	CHKL shall develop pocket parks and plazas in the City Centre and urban centres.
147.	UD13:	CHKL shall provide and designate places for informal civic and cultural use in the City Centre.
148.	UD14:	CHKL shall retain and maintain mature trees found in all areas and ensure that the character of designated areas which have a preponderance of mature trees is preserved.
149.	UD15:	CHKL shall designate river corridors, implement measures to improve the amenity value of the rivers and implement guidelines for developments within or abutting the river corridors.
150.	UD16:	CHKL shall designate and implement pedestrian friendly street networks and green pedestrian networks within the City Centre, urban centres, major activity nodes and areas surrounding transit nodes which also cater for the needs of the aged and the handicapped.
151.	UD17:	CHKL shall construct a system of continuous covered walkways linking major activity centres in the City and in areas of high pedestrian activity.
152.	UD18:	CHKL shall ensure the adequate provision of pedestrian connections where major road or rail infrastructure has disconnected linkages between adjacent areas.
153.	UD19:	CHKL shall define, conserve and enhance distinctive identity areas in the City Centre, district and local precincts.
154.	UD20:	CHKL shall designate the conservation of areas, places, landscapes and structures of historical and architectural value and significance, and ensure that all developments in their vicinity are sympathetic in form, scale and character.
155.	UD21:	CHKL shall ensure a high standard of architectural design appropriate to the City's regional tropical setting and sympathetic to the built and natural context.
156.	UD22:	CHKL shall ensure that the redevelopment of Malay Reservation Areas, traditional kampungs and New Villages incorporate design elements that are reflective of their historical and traditional character.
157.	UD23:	CHKL shall draw up an Urban Design Framework together with a comprehensive set of Urban Design Guidelines to ensure public safety and health and designate a body responsible for implementation and coordination with other relevant authorities.

ENVIRONMENT

158.	EN1:	CHKL shall promote landscaping and beautification programmes in residential, commercial and industrial areas.
159.	EN2:	CHKL shall intensify the programmes of roadside and street side planting and landscaping of open spaces and recreational areas.
160.	EN3:	CHKL shall ensure the provision of proper landscaping of existing private open spaces and other vacant areas.
161.	EN4:	CHKL shall ensure the landscaping of rivers and the rehabilitation of ex-mining lands.
162.	EN5:	CHKL shall initiate an appropriate strategy for integrating the major rivers and abandoned mining ponds as an amenity and feature of the City's urban design.
163.	EN6:	CHKL shall not permit development on hillside with slope that exceeds the allowable level, rules and regulations set by the Federal Government.
164.	EN7:	CHKL shall ensure that geo-technical study is carried out for all hillside developments.
165.	EN8:	CHKL shall, in co-operation with the sewerage concessionaire, ensure that there shall be no further discharge of untreated domestic wastewater into the rivers and drainage system.
166.	EN9:	CHKL shall investigate the feasibility of new approaches to increase oxygenation, aeration and water quality of the City's rivers to support aquatic life in rivers.
167.	EN10:	CHKL shall re-activate the rehabilitation programme of Sungai Klang and Sungai Gombak.
168.	EN11:	CHKL shall not approve development involving permanent structures in river reserves.
169.	EN12:	CHKL shall require development applications in areas of limestone formation be accompanied by geotechnical reports.
170.	EN13:	CHKL shall conserve residual forest areas and maintain a sustainable variety and population of wildlife within the City boundaries.
171.	EN14:	CHKL shall ensure the provision of adequate landscaped buffer areas between highways and other built-up areas.
172.	EN15:	CHKL shall, in co-operation with the Department of Environment, undertake measures to reduce air pollution in the City.
173.	EN16:	CHKL shall implement measures to reduce noise levels in the City.
174.	EN17:	CHKL shall ensure that contaminated land be treated and designated as sensitive green areas.
175.	EN18:	CHKL shall designate environmentally sensitive areas and prepare guidelines for their control and management.
176.	EN19:	CHKL shall, in collaboration with other government agencies, the public and the private sector, undertake pro-active measures to ensure sustainability in economic, physical and social development in congruence with existing environment.
177.	EN20:	CHKL shall coordinate with other relevant stakeholders to implement the policies and guidelines of environmentally sensitive areas.

SPECIAL AREAS

178.	SA1:	CHKL shall set up a dedicated body to initiate and co-ordinate the planning, development and management of Malay Reservation Areas and traditional kampungs.
179.	SA2:	CHKL shall promote the setting up of community corporations by appropriate groups, involving landowners and residents, to develop the new villages.
180.	SA3:	CHKL shall implement comprehensive development plans for Malay Reservation Areas, traditional kampungs and new villages.
181.	SA4:	CHKL shall implement measures to accelerate development and upgrade living standards in Malay Reservation Areas, traditional kampungs and new villages.

IMPLEMENTATION

182.	IM1:	CHKL shall review its organisational set up to ensure that planning and coordination functions are more effective.
183.	IM2:	CHKL shall enhance its resources to develop and promote the City's economy.
184.	IM3:	CHKL shall promote greater public participation in decisions involving community needs and services.
185.	IM4:	CHKL shall enhance its information communication technology capability in all city functions.
186.	IM5:	CHKL shall enhance the efficiency and effectiveness of its enforcement capability.
187.	IM6:	CHKL shall set up development corporations to undertake specific development programmes.
188.	IM7:	CHKL shall undertake to revise, amend and update all planning rules.
189.	IM8:	CHKL shall adopt acceptable means of financial sourcing for economic and social activities.
190.	IM9:	CHKL shall undertake cost reduction measures in the provision of services and management of development of the City.



Introduction



1.1 NEED FOR A PLAN

1. The preparation of the Kuala Lumpur Structure Plan 2020 is undertaken in the conviction that most of the policies of the 1984 Kuala Lumpur Structure Plan (KLSP 1984) need to be revised due to unprecedented economic boom and rapid changes in the last 20 years. Some of the major developments that have taken place were not anticipated in the structure plan. Development such as the Multimedia Super Corridor (MSC), the Kuala Lumpur International Airport (KLIA) at Sepang and the transfer of federal government administrative functions to Putrajaya are anticipated to stimulate and influence future changes and growth. With globalisation gathering pace, Kuala Lumpur will encounter more challenges within a new international development era. The nation's capital should be made ready for a competitive international role in the world of the 21st Century. In the light of changes in the last twenty years and anticipated changes in the near future for a holistic development and good governance, it is timely to prepare a new structure plan for Kuala Lumpur.

2. The Federal Territory (Planning) Act 1982 (Act 267) is the legal basis for the preparation of the new plan. Section 10(1) of the said Act, stipulates:

"At any time after a structure plan for the Federal Territory comes into effect, the Commissioner may submit to the Minister and shall if so directed by the Minister, submit to him within a period specified in the direction, proposals for such alteration, addition, revision or replacement in whole or in part to the plan as appear to the Commissioner to be expedient or as the Minister may direct as the case may be".

1.2 THE PLAN

3. The Kuala Lumpur Structure Plan 2020 (the Plan) contains the vision, goals, policies and proposals to guide the development of Kuala Lumpur (the City) over the next 20 years. It does not contain



Photo 1.1: ...most of the policies of the 1984 Kuala Lumpur Structure Plan (KLSP 1984) need to be revised due to unprecedented economic boom and rapid changes in the last 20 years.

proposals for detailed physical planning for any specific area. Detailed physical proposals shall be relegated to a subsequent stage of the development plan, that is, the local plan.

4. The Plan contains details of all the relevant separate components that make up the City, that is, its economic base and population, land use and development strategies, commerce, tourism, industry, transportation, infrastructure and utilities, housing, community facilities, urban design and landscape, environment and special areas. These components, though in discrete parts, are inter-related and mutually contingent. Policies and proposals for each of these components are therefore, directed towards their composition into an integrated whole, that is, the efficiently functioning, progressive and felicitous city.

5. This Plan needs to be translated at a local planning stage by which identification and implementation of projects should be supported with phasing programmes, financial allocation and management.

1.3 PUBLIC PARTICIPATION

6. Draft Kuala Lumpur Structure Plan 2020 (DKLSP 2020) was exhibited to the public from 10 March to 9 April 2003. The public was invited to inspect and submit written objections to the Draft Plan within the 49 days from 10 March to 28 April 2003 by using the public objection forms provided. Objections filed by the public comprised views, suggestions, recommendations, comments and information.

7. A total of 258 objection forms comprising 945 objections were received from individuals, government departments and agencies, educational institutions, professional bodies, elected representatives, political parties and other organisations. The written objections received cover all the 17 sectoral studies as outlined in the DKLSP 2020. A total of 483 objections or 51.6% relate to transportation, community facilities, housing and tourism sectors. The remaining 453 objections or 48.4% refer to other sectors.

8. The Minister appointed 18 members of Public Objection Hearing Committee comprising members of CHKL Advisory Board, senior officers of CHKL, representatives of professional bodies and practicing professionals, to hear and consider public objections.

9. A total of 29 public objection hearing sessions were held between 5 May 2003 and 16 June 2003, during working days from Monday until Thursday. There were 228 objectors present to present oral objections. Ten objectors who have earlier requested to make representation did not turn up and 20 objectors have chosen not to be heard orally. Three representatives of an organisation or agency were given 30 minutes to present oral objection, whilst each individual was given 15 minutes.

10. The Public Objection Hearing Committee held 27 sessions between 14 August and 6 October 2003 to consider 936 objections from 175 individuals and 83 groups of objectors. The Committee identified

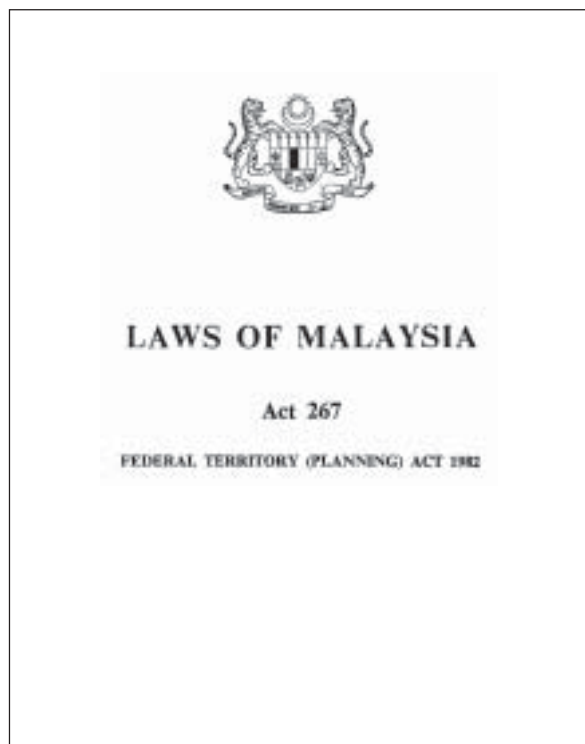


Photo 1.2: The Commissioner in accordance with Section 7 of the Act 267 has obtained the Minister's consent to publish a public notice.

55.3% of the objections related to DKLSP 2020, 12.8% related to detail planning proposal which can be considered at the local planning stage and 2.8% related to development control issues that can be regulated through development control guidelines. The remaining 29.1% of the objections related to issues of implementation, enforcement and coordination which have to be resolved at the management level. The Report of Public Objection Hearing was submitted to the Mayor on 8 December 2003.

1.4 THE MINISTER'S APPROVAL AND ADOPTION OF THE PLAN

11. The DKLSP 2020, the Public Objection Hearing Report and the amendment report of DKLSP 2020 were submitted by the Mayor to the Minister on 8 March 2004. The Minister then referred the three reports to the Federal Territory Planning Advisory Board for considerations and recommendations. The Board comprises six



members and chaired by the Chief Secretary to the government. After a full deliberation and consideration of the reports, the Board submitted the proposal with recommended modifications to the Minister on 12 August 2004. The Plan and its modifications were approved by the Minister for the Federal Territory on 12 August 2004

1.5 LOCAL PLAN

12. At any time after the structure plan has come into force the Mayor may consider the preparation of a local plan for any part or whole of Kuala Lumpur. It is the intent of City Hall Kuala Lumpur (CHKL) that the structure plan be followed and supported by a local plan or local plans. Section 13(3) of Act 267 states that:

‘The local plan consists of a map and written statement and shall formulate in such details as the Commissioner thinks appropriate, his proposal for the development of use of land in the area of the local plan, including such measures as the Commissioner thinks fit for the improvement of the physical environment and the improvement of transportation and contain such matters as the Minister may in particular case specify’.

13. The local plan shall provide for the citizens a more comprehensive and detailed perspective of the future of Kuala Lumpur. This plan shall provide for landowners and developers more detailed planning guidelines for the development of specific sites.



International and National Context of Growth



2.1 INTRODUCTION

14. **B**eing the premier city and the capital of a nation with a highly trade oriented economy that aspires to be fully developed by the year 2020, Kuala Lumpur's vision, goals, functions and growth must be seen both from the national and the broader global perspective, especially within the context of development of the Asia Pacific Region.

2.2 THE GLOBAL TREND

2.2.1 THE GLOBALISATION PROCESS

15. The decline in trade barriers, the vast improvements in transportation and communication systems and networks over the last few decades have enhanced the volume of international trade in goods and services. Accompanying these are the enhanced international mobility of human resources, short and long-term capital and the growth in the number, strength and influence of transnational companies

16. The world economy has consequently become more integrated and global in nature. Major economic activities especially manufacturing have become more dispersed globally as processes within the production chain of increasingly more complex consumer and capital goods move to places that offer the best competitive advantage.

17. The global dispersion of production and marketing activities of transnational companies requires the global dispersal of management, control and support. This is achieved by the establishment of regional headquarters offices in strategically located cities which can offer suitable infrastructure, supporting services, living environment and other ancillary activities. Many cities that have assumed an important role by providing a base for the efficient conduct of international business have attained the status of 'global' or 'world' cities. Examples of top ranked global city are London, New York, Paris and Tokyo. Others that play more of a regional or sub global role within the Asia Pacific Region (refer *Figure 2.1*) are cities such as Hong Kong, Singapore and Sydney.



Photo 2.1: ... the premier city and the capital of a nation with a highly trade oriented economy...

2.2.2 THE KNOWLEDGE-BASED ECONOMY

18. In addition to the globalisation trend, another factor that is and will influence the growth of the nation and that of Kuala Lumpur is the increase in the importance of the knowledge-based economic activities especially those relating to the development of information and communication technology (ICT).

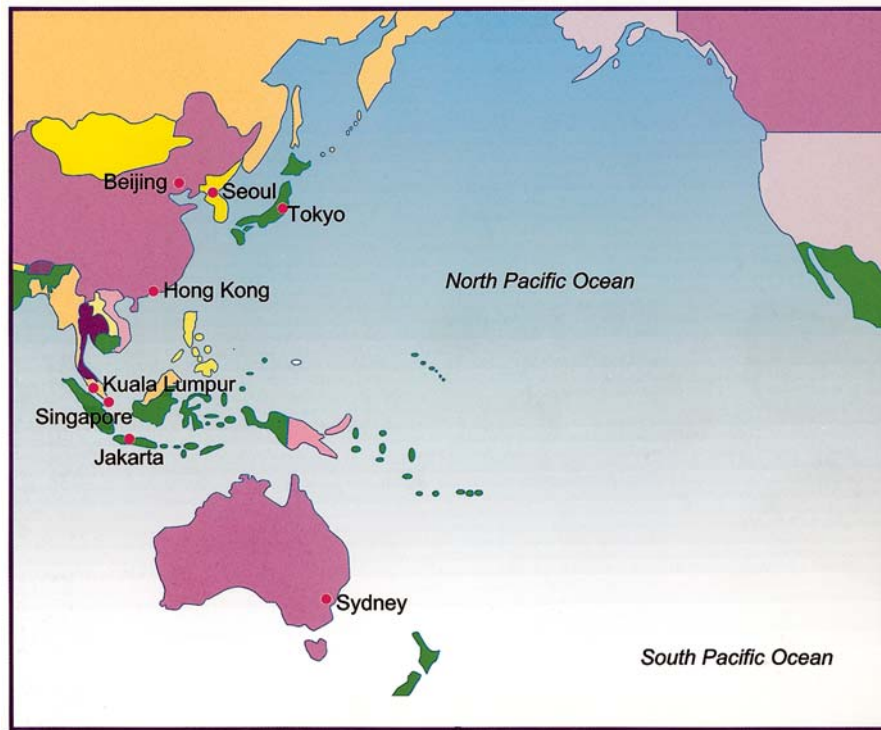
19. Industries that generate knowledge such as research and development in biotechnology, computer software multimedia applications, new technology for the computer and other hardware and industries that process, distribute and manage information such as educational institutions, telecommunication and Internet systems, advertising and professional services are the key drivers of the Knowledge-Based Economy (K-Economy).

2.2.3 AGENDA 21

20. Agenda 21, a comprehensive programme for action relating to sustainable development, was adopted at the United Nations Conference on Environment and Development (the Earth Summit) in Rio de Janeiro in 1992. A fundamental tenet of Agenda 21 is that development must be sustainable, that is, it must be able to meet the needs of the current generation without compromising the ability of future generations to meet their own needs. The strategy of sustainable development is one, by which communities seek economic development approaches that benefit the local environment and, at the same time, enhance the quality of life.

21. Local Agenda 21 grew out of Agenda 21 and is aimed at forging a partnership between local authorities and the public they serve, so that they may work together to plan and care for their surroundings within the context of sustainability.

Figure 2.1: Asia Pacific Region



2.3 THE NATIONAL PERSPECTIVE

22. Vision 2020 identifies globalisation as one of the major underlying 'mega trends' which Malaysia must follow in order to ensure a sound basis for economic development, a view further emphasised by the Third Outline Perspective Plan (OPP3, 2001-2010) and Second Industrial Master Plan (1996-2005). While Kuala Lumpur may not aspire to join the top rank of global cities within the foreseeable future, as the nation's premier city, it must adopt a strong global orientation.

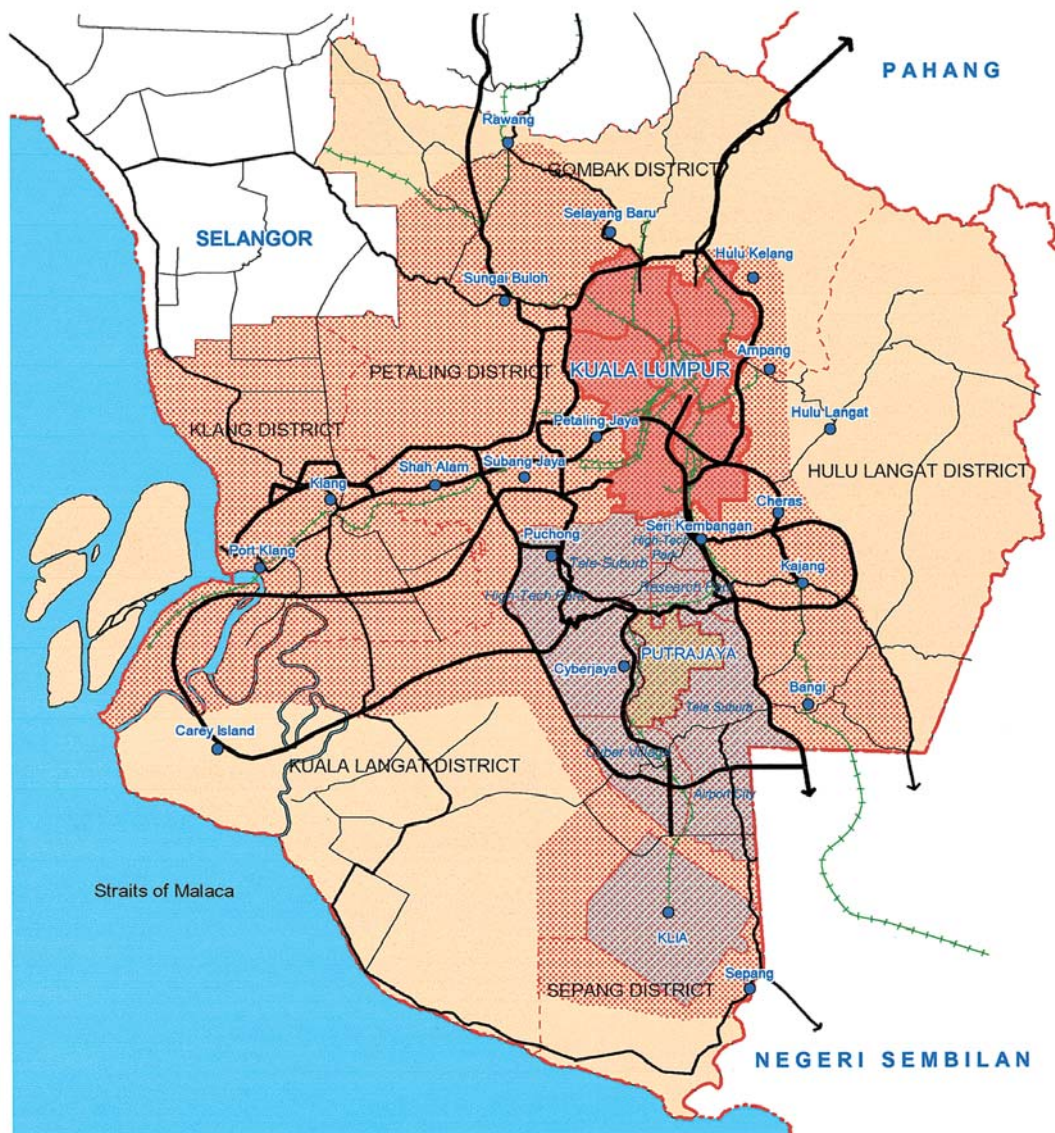
23. Industries and services that have a high export potential are those which are needed to provide the impetus towards globalisation. High technology and high skilled industries, together with finance, transportation, tourism, business, information and professional services shopping and other commercial activities, are the principal components of the nation's economy, which must be developed to a level well beyond where it is now. In this respect, Kuala Lumpur being the premier city must play the leading role.

24. Kuala Lumpur and its conurbation (KLC) (refer *Figure 2.2*) is already being prepared to

play a global role. The KLIA is being promoted as a regional hub for air travel while concerted efforts are being made to develop Port Klang as a major trans-shipment port for Malaysia and the region. Similarly the development of the Multimedia Super Corridor (MSC) together with the continuous and progressive liberalisation of the trade and finance sectors, reinforces the aim of giving Kuala Lumpur and its conurbation a greater global orientation.



Photo 2.2: Kuala Lumpur and its conurbation is already being prepared to play a global role.












- | | | | |
|---|--|---|-------------------|
|  | Kuala Lumpur Federal Territory |  | State Boundary |
|  | Area of Kuala Lumpur and its Conurbation |  | District Boundary |
|  | Main Growth Area |  | Roads |
|  | Multimedia Super Corridor |  | Rail |
|  | Major Urban Centres | | |



FIGURE: 2.2
KUALA LUMPUR AND ITS CONURBATION

KUALA LUMPUR STRUCTURE PLAN 2020

2.4 THE SUB-NATIONAL CONTEXT

2.4.1 THE KLANG VALLEY REGION

25. The growth of the City of Kuala Lumpur must also be seen from the narrower sub-national perspective. At the time of the KLSP 1984, the Klang Valley Region was the sub-national context within which the growth of Kuala Lumpur was determined. However, major new developments outside it, in particular the KLIA, Putrajaya and Cyberjaya, have rendered the concept of the Klang Valley Region as a sub-national planning entity far less relevant.

2.4.2 KUALA LUMPUR AND ITS CONURBATION

26. A more appropriate term of reference for Kuala Lumpur's sub-national context is the Kuala Lumpur and its conurbation (KLC). The KLC refers to the entire Klang Valley Region as originally defined by the Klang Valley Study (1972) together with much of the Kuala Langat district and the remaining part of the Sepang district where the KLIA is located. It covers a total area of approximately 4,000 square kilometres, which is about 40 percent larger than the size of the Klang Valley Region of 2,843 square kilometres.

27. The KLC is one large urban entity which incorporates the complete range of urban functions. However, it is important to distinguish between Kuala Lumpur, which is an administrative unit and the much larger KLC which represents the total urban entity within which Kuala Lumpur is located and functions in many ways as the nucleus of the KLC. Kuala Lumpur's role, status and specific functions within the overall KLC must be defined within the context of the wider total urban entity. Similarly, in view of their symbiotic relationship, the planning of Kuala Lumpur must take full account of developments in the KLC as a whole.

28. Since the KLSP 1984, the other urban centres in the Klang Valley Region, notably Petaling Jaya, Shah Alam and Subang Jaya, have grown at a rate that far outstrips that of the City. There has been strong in-migration to the KLC outside Kuala Lumpur from all over the country and net out-migration from Kuala Lumpur into residential

areas located outside the City. In the year 2000, the population of Kuala Lumpur was approximately 1.42 million compared to 4.30 million for the whole of the KLC, a population distribution pattern not envisaged by the KLSP 1984.

29. As the MSC, especially Putrajaya and Cyberjaya grow, so will the proportion of the total built-up area in the KLC compared to Kuala Lumpur. This decline in the relative size of Kuala Lumpur, in terms of population and built-up area, underlines the importance of defining the functions of the Kuala Lumpur within the context of the KLC.

30. Currently, planning and development coordination in the Klang Valley is undertaken by the Klang Valley Planning Council and Klang Valley Working Committee. In line with the expansion of Kuala Lumpur and its conurbation planning areas, the jurisdiction of these bodies need to be reviewed and detailed.

31. Issues that need to be highlighted at the regional planning level relate to aspects on physical, socio-economic and spiritual development such as coordination on functions of growth centres in Kuala Lumpur and its conurbation, environmental management, planning and development of industries, transportation networks, distribution of community facilities, cemeteries, flood mitigation, waste collection and disposal as well as the human and community development.

2.4.3 THE MULTIMEDIA SUPER CORRIDOR

32. The most important development within the KLC that will have the most profound implication on the growth, function and development policies and strategies for Kuala Lumpur is the development of the Multimedia Super Corridor (MSC). MSC is a corridor with dimensions 50 x 15 kilometres, stretching from the KLIA in the south to Kuala Lumpur City Centre (KLCC) in the north. The MSC corridor comprises two strategic centres, namely Cyberjaya as the multimedia centre and Putrajaya as the administrative centre. Besides, there are also six main centres i.e. the Airport City as a service centre for the KLIA development, Siber Village for small and medium industrial development, High-Tech Village for high industrial technological development, Tele-Suburb for smart



housing and educational, and R&D centre for academic institution and corporate research and development.

33. There are 5 cyber cities in the MSC where companies with MSC status can locate their business premises. The Cyber City comprises KLCC, Kuala Lumpur Tower, Technology Park Malaysia, Universiti Putra Malaysia - Malaysia Technology Development Corporation (UPM-MTDC) and Cyberjaya. Multimedia Development Corporation (MDC) will audit all cyber cities annually in order to ensure their compliance with the world-class standards on physical infrastructure and communications.

34. Putrajaya and Cyberjaya together are projected to have a population of 500,000 by year 2020. The impact of the MSC is expected on employment and population. The principal outcome of the MSC will be a faster growth of jobs and population for KLC and for the country as a whole. The growth in global activities is likely to mean a faster migration rate of foreigners especially of those with specialised skills. The City's activities will be stimulated by the development within the MSC via consumption and production linkages and the growth in the export of services.

35. While the successful development of the MSC is likely to see a net increase in the job growth within Kuala Lumpur, this in itself is no guarantee that rapid out-migration from the City will ceased. An effective policy to induce more people, especially those in the higher income and skill categories, to live within the City is necessary to minimize or reverse net out-migration.

36. The global orientation and 'world-class' status of the MSC is vital in determining the vision and orientation for the future development of the City and the entire KLC.

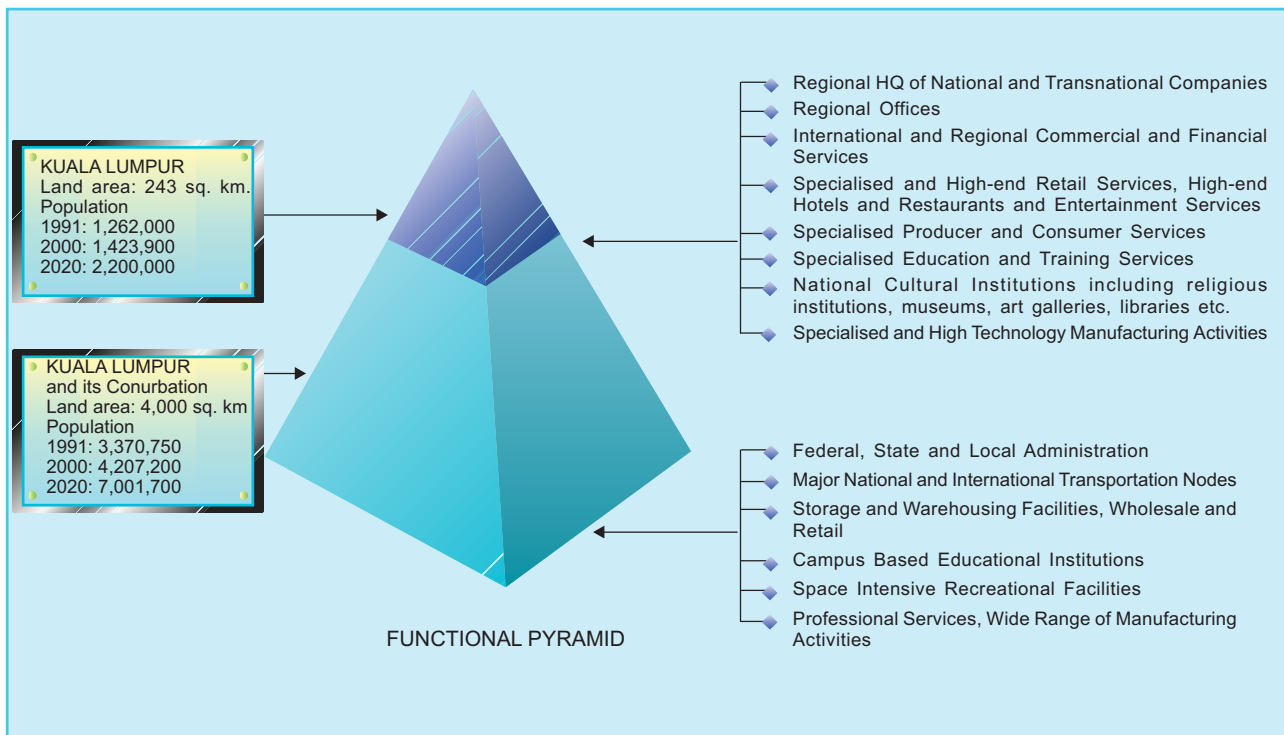
2.5 THE FUNCTION OF KUALA LUMPUR AND ITS CONURBATION

37. Kuala Lumpur's principal functions will be redefined as a consequence of the MSC, the relocation of federal government administrative functions to Putrajaya and the wide range of city functions and activities that are now part of the KLC. Furthermore, as the proportion of built-up land area and population of Kuala Lumpur declines in relation to that of the entire KLC, the role of Kuala Lumpur is likely to be increasingly specialised. The City must focus on developing its strengths in the top-end services and manufacturing industries to enable them to operate within larger market catchments on an international, national and sub-national scale.

38. The core urban functions will continue to be located within the city centre of Kuala Lumpur. Thus the headquarters of transnational companies, the top end hotels and shopping outlets, recreational and entertainment centres will be located in the city centre, as will specialised training facilities, professional services and specialist medical services. In addition, Kuala Lumpur will also be a focus for the development of knowledge-based and high value added manufacturing industries. As the capital of the nation, Kuala Lumpur will continue to house the major knowledge-based institutions, religious and cultural facilities. Befitting their international and national status, these institutions and facilities must be enhanced considerably.

39. *Figure 2.3* illustrates a 'functional pyramid' for the KLC with more specialised urban functions towards the apex of the pyramid, which represents Kuala Lumpur, and more general functions towards its base, representing the remainder of the KLC.

Figure 2.3: Function of Kuala Lumpur and Its Conurbation





Vision and Goals of Kuala Lumpur



3.1 INTRODUCTION

40. **T**he development of Malaysia is now guided by the national agenda and Vision 2020 that envisions Malaysia as a fully developed country economically, socially, politically and spiritually by the year 2020. Embodied in this vision is the aspiration of achieving excellence, glory and distinction. A critical factor in attaining this vision is the sustenance of rapid economic growth which is achieved mainly through growth in the export oriented secondary and tertiary sectors. Malaysian industries must be able to compete successfully in the global markets through a more effective application of science and technology as well as a more imaginative utilisation and marketing of the country's inherent and acquired advantages and strengths with respect to natural, human, financial and cultural resources.

41. Kuala Lumpur, being the premier city of the nation, must contribute strongly to the attainment of the ideal embodied within Vision 2020 and its aspirations. The development vision for Kuala Lumpur must therefore be consistent with, and reflect the underlying principles of Vision 2020 while being appropriate to the City's own particular role in the nation's development.

3.2 THE DEVELOPMENT VISION FOR KUALA LUMPUR

42. The vision for Kuala Lumpur that is consistent with the national vision is: **KUALA LUMPUR - A WORLD-CLASS CITY.**

43. The vision of 'A World-Class City' encapsulates the ambition to make Kuala Lumpur a city that will assume a major global and sub-global role for the benefit of all its inhabitants, workers, visitors and investors.

44. Kuala Lumpur will strive to establish the highest quality living, working and business environment benchmarked against the best in the world. This is necessary if it is to attract and retain national and international investors as well as skilled and professional workers, both local and foreign.

45. As a world-class city, Kuala Lumpur must also ensure that the infrastructure, environment, city management and cultural, social and community facilities meet the highest expectations of the majority of its residents, workers, visitors and investors.



Photo 3.1: Kuala Lumpur, being the premier city of the nation, must contribute strongly to the attainment of the ideal embodied within Vision 2020 and its aspiration.

46. The four principal constituents of a world-class city are a world-class working environment, a world-class living environment, a world-class business environment and a world-class governance.

3.2.1 A WORLD-CLASS WORKING ENVIRONMENT

47. There should be a wide range in the choice of jobs and career opportunities together with good training facilities. Convenient and efficient transportation services offering minimum commuting time and cost together with good communication services and infrastructure are important considerations. Workplaces should be well equipped and provide a pleasant working environment and there should be well-developed supporting institutions such as libraries and information services as well as childcare facilities for working mothers.

3.2.2 A WORLD-CLASS LIVING ENVIRONMENT

48. A world-class working environment must also encompass all the ingredients that make up a world-class living environment such as good quality housing, adequate, accessible and high quality facilities and a healthy, safe and lively environment so that those who work in the City

together with their families can enjoy the best possible standard of living. In addition, City's living environment shall be further enhanced by giving emphasis on cultural heritage, good values as well as promoting active community interaction at all age and level of community including the teenagers, youth, aged, disabled and women.

3.2.3 A WORLD-CLASS BUSINESS ENVIRONMENT

49. The availability of skilled personnel together with high quality, competitively priced office, production and storage space are amongst the most important considerations for a world-class business environment. This needs to be supported by a wide range of auxiliary and ancillary services and industries including financial and management services, research and professional facilities.

50. Excellent and efficient transportation, communication and information infrastructure links within the City and to other parts of the country and the rest of the world are essential.

3.2.4 A WORLD-CLASS CITY GOVERNANCE

51. A world-class city governance is necessary to ensure that all the ingredients that go to make up a world-class working, living and business environment are provided, sustained and continuously upgraded so as to keep pace with the best in the world.

52. A world-class city governance is essentially one oriented towards an efficient and equitable use of available financial, organisational and human resources. Dedication, innovation, creativity and integrity are qualities of good governance that ensure the provision and maintenance of the best possible working, living and business environments.

3.3 GOALS

53. In order to achieve the vision of A World-Class City, five goals are identified:

Goal 1: To enhance the role of Kuala Lumpur as an international commercial and financial centre.

54. For Kuala Lumpur to become a world-class city, it must enhance its existing strengths and position itself as a commercial and financial centre able to compete at a regional and international level. Kuala Lumpur must also reinforce its status as the nation's capital by becoming a major centre for the K-Economy and taking a lead role in implementing government policies.



Photo 3.2: ...City must enhance its existing strengths and position itself as a commercial and financial centre able to compete...

55. The City leads the nation in the high-end service industries. To orientate itself globally, these service industries together with manufacturing industries that are compatible with its urban status, such as skilled and technology intensive manufacturing and knowledge-based industries must be developed as important export industries.

56. In addition, Kuala Lumpur must seek to attract regional headquarters of transnational companies operating on a global or sub-global scale by promoting itself as a competitive location in Asia Pacific Region and developing its support services and infrastructure to a level that is commensurate with the best in the world.

Goal 2: To create an efficient and equitable city structure.

57. For Kuala Lumpur to realise its vision as A World-Class City, it is important that the commercial and financial goal is achieved efficiently and also in a manner that benefits all members of the City's community. Development must be balanced in such a way that the overall configuration of land use is optimized without compromising societal needs or adversely affecting the existing natural and built environment.



Photo 3.3: Development must be balanced ... without compromising societal needs or adversely affecting the existing natural and built environment.

58. Good transportation and other communication linkages within the City and externally to the rest of the country and the world are also essential 'enabling factors' in the attainment of Goal 1. Public transportation plays an important part in the achievement of this goal by enabling greater flexibility and freedom of movement. Other infrastructure, utilities and facilities must be equitably distributed to ensure that they are accessible to all citizens.

Goal 3: To enhance the city living environment.

59. The City must be functional, liveable and impart a sense of community and belonging. In addition, it must also provide a clean, healthy, safe and caring environment that caters to the needs of all. The City needs a wide range of employment and business opportunities, education, training, sufficient quality housing for all income groups and well designed, easily accessible social, sports and recreational facilities. It is of great importance to ensure that the needs of future generations are not compromised by decisions or developments related solely to present day issues.

Goal 4: To create a distinctive city identity and image.

60. In a world where globalisation has led to certain homogeneity in the appearance and

character of major cities across the world, it is imperative that Kuala Lumpur seeks to define its own distinctive identity reflective of its tropical climate and multi ethnic population. This should be manifested in the built and natural environment and the everyday way of life of the City's inhabitants as well as the various forms of cultural expression.



Photo 3.4: ...to define its own distinctive identity reflective of its tropical climate and multi ethnic population.

61. The image of a tropical garden city is appropriate implying as it does the need to moderate the climate by providing shade from the sun and shelter from the rain.

62. These can be achieved by using a combination of natural elements such as trees and physical ones such as buildings. The distinctive way of life in Kuala Lumpur, which stems in part from the ethnic and cultural diversity of its people and also from the blending of aspects of those cultures, should be jealously guarded and given greater emphasis. Culture and the arts shall be enhanced while buildings and historical areas or architectural values shall be preserved as heritage and be promoted as tourism products.

Goal 5: To have an efficient and effective governance.

63. The importance of good governance is of central importance in the achievement of the goals, strategies and policies set out in the Plan. This requires a commitment to the qualities of good governance as set out in the Habitat Agenda, namely transparency, responsibility, accountability and the adoption of just, effective and efficient administrative practices.

64. Transparency can be accomplished through sharing of a common vision, active and meaningful participation of all stakeholders and the free flow of information. Citizen and customer-oriented policies need also to be adopted as a means of improving the authority's responsiveness to the needs of its citizens.

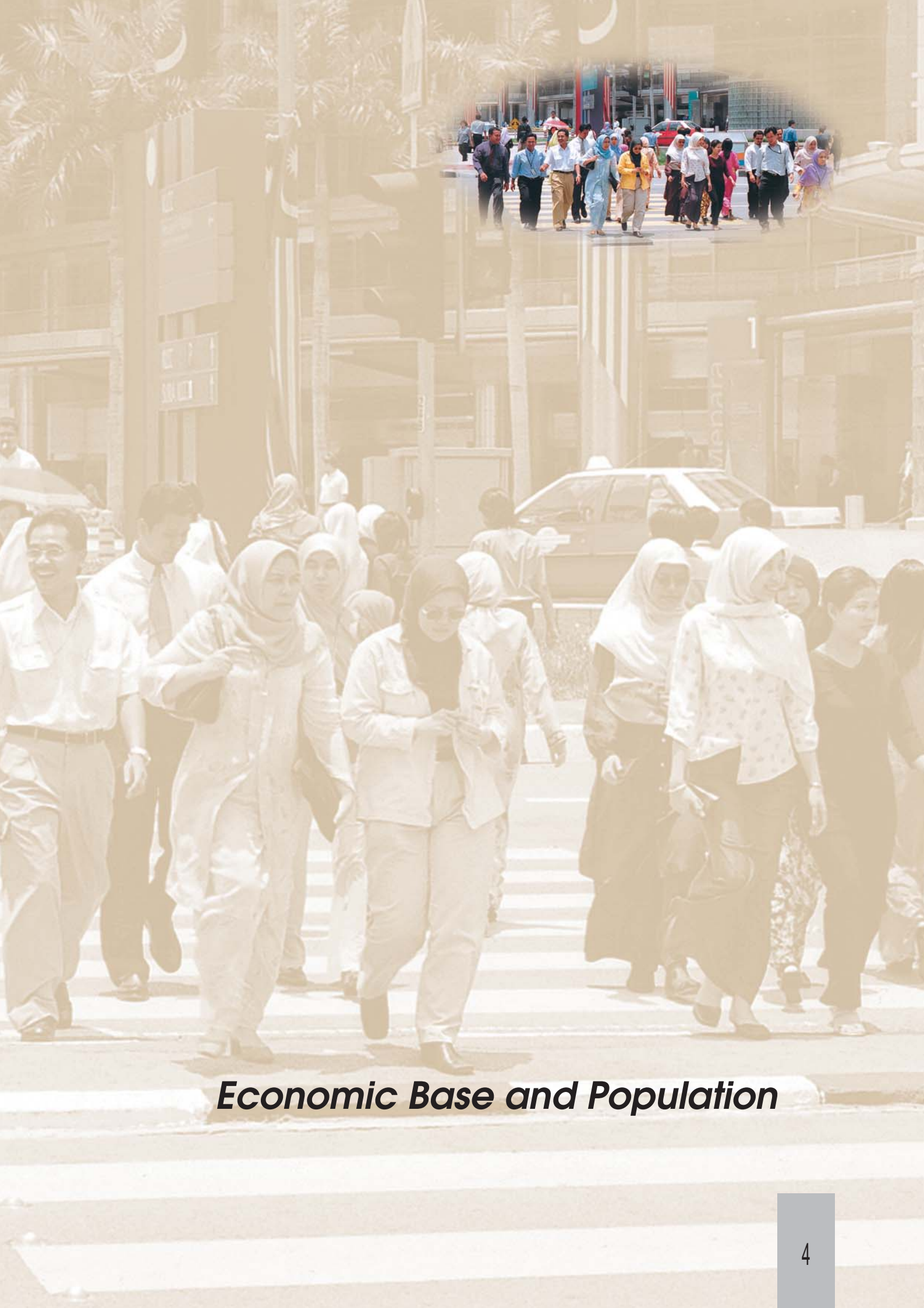
65. Equity and fairness can be achieved through the distribution of all facilities and services to its citizens including the disabled, aged, poor, children and women.

66. Effectiveness and efficiency are also key elements of good governance which the authority must improve through management innovation, capacity building, outsourcing, benchmarking, human resources development and networking. Processes and institutions must be reengineered

to produce results that meet the needs of the City and its population while making the best use of resources.

3.4 CONCLUSION

67. The vision and goals for Kuala Lumpur have been formulated with the aim of creating a sustainable city. City Hall Kuala Lumpur (CHKL) shall ensure that the planning of the City shall strike a balance between physical, economic, social and environmental development. Local Agenda 21 shall be adopted to encourage citizen participation towards creating a sustainable society. This is in line with government policies of implementing sustainable development strategies as stipulated in the Habitat Agenda of the Rio Declaration.



Economic Base and Population



4.1 INTRODUCTION

68. In so far as Kuala Lumpur is the capital of the nation, its economic catchments encompass the entire country. The present range of human activities in the City, its infrastructure and buildings, its parks and monuments, its spectrum of social, spiritual, recreational and entertainment facilities, and its concentration of governmental and non-governmental institutions, are manifestations of the City's function as the capital of the nation. With the relocation of federal government administrative functions to Putrajaya, some diminution of this role is likely to be felt, but the City will remain the economic and business centre of the country.

69. At the same time, Kuala Lumpur and its conurbation (KLC) form a region that is the most industrialised and economically the fastest growing in the country. Furthermore, the development of the KLIA at Sepang, the creation of the MSC, which includes Putrajaya and Cyberjaya, and the expansion of Port Klang have reinforced the national and international economic significance of the City.

70. As an international business centre, Kuala Lumpur vies with cities such as Singapore, Bangkok, Manila and Hong Kong for primary position in the Asia Pacific Region. In realising its vision to become A World-Class City, Kuala Lumpur must address the regional, national and international perspectives, embrace the opportunities presented and define its specific role.

4.2 EXISTING SITUATION AND ISSUE

4.2.1 ECONOMIC BASE

71. The Gross Domestic Product (GDP) for Kuala Lumpur (at purchasers' value in 1987 prices) has increased from RM21,157 million in 1995 to RM25,968 million in 2000, an average annual growth rate of 4.2 percent. Malaysia's GDP average annual growth rate during the same period was 4.7 percent (refer Table 4.1).

Table 4.1: Gross Domestic Product (GDP), 1995 - 2000

Area	GDP (in RM million)		Average Annual Growth Rate (%)
	1995	2000	
Kuala Lumpur	21,157	25,968	4.2
Malaysia	166,625	209,269	4.7

Source: Eighth Malaysia Plan

72. The per capita GDP for Kuala Lumpur during the period 1995 to 2000 rose from RM22,799 to RM30,727, an average annual growth rate of 6.1 percent. The per capita GDP for Kuala Lumpur was more than twice that of the national average (refer Table 4.2).

Table 4.2: Per Capita Gross Domestic Product (GDP), 1995 - 2000

Area	Per Capita GDP (in RM million)		Average Annual Growth Rate (%)	Ratio of Per Capita GDP to Malaysia Average	
	1995	2000		1995	2000
Kuala Lumpur	22,799	30,727	6.1	2.12	2.11
Malaysia	10,756	14,584	6.3	1.00	1.00

Source: Eighth Malaysia Plan

4.2.2 EMPLOYMENT

i. Existing Situation

73. The total current employment in Kuala Lumpur is estimated at around 838,400. The economic structure of Kuala Lumpur and the entire KLC, in terms of broad sectoral distribution of employment is given in Table 4.3.

74. The tertiary or service sector forms the largest component of employment in Kuala Lumpur representing about 83.0 percent of the total compared to 71.0 percent in the KLC. Based on the Eighth Malaysia Plan, it is estimated that Kuala Lumpur accounts for the major portion or 58.0 percent of the service sector jobs within the KLC. The tertiary sector comprises finance, insurance, real estate & business services, wholesale & retail trade, restaurant & hotel, transport, storage & communication, utilities, personal services and government services.

Table 4.3: Distribution of Employment by Major Sectors in Kuala Lumpur, Kuala Lumpur and its Conurbation and Malaysia, 2000

Sectors	Kuala Lumpur		Kuala Lumpur and its Conurbation		Malaysia	
	('000)	%	('000)	%	('000)	%
Primary	9.0	1.1	55.7	3.3	1,448.7	15.6
Secondary	131.3	15.7	441.7	25.9	3,313.3	35.7
Manufacturing	88.1	10.5	337.7	19.8	2,558.3	27.6
Construction	43.2	5.2	104.0	6.1	755.0	8.1
Tertiary	698.1	83.3	1,208.5	70.8	4,509.2	48.6
Utilities	24.1	2.9	57.2	3.4	75.0	0.8
Wholesale & retail trade, restaurant & hotel	144.4	17.2	233.0	13.7	1,584.2	17.1
Transport, storage and communication	66.5	7.9	178.7	10.5	461.6	5.0
Finance, insurance, real estate & business services	202.8	24.2	309.7	18.2	508.7	5.5
Personal services	125.7	15.0	256.3	15.0	898.7	9.7
Government services	134.6	16.1	173.7	10.2	981.0	10.6
Total Employment	838.4	100	1,709.9	100	9,271.2	100
Population	1,423,900		4,207,200		23,266,000	
Employment / Population Ratio	0.59		0.41		0.40	

Source: Estimation based on Eighth Malaysia Plan

75. The secondary sector, which comprises manufacturing and construction, represents only 16.0 percent of employment in Kuala Lumpur compared to 26.0 percent in the KLC.

76. The employment to population ratio in Kuala Lumpur is higher at 59.0 percent compared to 41.0 percent in the remainder of the KLC and 40.0 percent in the country as a whole.

ii. Issue

77. The manufacturing component of employment has declined to 10.5 percent of total employment in 2000 from 16.8 percent in 1980, leading to a reduction in the range of employment opportunities in the manufacturing sector.

- *Decline in employment in the manufacturing sector.*

4.2.3 POPULATION

a) General

i. Existing situation

78. Based on sources from Department of Statistics and assumptions derived from the existing number of housing units in Kuala Lumpur, it is estimated that the population for Kuala Lumpur in 2000 was 1.42 million people. The KLSP 1984 projected that the population for Kuala Lumpur for the year 2000 was 2.2 million with the employment of 1.4 million.



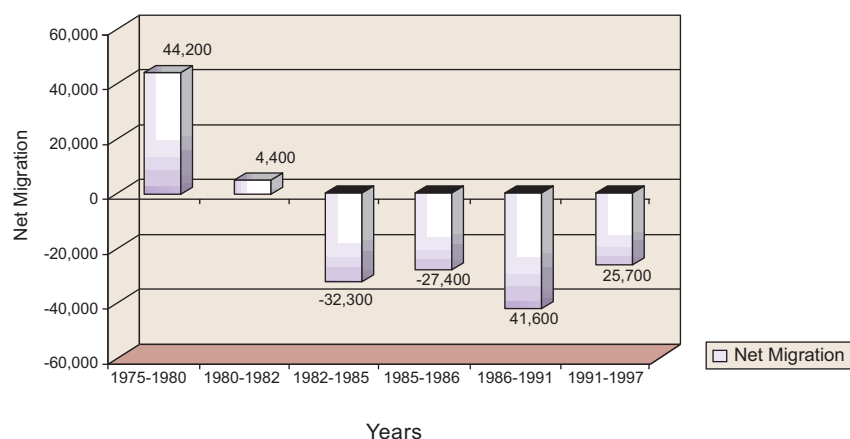
Photo 4.1: ... it is estimated that the population for Kuala Lumpur in 2000 was 1.42 million people.

79. Population and employment have not grown as fast as projected by the KLSP 1984. However, the ratio of employment to population has increased from 46.9 percent in 1980 to 59.0 percent in 2000.

80. *Figure 4.1* indicates the changing trends in the migration. There has been a reversal in net in-migration of about 9,000 persons per annum between 1975 to 1980 to a net out-migration of about 4,280 persons per annum for the period 1991 to 1997. The out-migration is clearly not a result of lack of employment opportunities but is partly due to the shortage of affordable housing. Kuala Lumpur has experienced a movement of people to the suburbs and outlying towns, who, nonetheless, commute daily back into the City to work. While the KLC grew rapidly, the City itself experienced a slower population growth.



Figure 4.1: Net Migration in Kuala Lumpur, 1975 to 1997



Source: Department of Statistics, Migration Survey Report, 1997

ii. Issue

- *The high rate of net out-migration and low population growth rate.*

b) Age Structure

i. Existing Situation

81. The continuing decline in the birth rate for Kuala Lumpur has resulted in the decline in the proportion of young people below 15 years old from 33.0 percent in 1980 to slightly less than 27.0 percent in 2000. Commensurately, the working age group of 15-59 increased from 63.0 percent in 1980 to 67.0 percent in 2000. The old age group, 60 years old and above has increased from 4.0 percent in 1980 and 1991 to 6.0 percent in 2000 (refer *Table 4.4*)

ii. Issue

82. By looking into the age structure of the city population, it needs special policy and approach on aspects related to housing, facilities and opportunities for all ages including the teenager, youth and aged.

- *Impact of young population and the increasing proportion of aged population.*

Table 4.4: Composition of Population by Age Structure, 1980 - 2000

Age Group	1980		1991		2000	
	No.	%	No.	%	No.	%
0 - 14	303,471	33	391,220	31	384,453	27
15 - 39	459,805	50	618,380	49	654,994	46
40 - 59	119,549	13	189,300	15	299,019	21
60+	36,784	4	63,100	5	85,434	6
Total	919,610	100	1,262,000	100	1,423,900	100

Source: Department of Statistics.

Note : The aged population is defined as 60 years old and above by the National Social Policy, 2004.

c) Ethnic Structure

i. Existing Situation

83. The KLSP 1984 projected an increase in the proportion of Bumiputera population from 28.0 percent in 1980 to 34.5 percent in the year 2000. However, based on the census of the Department of Statistic, the actual percentage of Bumiputera population was 33.0 percent in 1980 and increased to around 38.0 percent in 2000 (refer *Table 4.5*). This was higher than anticipated.

84. Another phenomenon has been the increase in the presence of 'others' and 'non-citizens' in Kuala Lumpur, who now constitute about 9.0 percent of the City's population.

Table 4.5: Population by Ethnic Groups, 1980 - 2000

Ethnicity	1980		1991		2000	
	No.	%	No.	%	No.	%
Bumiputera	305,435	33	469,900	37	541,081	38
Chinese	477,601	52	581,100	46	612,277	43
Indians	127,793	14	141,000	11	142,239	10
Others	8,781	1.0	70,000	6	14,239	1
Non-Citizens					113,912	8
Total	919,610	100	1,262,000	100	1,423,900	100

Source: Department of Statistics.

d) City Centre

i. Existing Situation

85. The City Centre population has decreased from 156,980 in 1980 to 128,720 in 2000. During the same period, and the percentage of the City's population living within the City Centre compared to the City as a whole has dropped from 17.1 percent to 9.0 percent. This has set back the optimisation of the infrastructural investment put in place over the last two decades.

ii. Issue

- Decline in the population of the City Centre.

4.3 OBJECTIVE

86. In order to create an economic framework for the City which will enable it to achieve its vision to be A World-Class City, CHKL aims to:

- enhance the City's global and regional economic role as a leading centre of the Knowledge-Based Economy;
- attain a strong and well diversified economic base;
- integrate with and complement the activities within the Multimedia Super Corridor; and
- attain an optimum population size and distribution.

4.4 EMPLOYMENT AND POPULATION TARGET

87. Kuala Lumpur needs to attain employment and population sizes that are optimum in relation to its economic activities, land resources, infrastructure and community facilities. To this end, an employment of 1.4 million and a population of 2.2 million are targeted for the year 2020 (refer Table 4.6).

Table 4.6: Population and Employment, 2000 - 2020

Socio-Economic Parameter	2000	2020	Average Annual Growth Rate (%) 2000-2020
Population	1,423,990*	2,198,400	2.2
Employment	838,400	1,419,600	2.6
Employment / Population Ratio (in Percentage)	59	64	

Source: Department of Statistics.

*Note : Figure has been adjusted.

4.5 POLICY AND PROPOSAL

4.5.1 ECONOMIC BASE AND EMPLOYMENT

a) A Leading Centre of the Knowledge-Based Economy

88. Being part of the MSC, Kuala Lumpur can anticipate that it will attract many multinational and local enterprises involved with information and communication technology.

Policy:

EC 1: CHKL shall implement measures to develop Kuala Lumpur as a centre of the Knowledge-Based Economy.

b) An International Commercial & Financial Centre

89. To enhance the role of Kuala Lumpur as an international commercial and financial centre, it is important for the City to enhance its attractiveness to international businesses.



Photo 4.2: ... Kuala Lumpur as a centre of the Knowledge-Based Economy.

Policy:

EC 2: *CHKL shall implement measures to attract international organisations and business entities.*

c) An Attractive Tourist Destination

90. In Kuala Lumpur, as in other major cities, the tourism sector plays an important part in its economic life, providing income, employment and expanding business opportunities. The tourism industry requires a very wide range of services and facilities provides employment across all sectors of the population and helps to diversify the City's economy. The potential of tourism sector therefore must be developed and promoted as a major economic generator.



Photo 4.3: The tourism industry requires a very wide range of services and facilities, provides employment ...

Policy:

EC 3: *CHKL shall develop and promote tourism as an important economic sector.*

d) An International Shopping Centre

91. Enhancing and developing Kuala Lumpur as an international shopping centre is based on a sound foundation as Kuala Lumpur is already the premier shopping centre of the country.

92. Modern retail formats including mega malls, duty-free shopping outlets and discount stores have been developed which have enhanced the attractiveness of Kuala Lumpur as a shopping centre. Building on its wide variety of shopping facilities, Kuala Lumpur has the opportunity to become an international 'shopping paradise'.

Policy:

EC 4: *CHKL shall enhance and develop Kuala Lumpur as an international shopping centre.*



Photo 4.4: ... Kuala Lumpur has the opportunity to become an international 'shopping paradise'.

e) A Major Meetings, Incentives, Conventions and Exhibitions Centre

93. Business and conference tourism has expanded in recent years and is becoming a very important component of the industry. As a strategy in developing the tourism sector, more state-of-the-art Meetings, Incentives, Conventions and Exhibitions Centre (MICE) facilities will be provided. In addition, there shall be concerted efforts among the government and non-governmental organisations to organise and host international MICE events in Kuala Lumpur.

Policy:

EC 5: *CHKL shall promote the development of MICE facilities and encourage the holding of international events in the City.*

f) A Dynamic Cultural and Entertainment Centre

94. Culture and entertainment not only help to make an attractive living environment but can also be developed as important economic goods in their own rights. Cities like London, New York, Sydney and Frankfurt have succeeded in making music, theatre and art as viable commercial activities and by such success are very attractive to international tourists and investors.

95. Within the context of the overall KLC, Kuala Lumpur continues to serve as the principal cultural and entertainment centre where the best restaurants, nightclubs, theatres, concert halls and art galleries are located.

96. To make Kuala Lumpur an international centre for culture and arts entertainment, it is pertinent to build upon its multi-racial, multi-religious and multi-cultural character in line with the National Cultural Policy. The anticipated influx of expatriates to Kuala Lumpur and its conurbation in response to the various development strategies and programmes, will also provide a stimulus for increasing the variety of cultural and arts entertainment facilities in the City.

Policy:

EC 6: *CHKL shall encourage and facilitate the development of cultural and entertainment facilities.*

g) A Regional Educational and Health Centre

97. Education and health services are becoming increasingly important economic activities and are being promoted aggressively as major commercial services for the local and export markets. To promote the development of educational and health services, more and improved facilities need to be provided.

Policy:

EC 7: *CHKL shall encourage, promote and facilitate the development of education and health as commercial services.*



Photo 4.5: ... health services are becoming increasing important economic activities and are being promoted aggressively as major commercial services for the local and export markets.

h) A Revitalised Manufacturing Sector

98. In order to provide a balance in the City's economic base, a strong manufacturing component must be retained. Existing and new manufacturing industries that meet the criteria of being clean and non-polluting industries shall be selectively retained or encouraged. In step with the development of the MSC, knowledge-based industries including those concerned with software development need to be promoted without neglecting traditional industries that are skill intensive.

Policy:

EC 8: *CHKL shall facilitate the restructuring and sustenance of the manufacturing sector in favour of knowledge-based and high skills industries.*



4.5.2 AN OPTIMUM POPULATION

99. In order to reach an optimum population of 2.2 million in the year 2020, a population growth rate that is faster than that attained in the last decade needs to be achieved. Measures must be implemented to attract more people to live in the City.

Policy:

EC 9: CHKL shall implement measures to reverse the declining population growth rate in order to achieve an optimum population by the year 2020.

100. There is a need to increase the residential population of the City Centre not only to optimise the infrastructural investment, but also with a view to making the City Centre a more vibrant and

dynamic place which can attract local and international businesses.

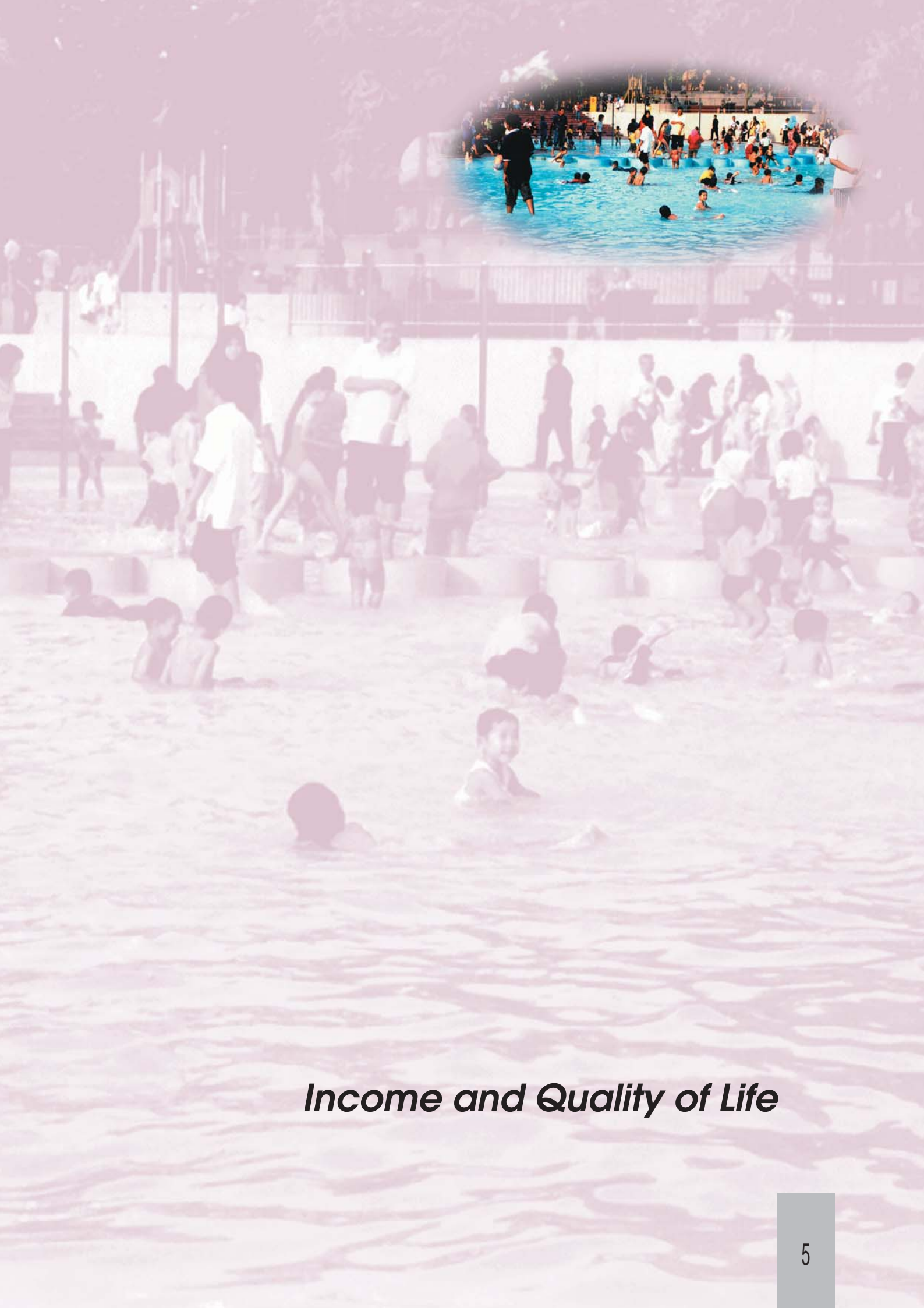
Policy:

EC 10: CHKL shall implement measures to attract more people to live in the City Centre.

101. The increase in the population of the teenager, youth and aged and the growth of expectations for a better standard of living require that greater attention be given to the needs of the teenager, youth and aged in terms of the quality and range of accommodation and other facilities.

Policy:

EC 11: CHKL shall take into consideration the needs of the teenager, youth and aged population in all aspects of planning and development.



Income and Quality of Life



5.1 INTRODUCTION

102. **Q**uality of life encompasses the fulfilment of all human needs such as a satisfactory standard of material life, health, education, security, the satisfaction of living in a clean environment as well as the enjoyment of the aesthetic and the spiritual. In short, it relates to the general well being of the populace. For governments, including a city government like CHKL, the responsibility in bringing about a high quality of life is in ensuring that, *inter alia*, the necessary infrastructure of utilities and amenities, the institutions of social organisation and governance that permits an acceptable level of individual expression and choice, are in place.

103. For the individual, a prerequisite of a good quality of life is an adequate income, sufficient to permit access to the facilities that the City can provide. These initiatives include programmes to eradicate poverty.

104. To achieve a world-class status, it is incumbent on Kuala Lumpur to provide a high quality of life for its population, both in terms of the facilities that the City can offer and in the creation of a framework within which all residents can have equitable access to its facilities and free from poverty.



Photo 5.1: ... the satisfaction of living in a clean environment as well as the enjoyment of the aesthetic and the spiritual.

5.2 EXISTING SITUATION AND ISSUE

5.2.1 HOUSEHOLD INCOME

a) Average Income

105. The average monthly household income for Kuala Lumpur has increased from RM3,371 in 1995 to RM4,105 in 1999. Compared with the national average of RM2,472 in 1999, Kuala Lumpur's average household income is higher by 66.0 percent.

106. The average annual growth rate of household income for Kuala Lumpur for the period 1995 - 1999 was 5.0 percent which is slightly lower than the national average of 5.2 percent (refer *Table 5.1*).

Table 5.1: Average Monthly Household Income, 1995 - 1999

Area	1995 (RM)	1999 (RM)	Average Annual Growth Rate (%) 1995-1999
Kuala Lumpur	3,371	4,105	5.0
Malaysia	2,020	2,472	5.2

Source: Eighth Malaysia Plan

b) Indirect Income Indicators

107. In terms of indirect income indicators such as car and motorcycle ownership, Table 5.2 shows that Kuala Lumpur has 985.7 cars and motorcycles per 1,000 population in 2000 compared to 421.9 per 1,000 population for Malaysia as a whole. This indicates that the ownership rate of motor vehicles in Kuala Lumpur is twice that of the national average (refer *Table 5.2*).

108. In terms of telephone lines, although the figures indicate a reduction in the number of telephone lines per 1000 population from 1995 to 1997, the actual usage of telephones in Kuala Lumpur has increased, in the form of mobile telephones.

Table 5.2: Indirect Income Indicators, 1995 - 2000

Area	Registered Cars and Motorcycles Per 1,000 Population		Fixed Telephone Line Per 1,000 Population	
	1995	2000	1995	1997
Kuala Lumpur	616.3	985.7	369.5	258.2
Malaysia	339.2	421.9	164.3	228.4

Source: Eighth Malaysia Plan

c) Income Distribution

i. Existing Situation

109. *Figure 5.1* indicates the comparison between Kuala Lumpur and Malaysia in terms of household income distribution. The relative affluence of the residents of Kuala Lumpur is evidenced by the fact that 23.5 percent of Kuala Lumpur households earned more than RM5,000 per month compared to 9.8 percent for Malaysia as a whole. However, 8.1 percent of households in the City earned less than RM1,000, which would place them in a category that is unable to afford even a low cost house.

ii. Issue

- *A sizeable proportion of the population falls into the low income group.*

d) Poverty Level

i. Existing Situation

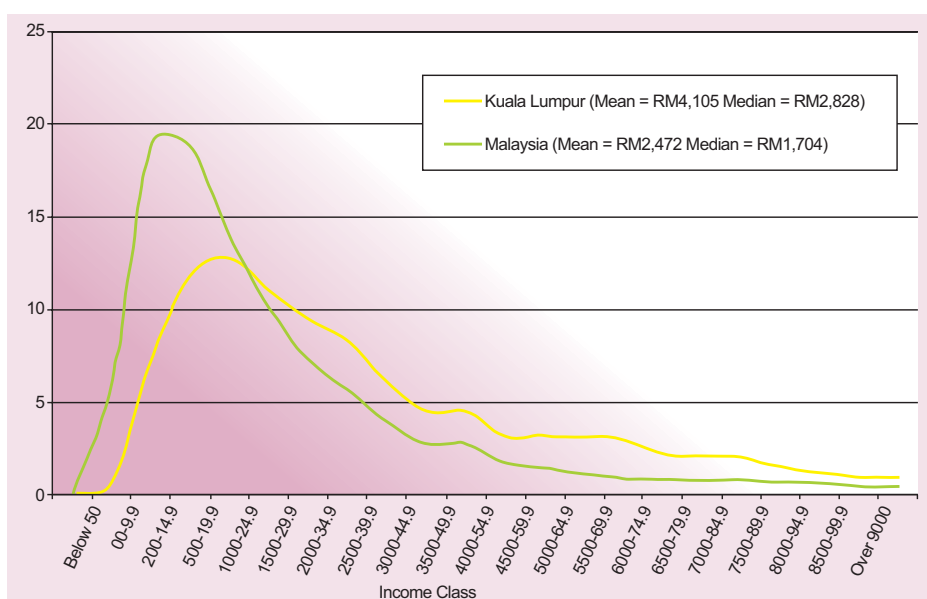
110. The poverty level in Kuala Lumpur has increased from 0.5 percent in 1995 to 2.3 percent in 1999, although this is still low compared to national average of 7.5 percent (refer *Figure 5.2*).

111. In addition, the poverty level does not take into consideration the higher costs of living in the City. The national poverty line figure for a household income of RM510 (at 1997 prices) should be adjusted to the more realistic figure of RM750 for Kuala Lumpur. At this adjusted division line, the incidence of poverty in Kuala Lumpur does not differ greatly from the national average of around 7.5 percent.

ii. Issue

- *Increase in the number of urban poor.*

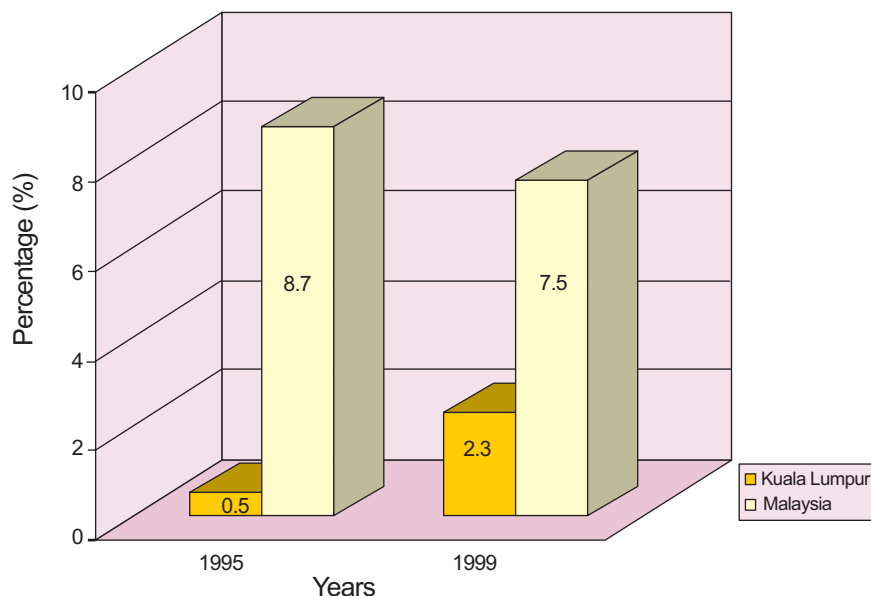
Figure 5.1: Distribution of Monthly Gross Household Income, 1999



Source: Economic Planning Unit, Prime Minister's Department



Figure 5.2: Incidence of Poverty 1995 - 1999



Source: Eighth Malaysia Plan

5.2.2 OTHER COMPONENTS OF QUALITY OF LIFE

112. The Quality of Life Survey 1998 measured the satisfaction level of Kuala Lumpur's residents with respect to a number of specific facilities and services. More than 40 percent of Kuala Lumpur residents faced difficulty in getting to their work place on time owing to traffic congestion.

113. Around 20 percent of residents were not satisfied with the provision of various public services and community facilities in their areas. There was generally a high level of dissatisfaction with respect to the road maintenance, bus services, street cleaning services and garbage disposal.

114. There was widespread concern among the public with the level of pollution of rivers, noise, air and destruction of forests. There were concern regarding safety and security as well as vandalism in some areas of the City. A more recent perception survey carried out by the Economic Planning Unit confirmed the above findings. It further revealed a high level of dissatisfaction in respect of accessibility to cultural and recreational facilities and the low level of social interaction and integration in the City.

115. Despite the dissatisfaction with certain aspects of life in the City expressed in the survey, the majority of people in Kuala Lumpur, irrespective of income or skill level, stated their preference to live in Kuala Lumpur rather than any where else. This indicates a sense of identity and pride in their City. All respondents agreed that they have achieved some degree of upward mobility in all aspects of their lives - socially, economically and in terms of job security.

i. Issue

- *Dissatisfaction with certain infrastructure, utilities, services, community and cultural facilities.*

5.3 OBJECTIVE

116. In line with the vision of A World-Class City, the objectives related to income and quality of life are to:

- *eradicate poverty and raise the overall income level especially those of the low income group;*

- *provide opportunities and facilities for residents to attain economic and social progress; and*
- *provide a clean, pleasant and safe living environment and access to high quality community and cultural facilities as well as public services that are supported by efficient infrastructure.*

5.4 POLICY AND PROPOSAL

5.4.1 HOUSEHOLD INCOME

117. Household income includes both earned and unearned income. 'Unearned' income includes rental income (or imputed rental income of owner-occupied houses) and capital gain from property ownership. This is an important factor in the improvement of income and net worth of low income households. As property values increase with the growth of the economy and of the City, the income and net worth of property owning low income households increase.

118. Home ownership shall be the main aim of the City's low cost housing programmes so that owner-occupiers can enjoy capital gains from their properties. Owners of low cost housing should be permitted to mortgage or sell their properties to realise the capital gains if they so desire. This will enable those in the lower income group to raise funds to finance productive investments in education, business or acquisition of better properties.

119. In spite of the initiatives undertaken by the CHKL to create opportunities to enhance income and to provide housing, health and educational services, there are still poor groups existing in the City.

Policy:

- IC 1:** *CHKL shall implement measures to increase the 'unearned' income component of the net worth of low income households.*
- IC 2:** *CHKL shall put more efforts to eradicate poverty including the cooperation with the relevant agencies.*



Photo 5.2: Home ownership shall be the main aim of the City's low cost housing programmes so that owner-occupiers can enjoy capital gains from their properties.

120. Some parts of the City, especially the Malay Reservation Areas, traditional kampungs, new villages and dilapidated areas, have low property values even though they are strategically located. Measures shall be taken to realise the full potential of these areas.

Policy:

- IC 3:** *CHKL shall facilitate the development of the Malay Reservation Areas, traditional kampungs, new villages and dilapidated areas.*

121. Development of the Malay Reservation Areas, traditional kampungs and new villages is discussed in *Chapter 16.0: Special Areas*.

5.4.2 SOCIAL PROGRAMME

122. To further assist the low income group and urban poor, CHKL shall provide financial,



Photo 5.3 : ... social programmes for low income communities and the urban poor.



Photo 5.4: ... the provision of high quality public services.

organisational and expert assistance through its social programmes to raise the income and improve the quality of life. Programmes to support and develop business initiatives for this group shall be encouraged.

Policy:

IC 4: *CHKL shall promote and expand social programmes for low income communities and the urban poor.*

5.4.3 OTHER COMPONENTS OF QUALITY OF LIFE

a) Improvement of Public Services

123. Good access to high quality public, social and cultural facilities will contribute a great deal to the improvement of the quality of life of the City's residents. CHKL can provide good governance by recruiting the participation of residents in the improvement of their living environment.

Policy:

IC 5: *CHKL shall, in coordination with the relevant authorities and agencies and with the involvement of the public, ensures the provision of high quality public services.*

b) Enhancement of the local environment

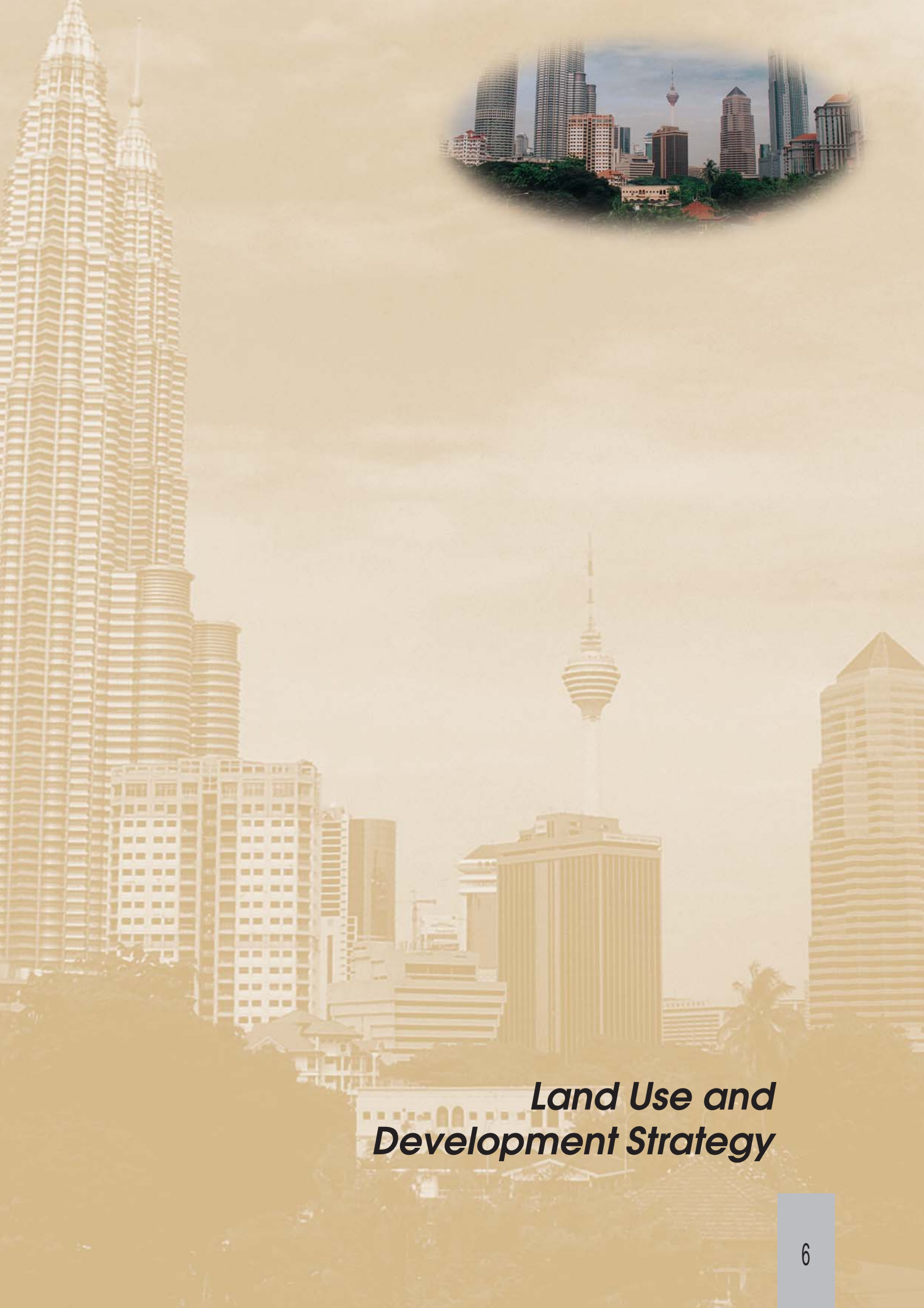
124. There is a reservoir of support from Kuala Lumpur residents as suggested by their expressed pride in and sense of belonging to their City. To capitalise on this and to enhance the living environment, a 'self-managed community' concept could be introduced where the residential communities themselves manage and improve their own areas with CHKL providing support in terms of training, materials and expertise.

Policy:

IC 6: *CHKL shall adopt the 'self-managed community' concept and promote its implementation in selected residential areas.*



Photo 5.5: ... a 'self-managed community'... manage and improve their own areas...



Land Use and Development Strategy



6.1 INTRODUCTION

125. The development strategies for the next 20 years are focused on the vision for Kuala Lumpur to become a World-Class City. The strategies are also firmly grounded on the direction and accomplishments of the KLSP 1984 that set the framework for the structure and present growth patterns of Kuala Lumpur. The physical shape of Kuala Lumpur, the distribution of land uses, the new growth areas, infrastructure development especially roads and rail systems are all directly attributable to the policies and strategies set out in the KLSP 1984.

126. The population base of Kuala Lumpur is set to increase from 1.4 million to 2.2 million over the next 20 years. Within the context of a city that is already well-developed new strategies that optimize limited land resources need to be devised. This Plan is part of the ongoing evolution of the City and the development strategies set out here form the basis for the planned spatial development of Kuala Lumpur as well as guiding the formation of sectoral policies up to the year 2020.

127. The strategies are all encompassing and cover every aspect of the City fabric from spatial and infrastructural development to urban design and the less tangible qualities of the City experience that shape and mould people's perception of the City and their place within it.

6.2 EXISTING SITUATION AND ISSUE

6.2.1 LAND USE 1984 - 2000

128. Table 6.1 indicates the existing land uses by sector while Table 6.2, Table 6.3 and Table 6.4 indicate the changes in land use between 1984 and 2000. The land use specialisation index in these tables indicates the relative importance of a particular land use in relation to the City as a whole for each of the planning units designated in the KLSP 1984 (refer Figure 6.1).

Table 6.1: Land Use by Category, 2000

Land Use Category	Area (in hectare)	%
Residential	5,489.56	22.66
Commercial	1,091.71	4.51
Industrial	553.05	2.28
Institutional	1,620.80	6.69
Open Space, Recreational and Sports Facilities	1,579.56	6.52
Community Facilities	1,382.44	5.71
<i>Community Buildings</i> <i>(community centre, market, library)</i>	38.50	0.16
<i>Educational</i>	964.84	3.98
<i>Religious</i>	104.56	0.43
<i>Cemetery</i>	274.54	1.13
Undeveloped Land	5,756.74	23.77
Squatters	570.63	2.36
Infrastructure	5,029.62	20.77
<i>Road Reserve</i>	4,798.80	19.81
<i>Rail Reserve</i>	104.79	4.33
<i>Terminal</i>	126.03	0.52
Utilities	1,146.94	4.73
TOTAL	24,221.05	100.00

a) Residential

i. Existing Situation

129. Residential land use increased from 3,822 hectares to 5,490 hectares between 1984 and 2000 and is the largest land use component in the City. The majority of increases in residential land use have been in the growth areas of Wangsa Maju and Bandar Tun Razak, whereas Bukit Jalil has yet to establish its residential base. Major established residential land use areas are in Damansara, Bukit Indah, Setapak and Sentul.

130. However, residential land use in the City Centre has declined significantly between 1984 and 2000 and now accounts only for 26.4 percent of the total residential land use in 1984.

ii. Issue

- *Decline in residential land use in the City Centre; and*
- *Slow growth of residential land use in Bukit Jalil.*

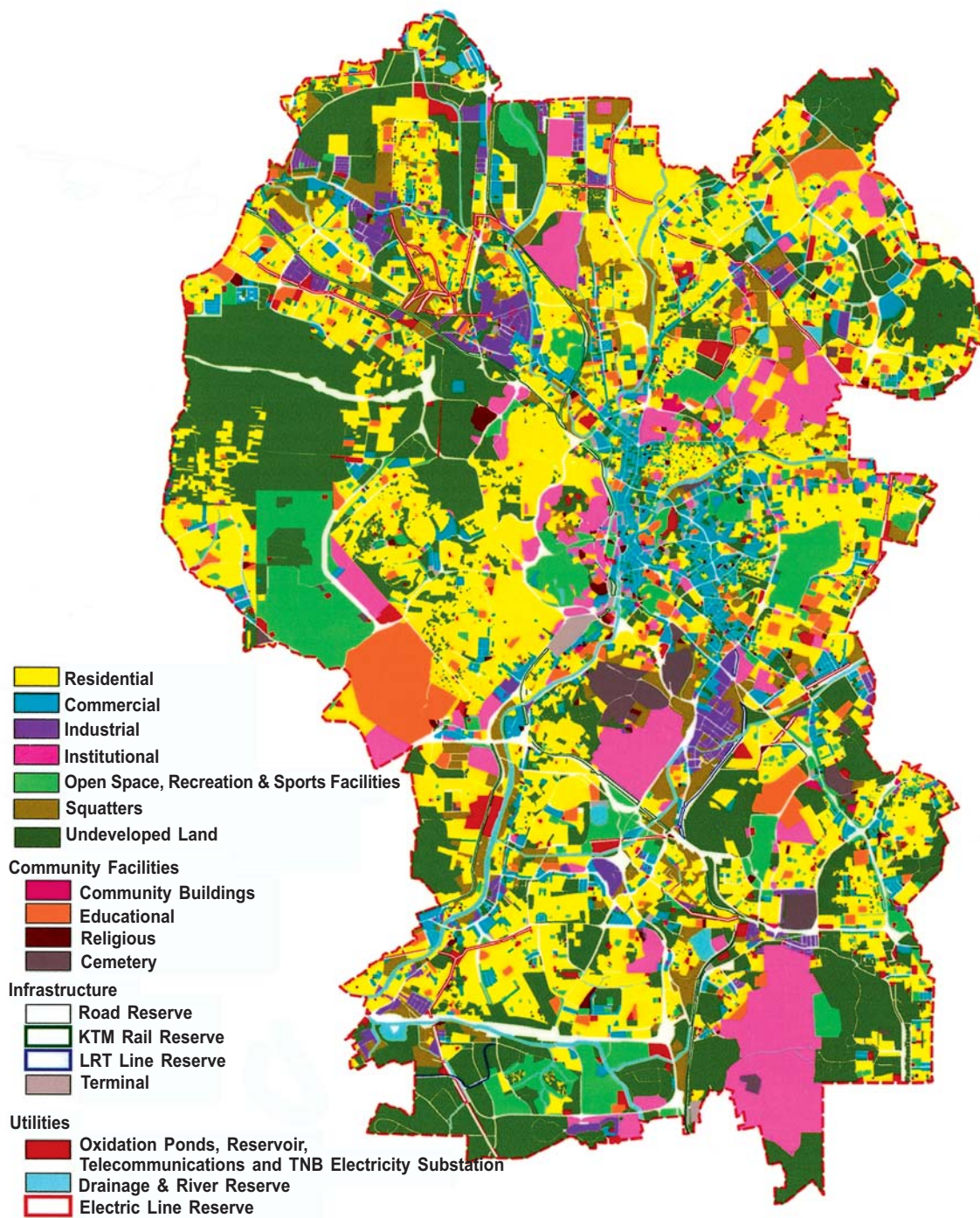


FIGURE: 6.1
LAND USE, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



Table 6.2: Land Use Change in Residential, Commercial and Industrial, 1984 - 2000

Growth Centre	Residential		Commercial		Industrial	
	1984	2000	1984	2000	1984	2000
KUALA LUMPUR	3,822.03	5,489.56	504.36	1,091.71	474.63	553.05
Central Planning Area (CPA)	390.58 (1.37)	287.60 (0.70)	254.88 (6.75)	318.99 (3.90)	4.12 (0.12)	0.93 (0.02)
Designated New Growth Centres						
Wangsa Maju	108.58 (0.53)	314.59 (1.07)	5.22 (0.19)	64.64 (1.10)	18.57 (0.73)	30.66 (1.03)
Bukit Jalil	2.75 (0.01)	51.76 (0.18)	0.00 (0.00)	9.04 (0.15)	9.25 (0.36)	33.09 (1.11)
Damansara	640.56 (2.12)	774.56 (1.78)	12.74 (0.32)	49.60 (0.57)	0.00 (0.00)	0.00 (0.00)
Bandar Tun Razak	289.69 (1.03)	410.67 (1.01)	19.18 (0.51)	62.25 (0.77)	10.73 (0.31)	26.52 (0.65)
Other Growth Areas						
Jinjang	252.65 (0.77)	428.77 (0.90)	32.27 (0.74)	80.63 (0.85)	106.57 (2.60)	134.94 (2.82)
Sentul	276.93 (1.00)	492.28 (1.24)	17.63 (0.48)	124.50 (1.58)	62.10 (1.81)	112.34 (2.81)
Setapak	366.86 (1.76)	458.06 (1.45)	15.79 (0.54)	53.20 (0.84)	37.33 (1.36)	7.91 (0.25)
Datuk Keramat	248.87 (2.32)	306.49 (1.99)	11.83 (0.84)	41.81 (1.36)	0.00 (0.00)	0.00 (0.00)
Maluri	97.59 (1.24)	141.15 (1.25)	13.14 (1.27)	34.01 (1.51)	9.46 (0.97)	8.68 (0.76)
Bukit Anggerik	56.97 (0.36)	127.46 (0.57)	8.50 (0.41)	21.08 (0.47)	11.29 (0.58)	21.69 (0.96)
Seputeh	268.10 (0.99)	397.74 (1.02)	39.80 (1.11)	70.50 (0.91)	37.86 (1.13)	32.49 (0.83)
Bukit Indah	305.78 (0.81)	677.90 (1.24)	31.00 (0.62)	99.79 (0.92)	99.46 (2.11)	57.77 (1.05)
Penchala	147.00 (0.50)	281.11 (0.66)	12.80 (0.33)	27.65 (0.33)	1.97 (0.05)	2.76 (0.06)
Bukit Maluri	189.28 (1.19)	197.11 (0.87)	11.88 (0.57)	20.08 (0.44)	22.64 (1.15)	25.90 (1.13)

Note: All areas are in hectares

() refers to Specialisation Index (SI)

SI > 1 Sub region is more specialised than the City

SI = 1 Sub region and the City have equal degree of specialisation

SI < 1 Sub region is less specialised than the City

Table 6.3: Land Use Change in Institutional, Open Space Recreational and Sports Facilities and Community Facilities, 1984 - 2000

Growth Centre	Institutional		Open Space Recreational and Sports Facilities		Community Facilities	
	1984	2000	1984	2000	1984	2000
KUALA LUMPUR	1,851.51	1,620.80	585.93	1,579.56	922.95	1,382.44
Central Planning Area (CPA)	266.04 (1.92)	163.06 (1.34)	179.28 (4.09)	170.25 (1.44)	89.93 (0.00)	135.79 (1.31)
Designated New Growth Centres						
Wangsa Maju	59.01 (0.59)	64.82 (0.74)	8.18 (0.26)	33.25 (0.39)	31.10 (0.00)	40.08 (0.54)
Bukit Jalil	0.00 (0.00)	40.19 (0.46)	0.00 (0.00)	200.81 (2.36)	1.53 (0.00)	6.57 (0.09)
Damansara	91.44 (0.62)	55.90 (0.44)	20.77 (0.45)	37.27 (0.30)	7.55 (0.00)	41.41 (0.38)
Bandar Tun Razak	49.08 (0.36)	27.92 (0.23)	50.70 (1.17)	117.30 (1.01)	131.98 (0.00)	184.14 (1.80)
Other Growth Areas						
Jinjang	68.90 (0.43)	7.47 (0.05)	39.69 (0.78)	36.00 (0.26)	32.08 (0.00)	59.58 (0.50)
Sentul	236.26 (1.76)	141.58 (1.21)	27.43 (0.65)	61.63 (0.54)	27.66 (0.00)	34.01 (0.34)
Setapak	74.59 (0.70)	6.76 (0.07)	66.12 (1.96)	70.90 (0.78)	89.33 (0.00)	117.70 (1.48)
Datuk Keramat	69.80 (1.34)	58.89 (1.29)	18.16 (1.10)	30.37 (0.69)	19.75 (0.00)	22.16 (0.57)
Maluri	32.59 (0.85)	33.78 (1.01)	4.98 (0.41)	23.35 (0.72)	31.11 (0.00)	49.97 (1.75)
Bukit Anggerik	3.43 (0.05)	1.19 (0.02)	5.01 (0.21)	57.97 (0.90)	5.37 (0.00)	20.02 (0.35)
Seputeh	181.10 (1.38)	243.26 (2.12)	29.53 (0.71)	20.49 (0.18)	127.28 (0.00)	155.45 (1.59)
Bukit Indah	34.64 (0.19)	45.36 (0.28)	29.07 (0.50)	109.58 (0.70)	21.65 (0.00)	54.54 (0.40)
Penchala	32.45 (0.23)	58.36 (0.47)	2.45 (0.05)	438.50 (3.59)	3.12 (0.00)	27.93 (0.26)
Bukit Maluri	34.84 (0.45)	0.22 (0.00)	7.18 (0.30)	25.74 (0.39)	1.76 (0.00)	38.78 (0.68)

Note: All areas are in hectares

() refers to Specialisation Index (SI)

SI > 1 Sub region is more specialised than the City

SI = 1 Sub region and the City have equal degree of specialisation

SI < 1 Sub region is less specialised than the City



Table 6.4: Land Use Change in Undeveloped Land, Squatters, Infrastructure and Utilities, 1984 - 2000

Growth Centre	Undeveloped Land		Squatters		Infrastructure and Utilities	
	1984	2000	1984	2000	1984	2000
KUALA LUMPUR	7,104.73	5,756.74	2,404.31	570.63	6,550.61	6,176.56
Central Planning Area	59.55 (0.11)	139.33 (0.32)	129.12 (0.72)	31.46 (0.74)	439.14 (2.56)	565.24 (2.49)
Designated New Growth Centres						
Wangsa Maju	557.61 (1.46)	359.67 (1.16)	229.23 (1.78)	52.90 (1.73)	283.24 (1.46)	340.13 (2.13)
Bukit Jalil	879.47 (2.30)	601.62 (1.94)	127.02 (0.98)	19.56 (0.64)	282.72 (1.21)	340.08 (2.66)
Damansara	780.92 (1.39)	532.42 (1.17)	94.25 (0.49)	9.01 (0.20)	270.13 (1.30)	418.19 (1.24)
Bandar Tun Razak	376.98 (0.72)	436.27 (1.03)	87.30 (0.49)	23.40 (0.55)	773.99 (3.23)	501.16 (1.82)
Other Growth Areas						
Jinjang	242.97 (0.40)	647.28 (1.30)	297.01 (1.43)	104.05 (2.11)	1,020.71 (3.19)	594.1 (2.29)
Sentul	188.28 (0.37)	223.98 (0.54)	267.81 (1.54)	64.78 (1.57)	648.33 (2.52)	497.34 (2.67)
Setapak	186.53 (0.45)	270.20 (0.81)	84.27 (0.61)	43.39 (1.32)	476.78 (2.53)	369.47 (2.28)
Datuk Keramat	63.22 (0.32)	50.37 (0.31)	64.93 (0.96)	32.20 (2.01)	183.07 (2.07)	137.65 (1.62)
Maluri	34.20 (1.43)	28.80 (0.24)	120.79 (2.44)	39.58 (3.37)	155.08 (1.92)	139.61 (1.92)
Bukit Anggerik	461.27 (1.59)	438.40 (1.86)	164.37 (1.67)	9.85 (0.42)	275.37 (1.87)	293.92 (2.11)
Seputeh	250.34 (0.50)	229.16 (0.56)	238.97 (1.40)	63.02 (1.56)	542.81 (2.51)	503.67 (2.45)
Bukit Indah	857.32 (1.21)	483.98 (0.85)	308.29 (1.29)	61.70 (1.09)	718.97 (2.27)	815.57 (2.59)
Penchala	1,423.63 (2.59)	798.71 (1.79)	108.72 (0.58)	0.66 (0.01)	141.66 (0.48)	238.12 (0.86)
Bukit Maluri	415.58 (1.41)	404.15 (1.69)	98.61 (0.99)	1.24 (0.05)	223.33 (1.68)	291.89 (2.18)

Note: All areas are in hectares
 () refers to Specialisation Index (SI)
 SI > 1 Sub region is more specialised than the City
 SI = 1 Sub region and the City have equal degree of specialisation
 SI < 1 Sub region is less specialised than the City

b) Commercial



Photo 6.1: ...residential land use in the City Centre has declined significantly...

i. Existing Situation

131. Commercial land use growth has been significant, increasing by 116.5 percent from 504 hectares to 1,092 hectares between 1984 and 2000. Although there has been some dispersal of commercial land over Kuala Lumpur as a whole, the City Centre continues to be by far the most important commercial location in Kuala Lumpur accounting for 25.2 percent of the current total commercial land use.

132. The growth areas of Wangsa Maju and Bandar Tun Razak have had respectable increase in commercial land use which is in accordance with the objectives of the KLSP 1984. However, Damansara has had moderate growth in commercial land use and Bukit Jalil has only developed marginally. It is significant that of the four growth areas, only Wangsa Maju has a specialisation index in respect of commercial land use greater than 1.0. There has however, been significant growth in commercial land use outside the designated growth areas, in particular in Sentul, Bukit Indah, Jinjang and Seputeh.

ii. Issue

- *Preponderance of commercial land use in the City Centre; and*
- *Commercial growth outside the designated growth areas.*

c) Industrial

i. Existing Situation

133. The industrial component of land use is relatively minor and has increased from 475 hectares in 1984 to 553 hectares in 2000. Most of the industrial land use is distributed in Jinjang, Sentul, Bukit Indah and Maluri, which all grew during the period. Industrial land use also grew in the new growth areas of Wangsa Maju and Bandar Tun Razak and there has been a significant increase in Bukit Jalil because of the Malaysia Technology Park.

134. Many of the older industrial areas are in a dilapidated state, for example, Chan Sow Lin and areas along Jalan Klang Lama.

ii. Issue

- *Dilapidated industrial areas.*

d) Institutional

i. Existing Situation

135. Institutional land use which includes government land and military reserve land has decreased by 12.5 percent from 1,852 hectares in 1984 to 1,621 hectares in 2000 and currently accounts for 6.7 percent of the total land use. Most of this land is located in Sungai Besi Military Camp, Batu Cantonment, Sungai Besi Royal Malaysian Air Force Base, Ministry of Defence Complex (MINDEF) of Jalan Padang Tembak and the federal government complexes at Jalan Duta and Mahameru Highway.

ii. Issue

- *Future use of buildings and lands formerly occupied by federal government offices.*

e) Open Space, Recreational and Sports Facilities

i. Existing Situation

136. Open space, recreational and sports facilities land use includes city park, district park, neighbourhood park, local park, local play area, sports complex, golf course, polo field and as well as forest reserves. Total open space, recreational and sport facilities land use has increased significantly by 169.6 percent from 586 hectares



in 1984 to 1,580 hectares in 2000, although there has been a steady decline in public open space in the City Centre largely because of conversion to other uses.

137. Major open spaces in the City Centre comprise the public open spaces of Taman Tasik Perdana, Bukit Nanas and the Kuala Lumpur City Centre Park (KLCC) totalling 301 hectares. Penchala contains the largest amount of open space, recreational and sport facilities totalling 486 hectares comprising mainly the Bukit Kiara Botanical Garden, Bukit Kiara Equestrian Park, Kiara West Valley Park, Kuala Lumpur Golf and Country Club (KLGCC) and Malaysia Civil Service Golf Club. The development of the National Sports Complex, International Park, Botanical Park and Berjaya Golf Course at Bukit Jalil, together with the district park of Taman Tasik Permaisuri at Bandar Tun Razak have contributed to the significant increase in open space in these growth areas.

138. However, open space, recreational and sport facilities only represents 6.5 percent of total land use, and the amount that is available as public open space is even less when private open spaces such as golf courses are excluded.

ii. Issue

- *Decline in open space in the City Centre; and*
- *Shortage of public open space.*



Photo 6.2: Shortage of public open space.

f) Community Facilities

i. Existing Situation

139. Total land use for community facilities, which includes land for cemeteries and public, educational and religious facilities, stands at 1,382 hectares or 5.7 percent of total land use. The four main tertiary institutions; Universiti Malaya, Universiti Teknologi Malaysia, Kolej Tunku Abdul Rahman and Universiti Kebangsaan Malaysia occupy the major proportion of land use in this category, together with several large tracts of centralized cemetery areas, particularly in Seputeh, Bandar Tun Razak and the City Centre.

140. Many of the local centres in older residential areas have been developed without adequate provision of community facilities such as community halls, markets, mosques, cemeteries and libraries. Consequently, there are some difficulties in finding sites for these facilities that are easily accessible to the residential population.

ii. Issue

- *Shortage of suitable sites for community facilities.*

g) Undeveloped Land

i. Existing Situation

141. Undeveloped land includes agriculture, vacant land, former mining land, nurseries excluding nurseries that are ancillary to major parks, shrub and bushes. The total amount of undeveloped land now stands at 5,757 hectares or 23.8 percent of total land use. However, much of this land occurs in small pockets that do not lend themselves to large-scale development.

142. Kuala Lumpur has almost exhausted its supply of government owned green-field sites. The new growth areas are almost fully developed with the remaining undeveloped land mostly held under private ownership.

ii. Issue

- *Shortage of undeveloped land.*

h) Squatters

i. Existing Situation

143. Squatter settlements consist of residential, commercial and industrial activities, presently occupying approximately 571 hectares or 2.4 percent of total land use.

ii. Issue

- *Issues relating to squatters are covered in Chapter 12.*

i) Infrastructure and Utilities

i. Existing Situation

144. There has been a 5.7 percent decline in this category of land use from 6,551 hectares to 6,177 hectares between 1984 and 2000. However, there has been an increase in road reserve due to the major road building programmes implemented as a consequence of the KLSP 1984. There has also been some increase though not significant in the rail reserve due to the development of Light Rapid Transit systems (LRT), the alignment of which mostly running in the existing river, road and rail reserves.

145. A large portion of the land that has been set aside as utility reserves, especially for electricity transmission lines are under-utilised.

ii. Issue

- *Under utilisation of utility reserves.*



Photo 6.3: Under utilisation of utility reserves.

6.2.2 LAND AVAILABILITY

146. Land available for future requirements constitutes three types i.e. undeveloped land, under developed and old dilapidated areas and land which has been given approval for development. In the year 2000, potential land for development has been estimated at about 5,004 hectares, comprising 2,440 hectares of undeveloped land, 1,496 hectares of dilapidated areas identified for redevelopment and 1,067 hectares of land which has been granted approval for residential and commercial development.

147. Undeveloped land does not have any established use or permanent structures and can be developed immediately or in the near future. The under developed areas associated with squatters and long houses, old and dilapidated development in traditional and new villages or Malay Reservation Areas, have been identified for redevelopment or renewal. Land belonging to the government and unalienated land (state land) shall be reserved specifically for public or government purposes.

148. From a total land area at about 7,298 hectares which has been granted approval for development for the period 1995 to 2000, only about 2,566 hectares were approved for residential and commercial development. It is assumed that a significant number of those granted approval, may not proceed at all as the supply of building units coming on to the market will depend on a favourable economic climate. CHKL will need to review the approved development in the light of the development strategies. Special attention will be paid to the approved commercial projects particularly those in the City Centre. (refer Table 6.5).

Table 6.5: Potential Land for Development, 2000

Potential Land	Area (in hectare)
Undeveloped Land	2,440.55
Areas for Redevelopment / Renewal	1,496.17
Land Granted with Approval	1,067.68
Total	5,004.40



6.3 EVALUATION OF THE ACHIEVEMENT OF THE KLSP 1984 DEVELOPMENT STRATEGY

149. The KLSP 1984 development strategy was based on the concept of a hierarchy of urban centres in order to achieve balanced growth across the City. Whilst the Central Planning Area (the City Centre) would still maintain its role and function as the business and commercial core of Kuala Lumpur, four new growth areas were proposed namely Wangsa Maju, Bandar Tun Razak, Bukit Jalil and Damansara to decentralize future housing and employment. Each growth area was to be self-sufficient in terms of residential population and employment opportunities. Planned population in the range of 120,000 to 140,000 people were to be complemented by employment of between 72,000 to 90,000 jobs. In parallel, local centres throughout the City would be consolidated to service neighbourhood population. It was envisaged that a direct benefit of this strategy would be the increased use of public transport and reduction in private vehicle usage in the City Centre. Large tracts of undeveloped land within the City provided the opportunity to develop the new growth areas.

6.3.1 GENERAL

i. Existing Situation

150. The present population of Kuala Lumpur stands at 1.4 million although the KLSP 1984 had anticipated a population of 2.2 million by the year 2000. Many people have chosen to locate out of the City because of the availability of more affordable housing in the other urban and suburban areas in the KLC. Employment targets have also not been met as new employment opportunities have arisen outside the City.

ii. Issue

- *Population and employment targets as projected in KLSP 1984 have not been achieved.*

6.3.2 CENTRAL PLANNING AREA (CPA)

i. Existing Situation

151. The strategy to relieve some of the pressures on the CPA by directing more growth to the new growth areas has not been entirely successful.

Commercial development has continued to increase in the CPA while residential development and open space have both declined significantly. Land for commercial use has been mainly obtained due to the rezoning of residential land.

152. As a consequence of the intensification of commercial development in the CPA and the out-migration of the residential population, private vehicle commuting into the CPA has increased, thus putting additional pressure on the road infrastructure.

ii. Issue

- *Decline in residential component; and*
- *Increase in commercial component.*

6.3.3 NEW GROWTH AREAS

i. Existing Situation

153. The strategy to accelerate development of the growth areas of Wangsa Maju, Bandar Tun Razak, Bukit Jalil and Damansara has been a qualified success. Three of these growth areas namely Wangsa Maju, Bandar Tun Razak and Damansara have reached maturity and, except for their district centres, have achieved their planned targets. However, Bukit Jalil is in the early stages of growth with respect to residential, cultural, high-tech industrial development and its district centre has yet to be properly developed. None of the growth areas have fully achieved their intended status of becoming self-sufficient townships.

ii. Issue

- *Slow development of district centres at Wangsa Maju and Bandar Tun Razak; and*
- *Slow progress of development at Bukit Jalil.*

6.3.4 EXISTING DEVELOPMENT AREAS

i. Existing Situation

154. Development strategies for the remainder of Kuala Lumpur were directed at providing sufficient land to accommodate mainly retail services and local level public services for the immediate population. The strategies have met with only limited success and some areas suffer from the under provision of conveniently accessible utilities and facilities.

155. Existing centres have not consolidated into neighbourhood or district service centres as development has favoured new centres at the expense of upgrading older and established residential areas.

ii. Issue

- *Uneven distribution of utilities and facilities; and*
- *Development has favoured new areas at the expense of upgrading older established residential areas.*

6.3.5 TRANSPORTATION

i. Existing Situation

156. The KLSP 1984 set out a comprehensive transportation strategy aimed at promoting bus and rail public transportation as well as providing a comprehensive road network to disperse traffic away from the CPA. The LRT system, which was a central element of the public transport strategy, has been successfully completed and the road network has almost been completed virtually unchanged from the original proposals.

157. However, the primary objective of achieving a significant modal shift from private to public transportation has not been achieved mainly because of the lack of integration between the various modes of public transportation and between land use planning and the rail-based public transport network.

ii. Issue

- *Lack of integration between the various modes of public transportation; and*
- *Lack of integration between land use planning and rail-based public transport network.*

6.4 DEVELOPMENT STRATEGY

6.4.1 GENERAL

158. The development strategies that have been developed are firmly founded on the principles

and successes of the KLSP 1984. It is essential that these principles are maintained since much of the planned and implemented infrastructure of the City; its roads, railways and other utilities are already in place.

159. Additional initiatives, however, have been integrated into the Plan in order to make it more effective and more responsive to the modern day needs of the City and its inhabitants and to inject a new dynamism.

160. The strategy of balanced growth across the City, a fundamental principle of the KLSP 1984, will be maintained and the hierarchy of urban centres consisting of the CPA and the four new growth areas will be retained and refined. Measures shall be introduced to consolidate these centres and enhance their amenity value to the community as well as to extend the functions of urban centres and improve accessibility. To reinforce these measures, a strong emphasis shall be placed on integrating development and public transportation strategies.

161. Strategies are introduced which are directed towards improving the living environment of the City to a level commensurate with that available in other world-class cities. These shall include the enhancement of the natural and built environment and the quality of housing and working environment. Better sports, recreational, entertainment, cultural and community facilities shall be provided and complemented by an integrated transportation system and high quality infrastructure.

162. New strategies shall also be implemented to initiate projects that will stimulate the economic life of the City and promote its image as an international commercial and financial centre. Due to the lack of sizeable greenfield sites available for development, these projects will build on the strengths of existing developed areas or make use of dilapidated areas requiring revitalisation.

163. Ten development strategies that will guide development policies for the next 20 years are summarised below:

- *Enhance the working, living and business environment of the City Centre;*



- *Designate and develop International Zones;*
- *Designate and implement Comprehensive Development Areas (CDAs);*
- *Encourage and facilitate the development of Malay Reservation Areas, traditional kampungs and new villages;*
- *Initiate and implement the redevelopment of blighted areas;*
- *Ensure complete and integrated city linkages;*
- *Provide priority and incentives to development in areas around transit terminals;*
- *Ensure the functional distribution of centres and facilities;*
- *Consolidate the development and enhance the environment of stable areas; and*
- *Consolidate the development and enhance the environment of major entry points.*

164. These strategies and their underlying principles are described in greater detail below (refer *Figure 6.2* and *Figure 6.3*).

6.4.2 ENHANCE THE WORKING, LIVING AND BUSINESS ENVIRONMENT OF THE CITY CENTRE

165. The City Centre, formerly known as the Central Planning Area in the KLSP 1984 is the heart of the City. The City Centre is the focus of local, national and international attention and, for many, defines the image of Kuala Lumpur. The City Centre epitomises the aspirations of its inhabitants and the vision of Kuala Lumpur to be A World-Class City. This strategy aims to create a complete living environment in the inner city that provides the very best business and working environment together with a vibrant commercial, financial and entertainment centres.

166. Particular emphasis shall be placed on attracting more people to live in the City Centre. This will reduce dependence on private transport, as more people will be able to travel directly to work either on foot or by public transport. A consequence of this strategy will be to create an increased liveliness in the City Centre as more people populate its streets outside the normal business period. Commercial and entertainment enterprises also benefit from the increased residential population.



Photo 6.4: The strategy aims to create a complete living inner city environment that provides the very best business and working environment together with a vibrant commercial and entertainment centre.

167. In order not to exacerbate problems of oversupply of commercial spaces in the City Centre as well as to encourage greater dispersal of commercial spaces to the other urban centres, the KLSP 1984 strategy of maintaining moderate growth in the City Centre shall be continued. Land uses which are no longer in keeping with the projected role of the City Centre as an international commercial and financial centre shall be reviewed and redesignated, thus releasing more land for commercial and residential uses and also for compatible non-commercial use that can improve the living environment of the City Centre.

168. A greater diversity of economic activity shall be encouraged in the City Centre particularly in the fields of tourism, healthcare and higher education. This diversification will help to expand the City's revenue base and reduce its susceptibility to fluctuations in certain commercial sectors.

169. Centres of activities need to be reintegrated and their connections enhanced. Pedestrian movement in particular shall be given priority over private vehicular traffic and comprehensive pedestrian networks shall be created affording comfortable and convenient access to transportation nodes and activity centres so as to reduce reliance on private transport.

170. Urban design guidelines shall be developed and progressively implemented throughout the City Centre which will ameliorate the living environment, create or regenerate connections, both physical and experiential, and develop a unique and discernible identity for the City. Streetscapes shall be harmonised and plazas and pocket parks introduced to add texture and continuity to the external environment of the City Centre.

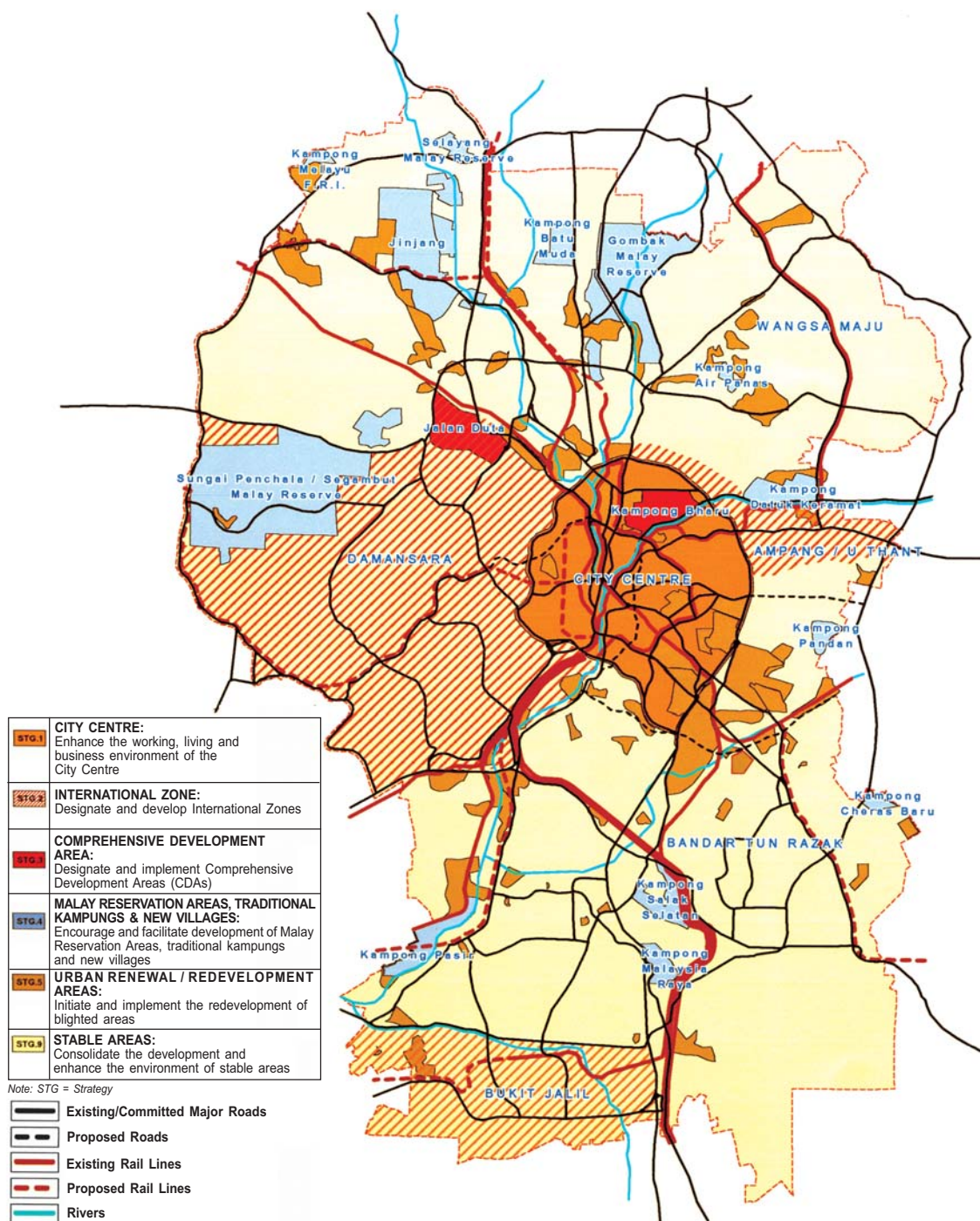
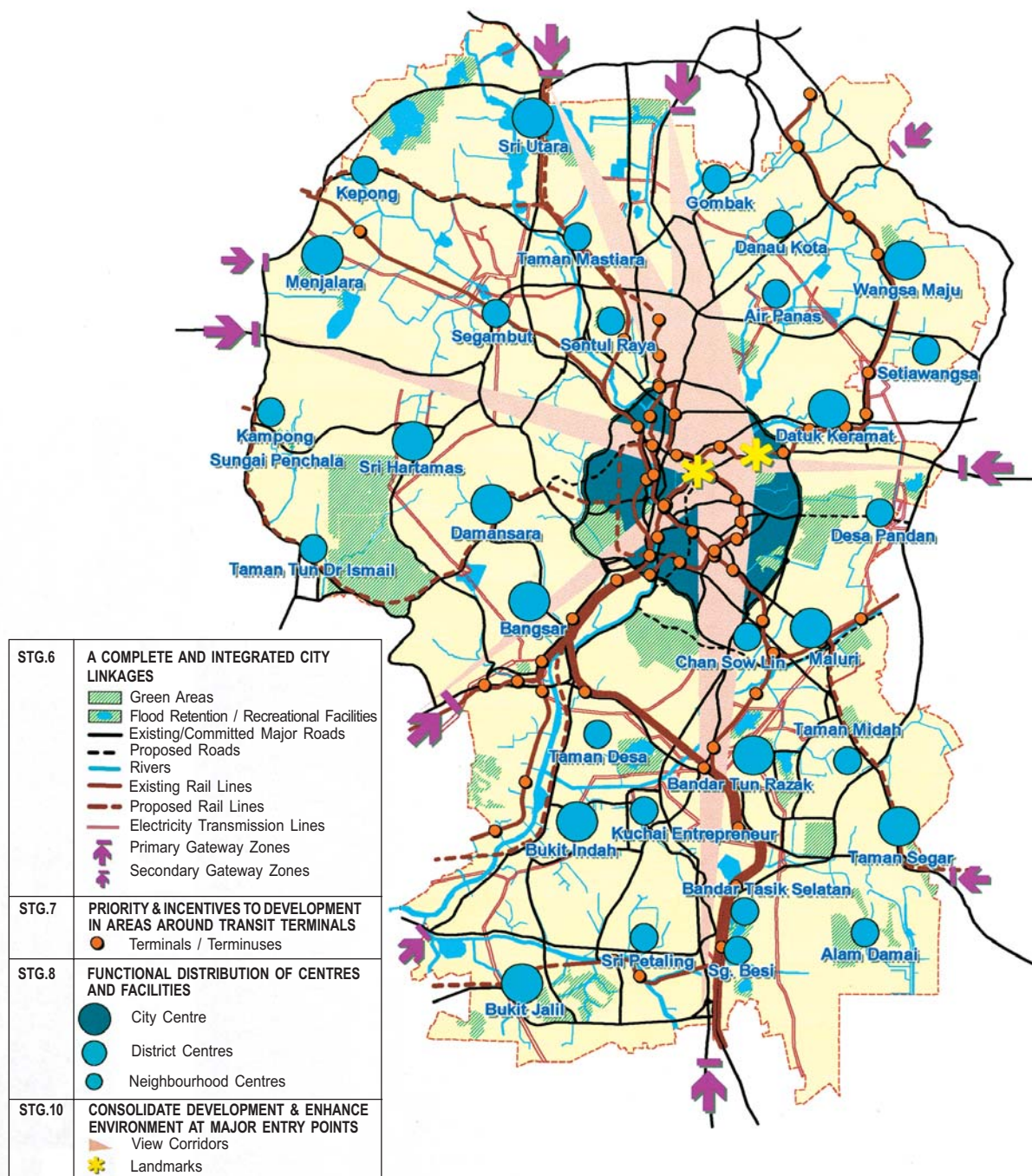


FIGURE: 6.2
DEVELOPMENT STRATEGY PLAN (1)

KUALA LUMPUR STRUCTURE PLAN 2020



Note: STG = Strategy



FIGURE: 6.3
DEVELOPMENT STRATEGY PLAN (2)

KUALA LUMPUR STRUCTURE PLAN 2020

6.4.3 DESIGNATE AND DEVELOP INTERNATIONAL ZONES

171. A world-class city must be able to attract the highest calibre of expertise, both local and overseas, to live as well as work in the City. Areas with activities of international relevance and appeal, incorporating attractive living environment shall be developed to provide high quality facilities in terms of education, shopping, recreation and entertainment. The quality of existing facilities and utilities shall be improved to cater for the needs of expatriates and local residents.

172. In addition to being high quality residential districts, the International Zones shall also be developed as high-end employment centres specialising in ICT or high skills technology. Commercial activities that cater to the needs and tastes of the international market shall be encouraged and precincts which specialise in international cuisine and culture shall be designated and developed.

173. Three areas have been designated zones of international relevance and appeal namely Damansara, Ampang/U-Thant and Bukit Jalil. Each zone will be able to provide its own uniquely attractive living environment to appeal to the differing requirements of international residents from the well established and exclusive low-rise residences of Damansara to the new high-rise condominiums of Bukit Jalil.

174. The eastern part of Damansara and western part of Jalan Ampang/Jalan U-Thant shall complement the activities of the City Centre, providing established high quality living environments conveniently accessible to the central business district. The southern zone at Bukit Jalil shall serve as a bridge between the City and the MSC high tech areas to the south. The character of each zone shall be developed so as to preserve and enhance their own individual locational strengths and existing character and amenity.

175. The areas located between KL Sentral and Telekom Tower, being part of Damansara - Penchala International Zone, provide a wide range of facilities such as hotels, offices, shopping centres and a regional transportation hub catering for international and regional markets.



Photo 6.5: ...an attractive living environment shall be developed to provide high quality facilities in terms of education, shopping, recreation and entertainment.

6.4.4 DESIGNATE AND IMPLEMENT COMPREHENSIVE DEVELOPMENT AREAS

176. As the premier city of the nation, Kuala Lumpur will be the torchbearer for Malaysian industry and entrepreneurship, and new initiatives shall be implemented that reinforce the national development plans.

177. Two major Comprehensive Development Areas (CDAs) have been identified which will showcase and provide an impetus for the promotion and development of Malaysian industry and commerce. The two CDAs are Kampong Bharu, the Malay Reservation Area in the heart of the City Centre and the federal government complexes at Jalan Duta to the west of the City Centre.

178. The CDAs shall be comprehensively planned and developed as integrated mixed developments comprising residential, commercial and industrial uses and will include utilities and facilities that are commensurate with their residential populations. Each of the CDAs shall also be served by transit terminals that will be connected to key activities in the area and around which district centres shall be developed.

6.4.5 ENCOURAGE AND FACILITATE THE DEVELOPMENT OF MALAY RESERVATION AREAS, TRADITIONAL KAMPUNGS AND NEW VILLAGES

179. While pursuing its vision to be 'A World-Class City', it is essential that Kuala Lumpur does not lose sight of its unique character and cultural



heritage. In particular, the Malay Reservation Areas (MRAs), traditional kampungs and new villages, besides being of great historical importance in the development of Kuala Lumpur and the nation, also preserve a cultural continuum by maintaining traditional customs and ways of life.

180. However, these areas were created under circumstances that are no longer relevant to their present urban context. The layout, pattern of land ownership and basic infrastructural provision reflect their original land use as predominantly agricultural smallholdings. Consequently, these areas are characterised by poor infrastructure and a deteriorating urban fabric that lags far behind the rest of the City. In order to make sure that these areas can survive and contribute to the life of the City, measures need to be taken to encourage and facilitate residential and commercial developments.

181. Community facilities shall be upgraded and basic infrastructure and utility networks improved. New development in these areas shall reflect the values of their respective communities. For example, in order to encourage continuity in the residential communities, the concept of extended family housing shall be developed.

182. Innovative ways shall be devised to encourage entrepreneurship and bring prosperity to the areas. Commercial activities will be encouraged that emphasise the development and promotion of cottage industries specialising in traditional goods and handicrafts, in tandem with the development of modern products, services and trades that benefit the communities.

183. Home stay and eco-tourism in particular could well appeal to both domestic and international tourists who wish to experience a taste of traditional ways of life. CHKL shall encourage and assist in the development of tourist support facilities as well as in tourist promotion both locally and internationally.

184. Buildings, areas and sites that have a particular historical or cultural significance within the context of their community shall be conserved. Similarly, new development and streetscape projects incorporating architectural motifs reflecting ethnic and cultural character shall be encouraged.

Landscaping shall also make use of indigenous trees and plants that are especially evocative of Malaysia's tropical environment.

185. These areas have traditionally had a strong sense of identity and community. Efforts shall be made to encourage collective development to be undertaken by the community for mutual benefits. As these close-knit communities best understand their own needs, it is desirable that the impetus for development comes from them. CHKL shall facilitate the establishment of community corporations to direct and coordinate development. Expertise and assistance shall be provided to expedite the progress of development and infrastructural improvement.

6.4.6 INITIATE AND IMPLEMENT THE REDEVELOPMENT OF BLIGHTED AREAS

186. Some areas of the City due to neglect over a period of time, have become dilapidated. In most cases, large-scale redevelopment would be difficult due to small size sub-divided lots and multiple ownership. A longer term approach, which aims at a gradual regeneration without essentially changing the characteristics of these areas, is to be adopted.

187. CHKL shall prepare long-term comprehensive development plans and guidelines which will be implemented over the period. Improvement to basic infrastructure such as roads, utilities and drainage shall be the initial priority and, as opportunities present themselves, improvements to other amenities and community facilities shall also be implemented. These measures will combine to help regenerate dilapidated areas and encourage more private redevelopment to take place within proper planning and urban design guidelines.

188. Some of these areas are among the oldest parts of the City and contain buildings and sites that are of historical and cultural significance. These shall be identified in the comprehensive development plans and designated to be conservation areas. Other areas that have clear redevelopment potential could provide opportunities to cater for future urban needs that require public intervention. These too shall be identified and designated as part of the comprehensive development plans.

189. The guidelines will emphasise the unique characteristics of each of the areas and ensure that development will be compatible with the surrounding areas. The manner in which the comprehensive development plans and guidelines are implemented will ensure that the character and image of each area is retained and enhanced.

190. A phased urban renewal and development programme based on the comprehensive development plans shall be devised and implemented for each of the identified areas.

6.4.7 ENSURE COMPLETE AND INTEGRATED CITY LINKAGES

191. A world-class city of the 21st century must be one which is fully connected and integrated both physically and perceptually.

192. Of prime importance is physical connectivity in the form of a transportation system that enables the efficient movement of people and goods within and around the City. The existing road and rail transportation networks are comprehensive and well established and need now to be integrated. The railway transport network in the City comprises the Projek Usahasama Transit Ringan Automatik (PUTRA) and Sistem Transit Aliran Ringan (STAR) light rapid transit systems, Keretapi Tanah Melayu (KTM) commuter rail services together with the Express Rail Link (ERL) and the monorail or People Mover Rapid Transit (PRT) system. This comprehensive rail network links the City Centre to the major centres within Kuala Lumpur, other neighbouring urban centres, Putrajaya and KLIA.

193. A comprehensive bus network shall be developed which is flexible and user responsive and properly integrated with the rail network. Pedestrian networks shall be established with particular emphasis on the City Centre and other areas that provide connections to major transit nodes and activity centres. The increased convenience and flexibility of these measures will help to redirect people towards increased usage of public transportation with less reliance on private transportation.



Photo 6.6: ...the form of a transportation system that enables the efficient movement of people and goods within and around the City.

194. Essential utilities such as electricity, water, sewerage and drainage shall be upgraded and comprehensively provided throughout the City. Together with the utility companies and agencies, CHKL shall ensure that these utilities are integrated and coordinated with one another in the future development plans. ICT infrastructure, which has become an essential utility of the 21st century, shall be incorporated into all new developments in the City and upgrading of existing areas shall be encouraged.

195. Linking together green spaces will encourage a diversity of flora and fauna to permeate into the heart of the City as well as helping to improve air quality and providing amenity to the citizens of Kuala Lumpur. The green network initiated by the KLSP 1984 shall be fully realised, linking major open spaces such as metropolitan parks, forestry reserves and lakes together with other open spaces such as cemeteries and golf courses by means of landscaped road, river, rail and utility reserve corridors.

196. Visual and perceptual linkages shall also be developed so as to improve the imageability of the City and to make it easier to orientate oneself within it. Views of the City skyline shall be accentuated from various critical parts of the City and especially at its 'gateway' arrival points. Sites shall also be identified for future planned landmark buildings to further enhance the City skyline and facilitate orientation within and around the City.



6.4.8 PROVIDE PRIORITY AND INCENTIVES TO DEVELOPMENT IN AREAS AROUND TRANSIT TERMINALS

197. To reinforce the strategy of providing complete and integrated transport linkages, more intensive development near to transit terminals shall be actively promoted.

198. Mixed-use development incorporating high-density residential, high plot ratio commercial as well as community and business facilities shall be encouraged, thus greatly reducing reliance on private transportation by making accessibility flexible and convenient. Bus services shall be closely integrated with rail terminals and interchange facilities provided to facilitate fast, convenient and efficient transport. Pedestrian and traffic linkages, both within and from outside these zones, shall be improved to provide more convenient access to the transit terminals.

199. Park-and-ride facilities shall be provided at interchanges on the perimeter of the City Centre, encouraging more people to use public transportation to access the City Centre. To further discourage private car usage in the City Centre, measures shall be introduced to reduce car parking provision and increase car parking charges. Other traffic restraint measures such as restricted zones and area licensing schemes shall be considered.

200. By locating major community facilities near to major transit terminals, the effective catchment populations can be greatly increased, consequently permitting the consolidation and optimization of the usage of resources and facilities. Community facilities that are relevant to this strategy would be community centres, libraries and health facilities.

6.4.9 ENSURE THE FUNCTIONAL DISTRIBUTION OF URBAN CENTRES AND FACILITIES

201. A prime concern of the City must be that its urban centres and facilities are distributed in such a way that they are easily accessible to the majority of its population. To this end, a clear hierarchy of urban centres comprising the City Centre, district centres and neighbourhood centres shall be defined. Appropriate functions and facilities

shall be determined for each genre of centre according to their location, accessibility and catchment area or population (refer *Table 6.6*). Existing centres shall be consolidated and upgraded to meet the requirements of the local community.

202. District centres shall be designated at or close to LRT or KTM rail stations and development at these centres shall be intensified so that they benefit a greater number of people. Improved public transport accessibility shall be provided to existing district centres that do not have convenient rail-based terminals. The feasibility of extending the rail network to serve these centres shall be examined. Neighbourhood centres shall, as far as possible, be located at or close to LRT or KTM rail stations and development at these centres shall also be intensified.

203. Community facilities shall be distributed and integrated into the various types of urban centres according to their intended catchment population. Larger and more sophisticated facilities such as public libraries shall be distributed to district centres that are well served by public transport. Other smaller facilities such as local play areas and football fields that need to be more closely associated with residential neighbourhoods shall be distributed to the neighbourhood centres. Facilities that shall be ubiquitously provided such as 'corner shops', local play areas and neighbourhood watch booths should be associated with local centres.

6.4.10 CONSOLIDATE THE DEVELOPMENT AND ENHANCE THE ENVIRONMENT OF STABLE AREAS

204. Much of Kuala Lumpur is virtually fully developed. Three of the four growth areas identified in the KLSP 1984; Wangsa Maju, Damansara and Bandar Tun Razak are now well established while other areas of the City have also stabilised and established their own distinct characters.

205. Some new highway projects have adversely affected the configuration of certain areas. Pedestrian and traffic patterns have become dislocated and communities disrupted as a consequence. In some cases, this has led to a physical and social degeneration of the areas. Plans shall be drawn up to reconfigure these areas in order to help to regenerate and revitalise them.

Table 6.6: Hierarchy and Functions of Urban Centres

Hierarchy	Functions	Facilities
City Centre	<ul style="list-style-type: none"> To provide facilities to cater for national and regional needs of the facilities Higher ranking of facilities such as police headquarters To provide for the needs as the City Centre population. 	<ul style="list-style-type: none"> City parks Neighbourhood Police headquarters Universities Specialist hospitals Stadiums Theatres, arts and cultural centres Museums
District Centre	<ul style="list-style-type: none"> To provide facilities to cater for regional needs of the facilities To provide middle ranking facilities. To provide for the needs of the population of the District Centre. 	<ul style="list-style-type: none"> District parks Community Centres Libraries (higher ranking / larger size) Police stations Hospitals Sport complexes Markets
Neighbourhood Centre	<ul style="list-style-type: none"> To provide facilities to cater for neighbourhood needs of parks the facilities Lower ranking facilities 	<ul style="list-style-type: none"> Neighbourhood parks Libraries (lower ranking / smaller size) Clinics Community Centres <p>Note: Religious facilities and school are distributed in housing areas</p>

206. Elsewhere, development has occurred without due regard for the adequate provision of community facilities, utilities or, in some cases, infrastructure. A programme will be implemented to ensure that all areas are equipped with basic infrastructural needs and have access to proper, up-to-date and well-maintained facilities.

207. In order to maintain a stable and sustainable city structure, a strategy shall be implemented which builds on the existing strengths of stable developed areas and improves their overall environment. This strategy will be one of minimal intervention sufficient to consolidate the fabric of these areas in order to improve cohesiveness and repair anomalies or shortcomings. Existing land uses in these stable areas shall be maintained



Photo 6.7: ... builds on the existing strengths of stable developed area and improves their overall environment.



and incompatible land uses eliminated. The intrinsic characteristics of stable areas in terms of their geophysical and built environment will be analysed and opportunities exploited to enhance their existing character and identity.

6.4.11 CONSOLIDATE THE DEVELOPMENT AND ENHANCE THE ENVIRONMENT OF MAJOR ENTRY POINTS

208. Kuala Lumpur is surrounded on all sides by suburban development and townships that blur the definition of its boundaries. This urban sprawl together with a lack of planning consistency on either side of the City boundary has diluted its image and often diminished or compromised Kuala Lumpur's planning intentions.

209. Gateway zones shall be established at the primary and secondary entry points at the City boundary. The primary gateway zones will be those where the city perimeter intersects the major access roads into the City and from where views of the City skyline and landmarks are visible. These zones shall be emphasised so that they are consciously perceived as the main points of arrival at the City and project the image of Kuala Lumpur as the nation's prime commercial and financial centre as well as its high quality living and working environment. At all gateway zones, there shall be a clear definition between elements that are outside and those that are inside the city boundary.

210. Depending on the physical characteristics and functions of each of the gateway zones, an appropriate development character, scale and typology will be determined. In order to heighten the sense of arrival, utilities and facilities shall be provided for visitors, and incompatible land uses that do not help in the proper definition of these zones shall be eliminated. CHKL shall also endeavour, with the cooperation of the relevant local authorities, to ensure that developments outside the City that abut its boundary harmonise with and complement developments inside the boundary.

6.5 THE KEY PLAN

211. The ten principal strategies are translated into more specific spatial strategies across the City. The two key diagrams that form part of this document illustrate the citywide strategies outlined in the previous section:

- **Development Strategy Plan 1:** Illustrates strategies relating to the City Centre, International Zones, Comprehensive Development Areas, Malay Reservation Areas, traditional kampungs and new villages, blighted areas and stable areas (refer *Figure 6.2*).
- **Development Strategy Plan 2:** Illustrates strategies relating to the distribution of urban centres and facilities, green networks, road and rail networks, transit terminal nodes and the enhancement of the main City entry points (refer *Figure 6.3*).

212. To develop the spatial strategies into further detail as well as to provide greater focus, the City has been divided into six strategic zones whose boundaries align with major roads, rail and river corridors. *Chapter 17: Strategic Zones* describes in greater detail how the development strategies contained in this chapter as well as the sectoral policies outlined in subsequent chapters are applied in respect of the Strategic Zones. The six zones are identified below:

- *The City Centre (previously the CPA)*
- *Wangsa Maju - Maluri*
- *Sentul - Menjalara*
- *Damansara - Penchala*
- *Bukit Jalil - Seputeh*
- *Bandar Tun Razak - Sungai Besi*

213. The basic planning parameters for each strategic zone for year 2020 are shown in *Figure 6.4*.

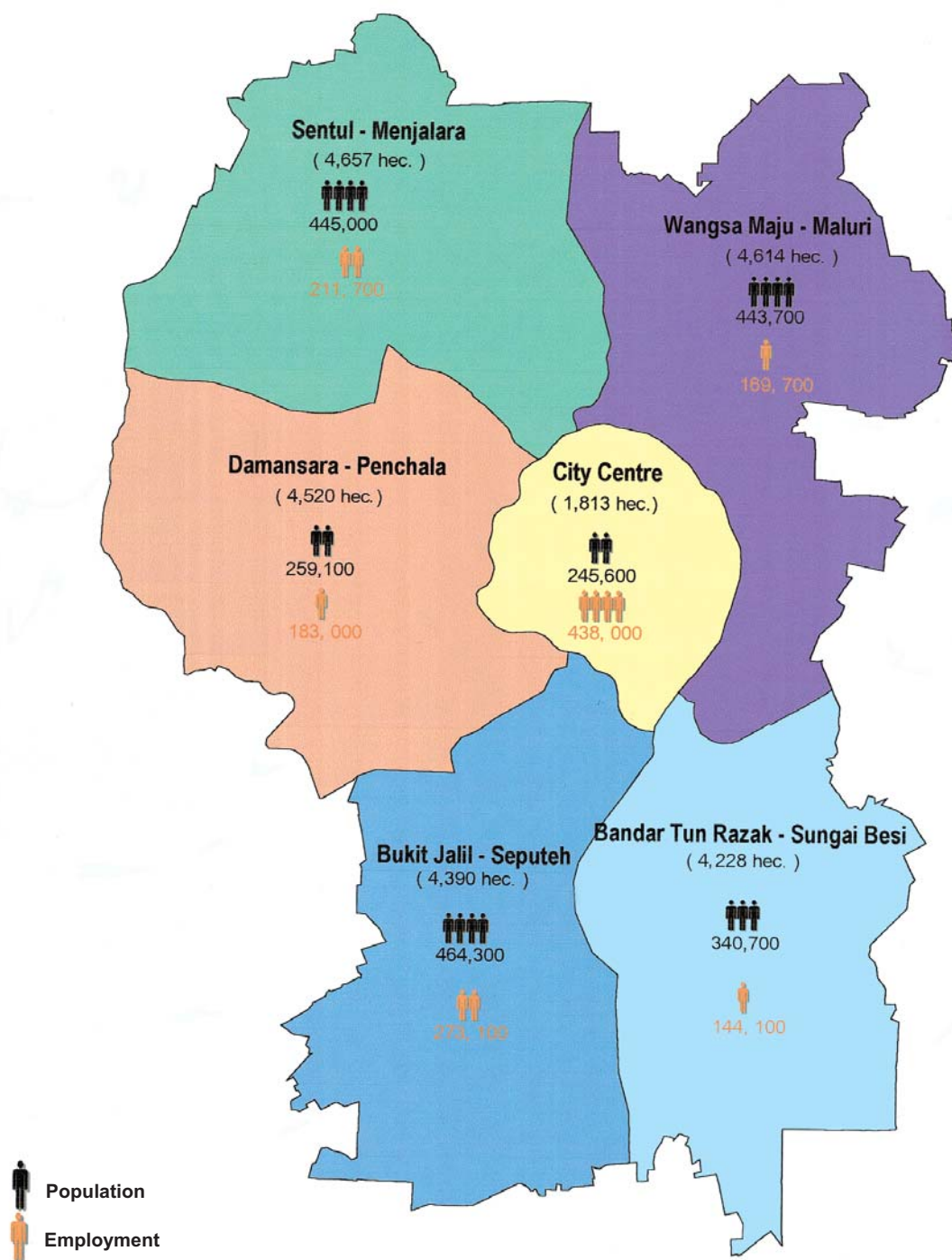
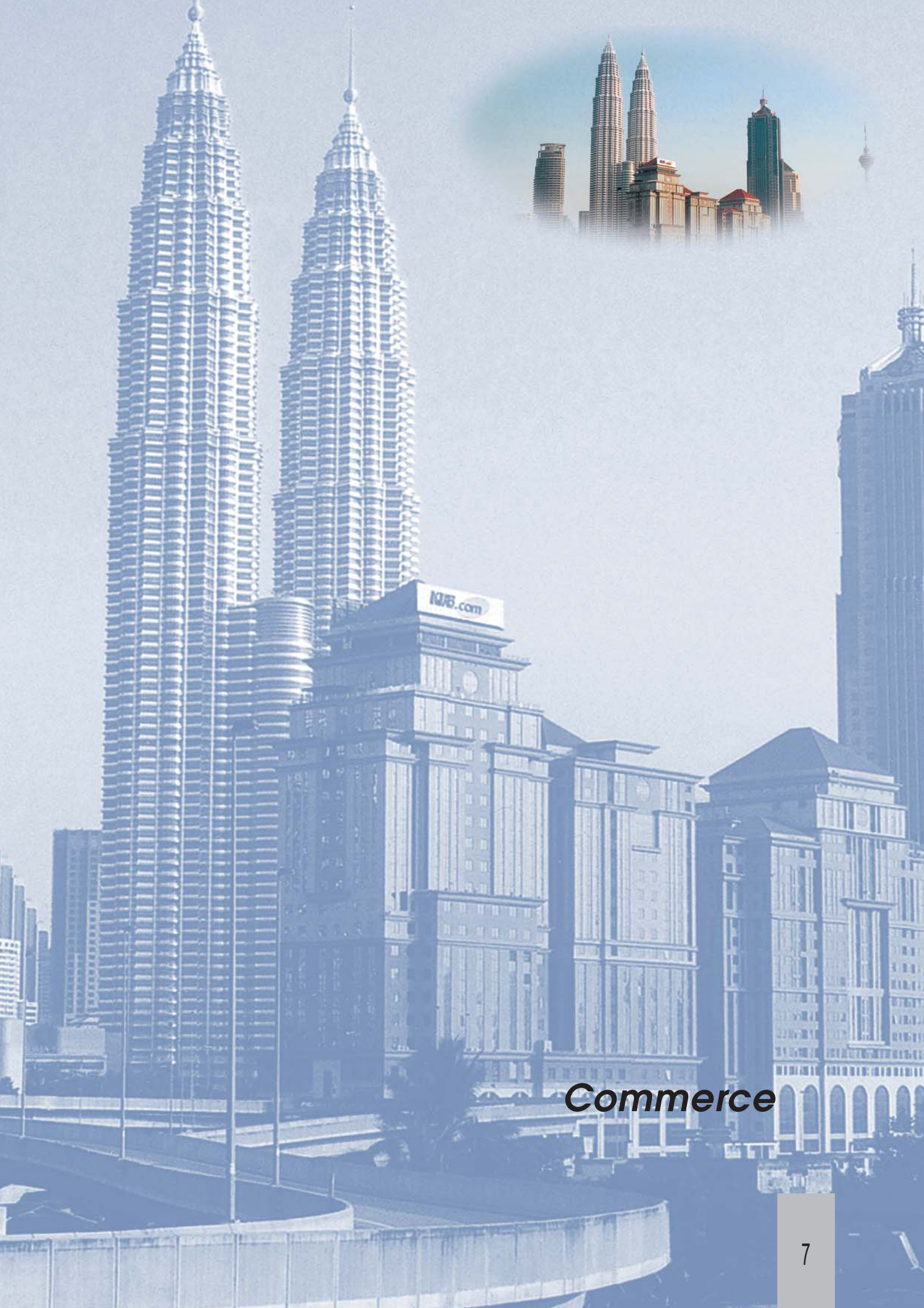


FIGURE: 6.4
POPULATION AND EMPLOYMENT, 2020

KUALA LUMPUR STRUCTURE PLAN 2020



Commerce



7.1 INTRODUCTION

214. **A**n integral part of the vision to make Kuala Lumpur A World-Class City is to enhance its position as an international commercial and financial centre. Commerce is the driving force behind a city's economy. It is the creator of wealth, the principal provider of jobs as well as a primary impetus for development and renewal. To be able to attract major multi-national companies to base their regional operations in Kuala Lumpur will bring great rewards to the City and to the nation as a whole.

215. In order to achieve its goal, Kuala Lumpur must first address the demands of the K-Economy, which is one where innovative ideas and new technologies are the key ingredients of wealth creation. Kuala Lumpur will benefit from the proximity of the MSC, by being able to draw on and complement its knowledge-based enterprises. The City will also be able to maximize the benefits of this relationship by providing complementary high-end services in finance, shopping, entertainment, housing, education and recreation.

216. CHKL must also provide for an efficient and equitable city structure which best distributes commercial spaces so that all parts of the City have access to appropriate facilities according to their needs. The people of the City should be properly served with conveniently accessible shopping facilities irrespective of their location. Similarly, CHKL will need to satisfy the needs of local businesses, as well as those of the multi-national companies, so that they will be able to obtain affordable office space in areas which satisfy their organisational and staffing needs.

7.2 EXISTING SITUATION AND ISSUE

7.2.1 COMMERCIAL OVERVIEW

i. Existing Situation

217. The estimated total commercial floor space in Kuala Lumpur and its conurbation (KLC) is at

64 million square metres of which 66 percent is located within Kuala Lumpur.

218. There has been a trend towards the decentralisation of office space from Kuala Lumpur to the KLC. Between 1991 and 1997, the percentage share of purpose-built office spaces in Kuala Lumpur to that of the whole of the KLC declined from 95 percent to 80 percent. Similarly, between 1995 and 1998, the amount of commercial complex retail floor space situated in Kuala Lumpur declined from 57 percent to 50 percent of the total for the KLC.

219. The major components of commercial floor space in Kuala Lumpur are offices, shopping, hotels and service apartments and other services. *Figure 7.1* shows the existing and committed commercial floor space by status and components, while *Table 7.1* shows the existing and committed floor space by status and strategic zone. Commercial floor space increased by 277 percent between 1980 and 2000, while employment in the commercial sector increased by 82 percent over the same period to stand at 698,100 in 2000. On the whole, the major components of the commercial services sector have experienced substantial growth in recent years.

220. There has been a decline in the relative amount of commercial floor space in the City Centre compared to the whole of Kuala Lumpur, from 66.3 percent in 1980 to 47.2 percent in 2000.



Photo 7.1: The major components of commercial floor space in Kuala Lumpur are offices, shopping, hotels and service apartments and other services.

Figure 7.1: Commercial Floor Space by Status and Component, 2000

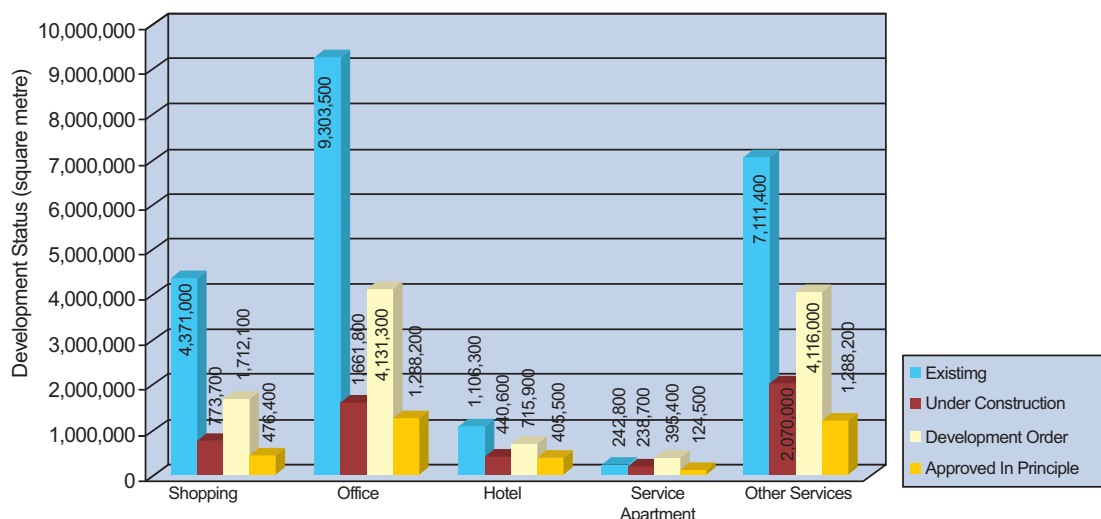


Table 7.1: Commercial Floor Space by Status, 2000

Strategic Zone	Development Status (in square metre)				Total
	Existing	Under Construction	Development Order	Approved In Principle	
City Centre	10,452,000	2,688,300	3,387,300	1,141,100	17,668,700
Wangsa Maju - Maluri	2,435,100	435,600	2,214,400	522,600	5,607,700
Sentul - Menjalara	2,250,400	807,400	1,599,100	301,000	4,957,900
Damansara - Penchala	1,548,700	280,500	788,700	503,200	3,121,100
Bukit Jalil - Seputeh	3,530,800	868,000	1,916,200	959,800	7,274,800
Bandar Tun Razak - Sg. Besi	1,918,100	36,800	1,123,800	135,000	3,213,700
Total	22,135,100	5,184,800	11,070,600	3,562,700	41,953,200

ii. Issue

221. Despite the growth of office and retail space outside the City and the City Centre, there is still an over-concentration of commercial floor space in the City Centre.

- *Over-concentration of commercial development in the City Centre.*

222. The supply of commercial floor space in 2000 exceeded demand with vacancy rates in the office and retail sectors running at 23 percent and 30 percent respectively. Based on the demand trend for commercial floor space over the last two decades the current overhang and incoming supply of office and retail floor space are expected to be fully utilised by 2005.

- *Overhang of office and retail floor space*



7.2.2 OFFICE BUILDINGS

i. Existing Situation

223. Figure 7.2 shows the distribution of existing office areas in Kuala Lumpur. CHKL has been implementing Intelligent Building Guidelines which are applied to all new office buildings in Kuala Lumpur. Included in the guidelines are requirements for Building Management Systems, incorporation of ICT infrastructure and energy conservation measures. Consequently, there is already a sizeable stock of office buildings in Kuala Lumpur of a very high standard.

ii. Issue

224. There is a significant quantity of older office buildings, including those vacated by the relocation of government offices to Putrajaya, which are deficient in basic ICT facilities.

- *Many of the older office buildings in Kuala Lumpur are obsolete and lacking basic ICT facilities.*



Photo 7.2: There is a significant quantity of older office buildings which are deficient in basic ICT facilities.

7.2.3 SHOPPING

i. Existing Situation

225. Figure 7.3 shows the distribution of existing shopping areas in Kuala Lumpur. The emergence

of hypermarkets for convenience shopping and mega malls for general and recreational shopping on the outskirts of the City has started to change the pattern of retail development in Kuala Lumpur. Shop houses, the more traditional form of local shopping, are becoming less relevant as people prefer the convenience, air-conditioned comfort and wider variety of goods available in the large shopping complexes.

ii. Issue

226. There is a phenomenon of unsuccessful shopping complexes in Kuala Lumpur. The failure of some complexes is principally due to poor accessibility, insufficient catchment, unattractive design and the lack of proper market and financial studies.

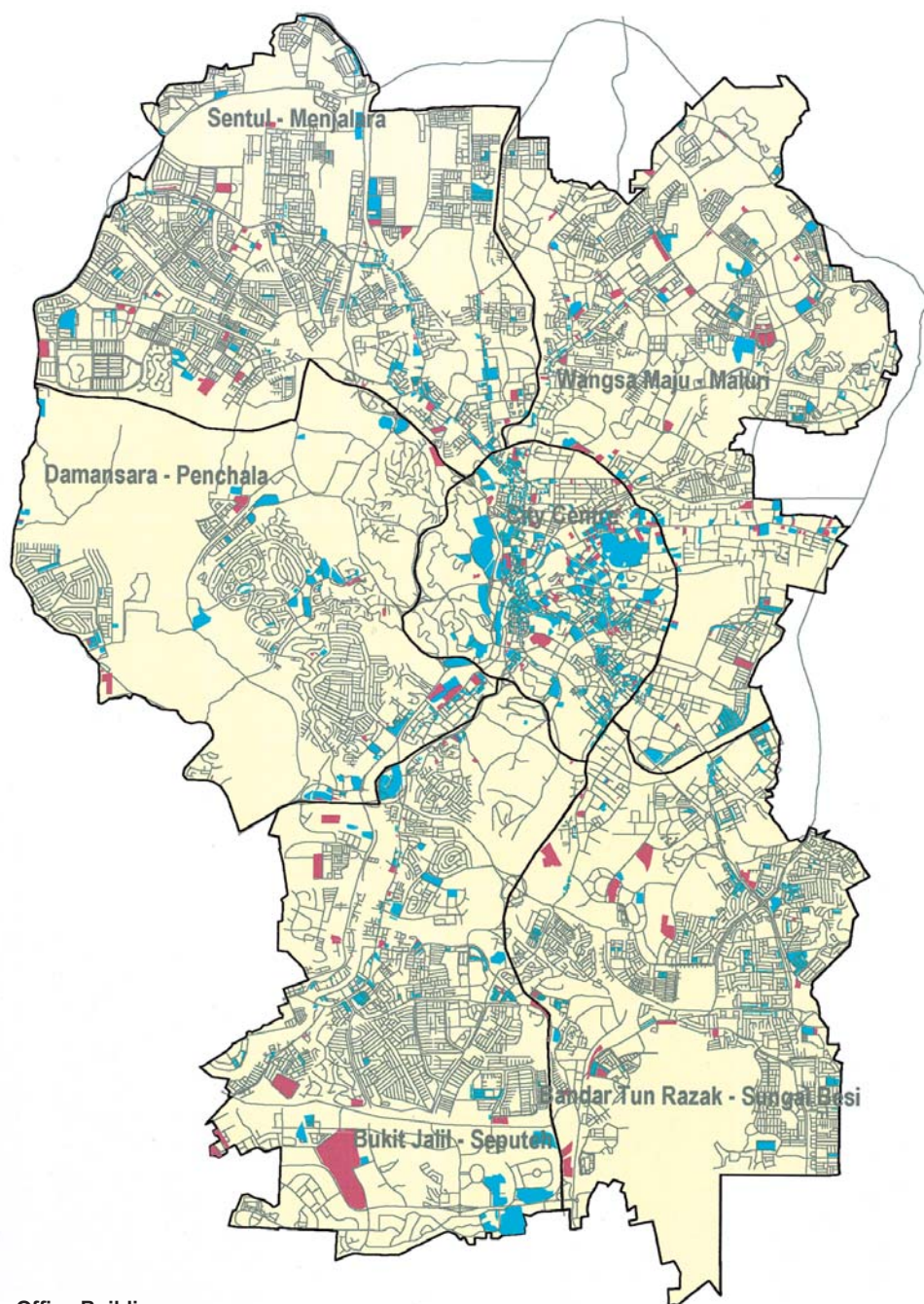
- *Failure of some shopping complexes.*

227. The traditional shopping areas in the City Centre have largely been superseded by the emergence of large-scale shopping malls in various parts of the City. As a consequence, there is no longer a clearly defined major shopping area or spine within the City Centre.

- *Lack of a dominant shopping spine.*



Photo 7.3: ...emergence of hypermarkets for convenience shopping and mega malls for general and recreational shopping on the outskirts of the City has started to change the pattern of retail development.



■ Existing Office Buildings
■ Committed Office Buildings



FIGURE : 7.2
DISTRIBUTION OF OFFICE BUILDINGS BY STATUS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

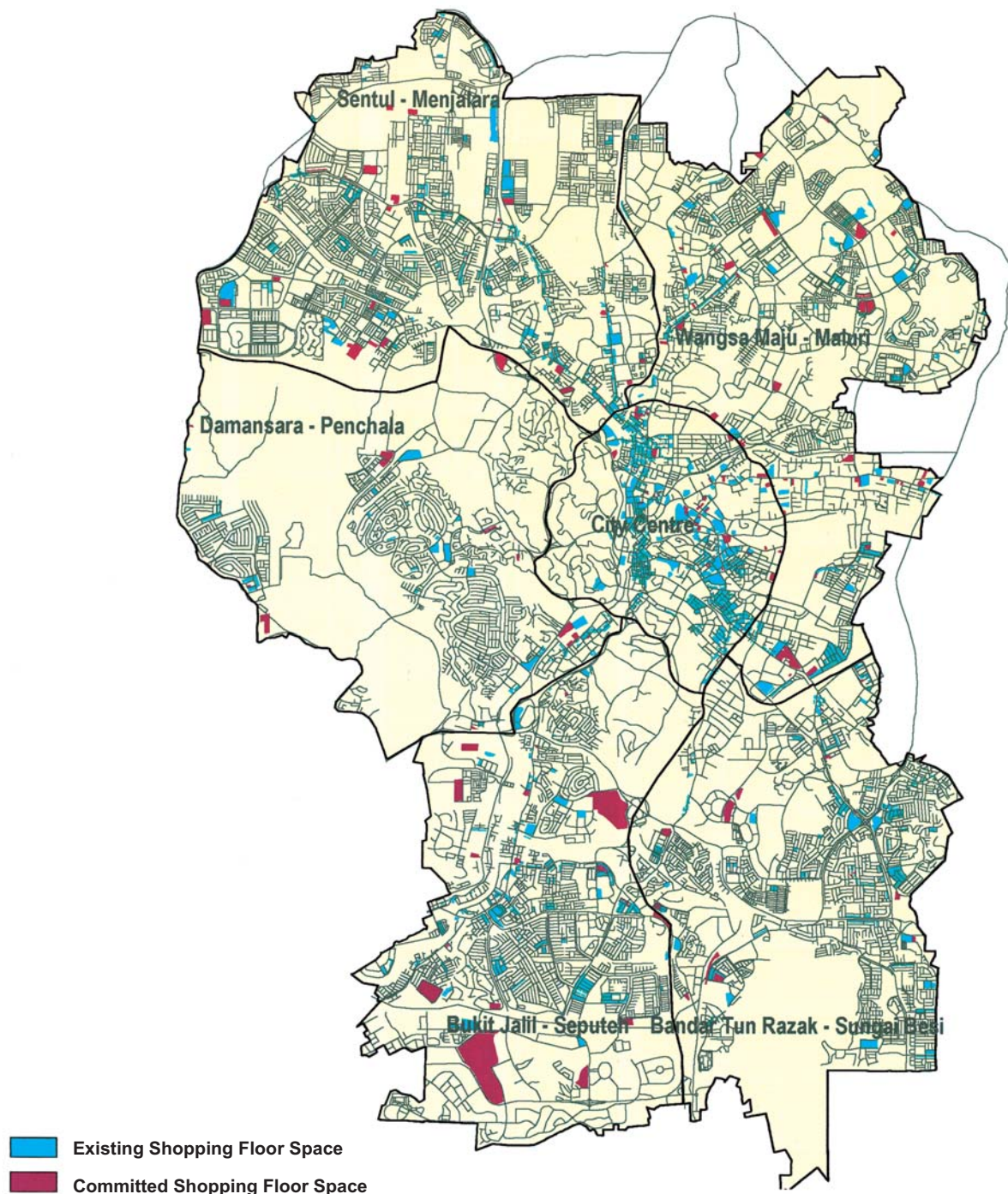


FIGURE : 7.3
DISTRIBUTION OF SHOPPING FLOOR SPACE BY STATUS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

7.2.4 HOTELS AND SERVICE APARTMENTS

i. Existing Situation

228. The existing situation and issues pertaining to hotels is covered in *Chapter 8: Tourism*.

229. With the recent growth of the expatriate community in Kuala Lumpur, service apartments have gained in popularity. The majority of these are located in the City Centre, Seputeh, Bukit Indah and Sentul. As Kuala Lumpur develops as an international commercial and financial centre, it is anticipated that more expatriate businessmen will be living in the City and that there will consequently be an increased demand for service apartments.

ii. Issue

- *Increasing demand for service apartments.*

7.2.5 OTHER SERVICES

i. Existing Situation

230. 'Other services' consist of mainly institutional, recreational, MICE and storage facilities as well as exhibition halls, auditoriums, theatres, restaurants, gymnasiums, cinemas and concert halls. Most of these services are located in office and hotel buildings and shopping complexes. The distribution of these facilities is still very much centralized with about 44 percent of the floor space located in the City Centre. The rest are distributed almost evenly across the other strategic zones.

7.2.6 HAWKERS AND PETTY TRADERS

i. Existing Situation

231. The informal sector plays an important role in the socio-economic life of the City. Hawkers and petty traders are effective and efficient economic agents in the distribution of goods and services. They help to keep the cost of living in the City by providing food and other consumer items at affordable prices and widen consumer choice. Besides being a source of livelihood for the

thousands of people who are involved in the informal sector, hawkers and petty traders have also become parts of Malaysia's cultural heritage.

232. CHKL has been successful in encouraging the development of hawker areas, small entrepreneurs and petty traders. In 2000, there were 35,120 licensed hawkers and petty traders operating in Kuala Lumpur mainly at markets, night markets, kiosks, secured stalls and 'attachments outside buildings'. Most of them sell food and drinks, clothes, plastic items and books. *Figure 7.4* shows the distribution of hawkers and petty traders.



Photo 7.4: Hawkers and petty traders are effective and efficient economic agents in the distribution of goods and services.

233. In addition, there are 6,000 unlicensed hawkers operating in various unsuitable locations such as road and river reserves and underneath road flyovers. This has an adverse effect on traffic movement and creates an unsightly appearance and unhygienic conditions.

ii. Issue

234. A few new permanent hawker centres have been established intended to relocate hawkers. However unsuitable relocation premises for hawkers in terms of accessibility, catchment, comfort and inadequate support facilities are factors that have contributed to the failure of some hawker centres, resulting in hawkers re-establishing their businesses in their original location.

- *Unsuitable relocation premises for hawkers.*

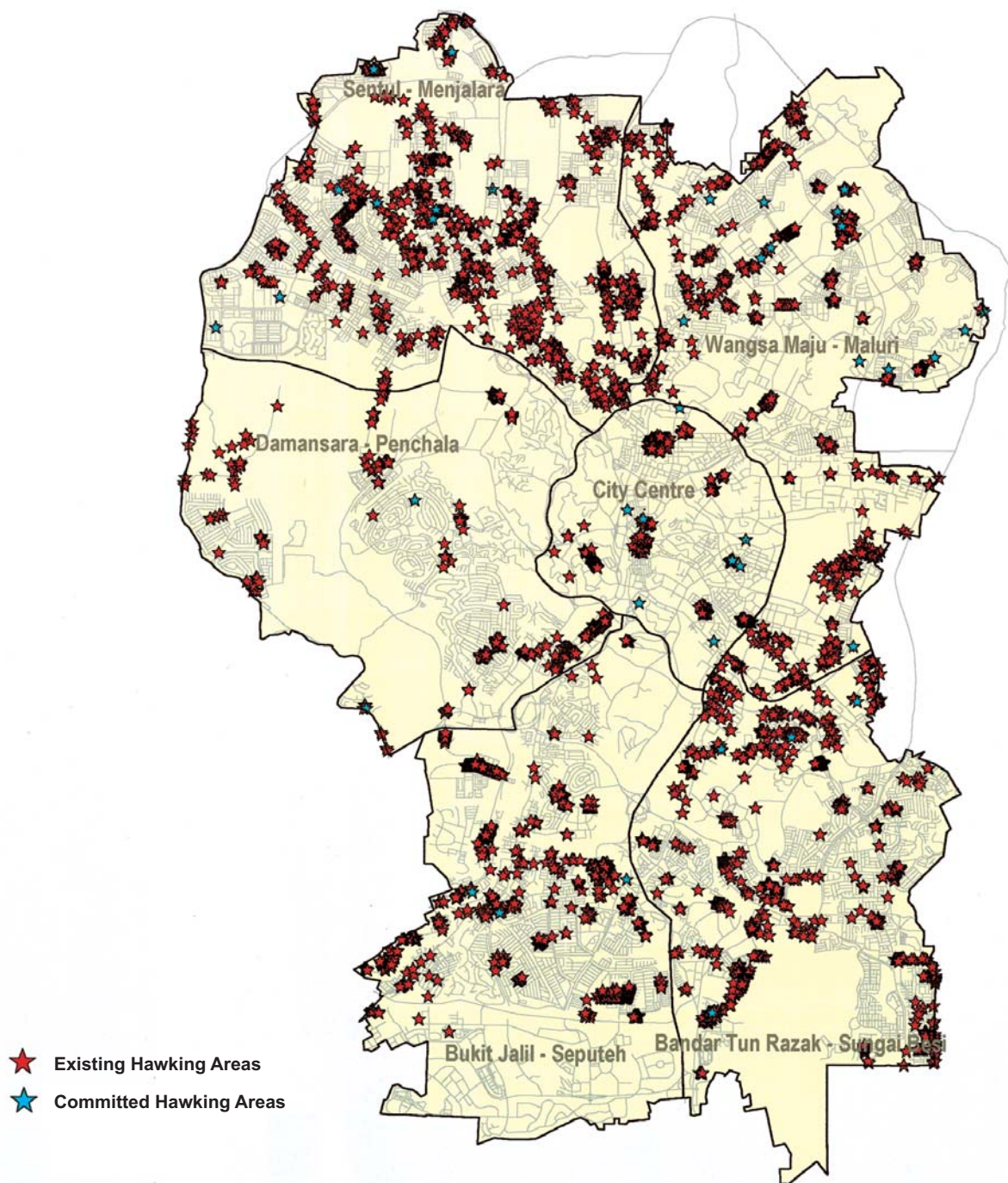


FIGURE : 7.4
DISTRIBUTION OF HAWKING AREAS BY STATUS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

235. There are still not enough designated areas and facilities to cater for the existing hawkers and petty traders in the City. This has resulted in hawkers and petty traders operating in places that are not suitable for hawking, which has given rise to sanitary problems and nuisance such as public hygiene and waste disposal and obstruction of traffic.

- *Insufficient number of designated areas and facilities for hawkers and petty traders.*



Photo 7.5: ...hawkers operating in places that are not suitable for hawking...

236. About 65 percent of the hawker centres are located in the City Centre. There is a lack of hawker centres in some high-density residential areas, for example, Pantai Dalam and Wangsa Maju as well as in industrial areas.

- *Lack of hawker centres outside the City Centre.*

237. The attitude of some hawkers and petty traders on neglecting aspects of personal hygiene, cleanliness of premises, quality of food, internal premise layout and courteous and friendly treatment reflects unsatisfactory level of service.

- *The unsatisfactory level of services by hawkers and petty traders.*

7.3 OBJECTIVE

238. In order to enhance Kuala Lumpur's role as an international commercial and financial centre, CHKL aims to:

- *promote Kuala Lumpur as a choice location for international organisations and business entities to establish their regional offices and headquarters;*
- *create a technologically advanced city especially in the fields of building technology and design as well as information and communication technology; and*
- *enhance the City Centre as an international shopping and entertainment centre.*

239. In order to create an efficient and equitable city structure, CHKL aims to:

- *ensure the functional distribution of centres to facilitate the availability of commercial services and facilities in convenient locations for the population.*

7.4 POLICY AND PROPOSAL

7.4.1 BUSINESS AND FINANCE

a) An International Commercial and Financial Centre

240. Based on ten cities in the Asia Pacific region (1995-1997), Kuala Lumpur ranked as the fifth cheapest location for establishing multi-national companies. The average annual costs of maintaining an office in Kuala Lumpur was about 24 percent of the costs in Singapore or 22 percent of those in Hong Kong. Net prime office space rental rates were also much lower than those in Singapore, Hong Kong, Bangkok and Sydney. In terms of price competitiveness, therefore, Kuala Lumpur is well placed to become an international commercial and financial centre and CHKL intends to capitalise on this potential.



241. Fostering and maintaining business links with other major cities in the region and worldwide is an important factor in expanding opportunities for local businessmen as well as helping to raise Kuala Lumpur's profile and international awareness of its potential. Building business partnerships with other cities within Asia Pacific region and worldwide will help to promote businesses in Kuala Lumpur.

242. To promote Kuala Lumpur overseas, a business development body shall be set up to coordinate the various aspects of commercial development in the City. The body will promote business activities and market Kuala Lumpur as an international commercial and financial centre by disseminating information on the facilities available, regulations and formalities for setting up businesses and the estimated operating costs of doing business in Kuala Lumpur.

Policy:

CO 1: CHKL shall set up a business development body to coordinate the various aspects of commercial development in the City, promote business activities and market Kuala Lumpur as an international commercial and financial centre.

243. In order to maintain a character for the City Centre and the Comprehensive Development Areas consistent with the vision of Kuala Lumpur, the types of businesses and commercial enterprises

in these areas should be compatible with and supportive of the City's status as an international commercial and financial centre.

Policy:

CO 2: CHKL shall ensure that the types of commercial activities undertaken within the City Centre and Comprehensive Development Areas are compatible with the goal of making Kuala Lumpur an international commercial and financial centre.

b) K-Economy Activities in Residential Premises

244. The technologies associated with the K-Economy allow economic activities to operate in residential premises. This trend of operation benefits individuals as well as business and administrative bodies as operational overheads and travel demand is lower.

245. The present planning control regulations do not permit residential premises to be used for non-residential activities. In order to allow K-Economy activities in residential premises, planning control guidelines and regulations shall be prepared. The K-Economy activities do not cause nuisance and pressure on the City infrastructure. The activities shall be carried out by occupiers involving the use of ICT and without additional workers.

Policy:

CO 3: CHKL shall permit K-Economy activities in residential premises.

c) Provision of an Enabling Infrastructure

246. While cost competitiveness is an important factor, it is not by itself sufficient to attract international businesses to locate their regional offices in the City. For Kuala Lumpur to achieve the status of a world-class city, there must be the enabling infrastructure such as prime office space, a world-class communication network, a wide range of specialised business services, a qualified labour pool and educational and training facilities as well as efficient national and international transport networks.



Photo 7.6: The types of businesses and commercial enterprises especially in the City Centre should be compatible with and supportive of its international commercial and financial role.

247. An essential part of the enabling infrastructure is the plentiful supply of office buildings which are fully equipped with the latest technologies and ICT infrastructure. Planning control guidelines will be implemented with regards to the integration of ICT infrastructure into new office and hotel developments. Refurbishment of existing commercial buildings to incorporate ICT infrastructure will be encouraged.

Policy:

CO 4: *CHKL shall ensure that the enabling infrastructure is adequately provided so that Kuala Lumpur may attain the status of an international commercial and financial centre.*

7.4.2 SHOPPING

a) Shopping Zones

248. Shopping development in Kuala Lumpur is in transition and appears therefore to be dislocated and haphazard. A sense of order needs to be established so that shopping areas or zones rather than shopping complexes become the focus of retail activity.

249. There are shopping areas known for special retail items such as electronic components along Jalan Pasar, computer accessories in Imbi Plaza, garment accessories in San Peng, sewing accessories in Jalan Masjid India that need to be formally recognised as specialized shopping precincts. A variety of shopping zones, which identifies and enhances the character of certain shopping areas, shall be established.

Policy:

CO 5: *CHKL shall designate a variety of shopping zones in Kuala Lumpur.*

b) World-Class Shopping Precinct

250. A main shopping spine will be established in the City Centre as a world-class shopping precinct with a national and international reputation.

Policy:

CO 6: *CHKL shall designate areas in the City Centre to form a premiere shopping spine and determine appropriate strategies to develop the area to attract major national and international retailers.*

7.4.3 HOTELS AND SERVICE APARTMENTS

251. Policies relating to hotels are covered in Chapter 8: Tourism.

252. As the number of international businesses locating in Kuala Lumpur increases, sufficient service apartments must be provided in convenient locations to cater for the needs of expatriate businessmen.

Policy:

CO 7: *CHKL shall ensure that there is adequate provision of service apartments with convenient access to the main business areas.*

7.4.4 HAWKERS AND PETTY TRADERS

253. CHKL shall continue to regulate hawking activities and ensure that adequate premises are provided for them. Sufficient hawker premises must be made available so as to limit the expansion of unlicensed hawkers.

254. CHKL requires the private sector to provide hawker premises within mixed-use complexes. In addition, CHKL will continue its policy of relocating street side hawkers in properly designed hawker centres where all associated facilities can be provided in a hygienic environment.

Policy:

CO 8: *CHKL shall monitor the provision of hawker and petty traders premises and develop additional premises where required.*

CO 9: *CHKL shall require private sector commercial development to incorporate hawker and petty traders' premises.*



A hawker centre in a shopping complex

Photo 7.7: CHKL requires the private sector to provide hawker premises within mixed-used complexes.



Hawkers Centre at Jalan Duta



Petty traders at Jalan Raja Bot

Photo 7.8: The professionalism in hawking and petty businesses needs to be improved based on good practices.

255. The professionalism in hawking and petty businesses needs to be improved based on good practices. These practices can be inculcated through rules and guidance on personal hygiene, cleanliness, food preparation and handling and courteous service. The design and cleanliness of premises, equipments and utensils and personal hygiene of operators and workers must be emphasized. In addition the operators and workers must undergo regular medical examination in order to ascertain good state of health.

256. Quality of food and its preparation need to be emphasised on its garnishing, freshness, nutritional value and taste. Customer service must be courteous, friendly and efficient and fast. Besides, specialisation of food, financial support, enforcement and appreciation to hawkers and petty traders need to be given more attention. Small traders, operators and assistants must stress on aspect of cleanliness and attractive layout of their premises.

Policy:

CO 10: *CHKL with the relevant agencies and authorities, shall improve the professionalism of hawking and petty trading in accordance with good practices through rules and guidance emphasizing on aspects of health, hygiene and cleanliness, quality of food and customer services.*

7.4.5 BALANCED DEVELOPMENT

COMMERCIAL

257. Dispersal of commercial facilities to outside the City Centre is part of CHKL's policy of creating a more balanced overall development strategy for Kuala Lumpur. Businesses that do not require to be in the City Centre such as sub-regional offices of private businesses will be encouraged to move to office development outside the City Centre.

258. Similarly, convenience shopping centres, with sufficient parking facilities, shall be encouraged in district centres that are well served by public and private transportation.

Policy:

CO 11: *CHKL shall ensure that commercial facilities are dispersed to the areas outside the City Centre according to the development strategy.*

CO 12: CHKL shall promote the establishment of sub-regional offices for private businesses and convenience shopping centres in the district centres.

economy and the growth of urban centres and activities outside Kuala Lumpur.

260. Projected future requirements are based on employment figures for the targeted residential population of 2.2 million by the year 2020. The distribution of commercial facilities reflects the strategy of moderate growth in the City Centre and a more even distribution over the other strategic zones according to their residential populations. Projected hawker requirements are distributed evenly over the six strategic zones (Refer Table 7.2 and Figure 7.5)

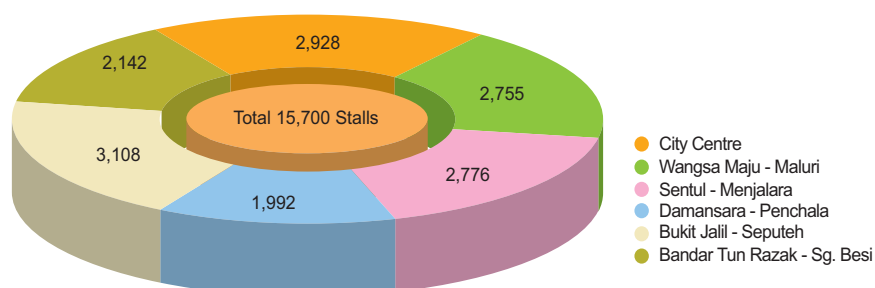
7.5 FUTURE REQUIREMENT

259. There are a number of issues that may affect future employment in the commercial sector. These include the performance of the national

Table 7.2: Projected Commercial Floor Space Requirement, 2020

Strategic Zone	Floor Space (in square metre)			Total
	Shopping	Office Services	Other	
City Centre	3,318,700	6,345,700	4,719,000	14,383,400
Wangsa Maju – Maluri	1,064,200	2,034,800	1,513,200	4,612,200
Sentul – Menjalara	1,169,400	2,235,900	1,662,800	5,068,100
Damansara – Penchala	1,393,600	2,664,700	1,981,600	6,039,900
Bukit Jalil – Seputeh	1,698,600	3,248,000	2,415,400	7,362,000
Bandar Tun Razak - Sg. Besi	879,100	1,680,900	1,250,000	3,810,000
Total	9,523,600	18,210,000	13,542,000	41,275,600

Figure 7.5: Projected Hawker Stalls Requirement, 2020





Tourism



8.1 INTRODUCTION

261. As with other major cities, tourism plays an important part in the economic life of Kuala Lumpur, providing income, employment and expanding business opportunities. The tourism industry is very wide ranging in the services and facilities where it requires and provides employment across all sectors of the population.

262. Tourism brings other less obvious but no less important benefits to the people of Kuala Lumpur. By virtue of catering to a population base larger than the City itself, a wider range of shopping, entertainment, recreational, and cultural facilities can be supported. Tourism can also help to provide the impetus and financial justification for measures that benefit the residents of the City such as conservation, beautification and pedestrianisation projects, as well as the hosting of special events and festivals principally aimed at attracting tourists.

263. Kuala Lumpur also benefits from exposure. Foreign visitors gain a greater understanding and appreciation of the culture and achievements of the City and its people. The impressions that are taken back to their home countries can do much to raise the profile of the City and the country.

264. Kuala Lumpur has much to offer as a tourist destination. It is climatically congenial, with a



Photo 8.1: ... build on its multi-racial, multi-religious and multi-cultural society to create for itself a distinctive identity and image.

uniquely tropical character and has a developed infrastructure and services sector with a wide range of tourist attractions, shopping, entertainment, hotel, and conference facilities. The City can also build on its multi-racial, multi-religious and multi-cultural society to create for itself a distinctive identity and image. CHKL aims to maximize these inherent strengths to make Kuala Lumpur into an attractive international tourist destination.

8.2 EXISTING SITUATION AND ISSUE

8.2.1 TOURISM MARKETING AND PROMOTION

i. Existing Situation

265. The promotion of Malaysia as a tourist destination is mainly pursued by the Malaysia Tourism Promotion Board's (MTPB) overseas offices, jointly with tour operators, airlines and national tourism offices. Promotion includes sales missions, advertising in the media, participating in international tourism events and exhibitions and the hosting of journalists, foreign travel writers and travel agency personnel.

266. Besides the marketing and promotion of Kuala Lumpur by the MTPB, promotion is also being undertaken by CHKL and the Kuala Lumpur Tourist Association (KLTA), which is an association made up of all companies involved in the tourism industry.

267. In the year 2000, the Kuala Lumpur Tourism Action Council (KLTAAC) whose Chairman is the Mayor of Kuala Lumpur was set up, which will, in close coordination with the MTPB and business organisations such as the KLTA, be responsible for the marketing and promotion of Kuala Lumpur.

ii. Issue

268. There is an inadequate level of market promotion of the City compared to other major tourist cities. In some international tourist destinations, there are city or regional based tourist boards heavily promoting the destination backed up by a mature tour and travel industry, hoteliers, national and regional airlines and business organisations.

- *Inadequate marketing and promotion of Kuala Lumpur.*

8.2.2 TOURIST ARRIVALS, EXPENDITURE AND AVERAGE LENGTH OF STAY

i. Existing Situation

269. Despite the economic crisis of 1998, tourist arrivals in Malaysia increased from 6,210,900 in 1997 to 10,221,600 in 2000. This was due mainly to intensified promotion of inbound tourism, the hosting of major international conferences and sporting events such as the Formula One race at Sepang. Total visitor receipts rose markedly from RM4.5 billion in 1990 to RM17.3 billion in 2000. Tourist arrivals and receipts to Malaysia are shown in *Table 8.1*.

270. In addition, the number of domestic tourists visiting the City from various parts of the country increased from 2,493,100 in 1997 to 2,803,300 in 2000. Foreign tourist arrivals also increased from 3,536,300 in 1997 to 3,946,900 in 2000. The average length of stay (ALS) of tourists in Malaysia in 2000 was 5.88 nights and about 1.6 nights in Kuala Lumpur. By comparison, the ALS in the United Kingdom in 1997 was over 8.7 nights and a regional destination such as Thailand has an ALS of around 7.0 nights. The ALS of tourists from Singapore, which is the largest single generator of tourist arrivals and receipts, is generally very short.

Table 8.1: Tourist Arrivals and Receipts in Malaysia, 1990 - 2000

Year	Tourist	Growth Arrival (%)	Total Receipts (RM million)	Growth (%)
1990	7,445,900	53.6	4,500	60.5
1991	5,847,200	-21.5	4,283	-4.8
1992	6,016,200	2.9	4,395	7.5
1993	6,503,900	8.1	5,066	10.2
1994	7,197,200	10.7	8,298	68.8
1995	7,468,700	3.8	9,175	10.8
1996	7,138,500	-4.4	10,354	12.6
1997	6,210,900	-13.0	9,699	-6.3
1998	5,550,700	-10.6	8,580	-11.5
1999	7,931,100	42.9	12,321	43.6
2000	10,221,600	28.9	17,335	40.7

Source: Malaysia Tourism Promotion Board

ii. Issue

- *Short average length of stay of tourists.*

8.2.3 TOURISM RESOURCES

a) General

i. Existing Situation

271. Kuala Lumpur has a wide diversity of resources suitable for tourism although these are at varying degrees of development or attractiveness. Some resources are long established and positioned well, while others have been more recently developed or are not yet oriented strongly for tourism. Similarly some are more attractive or more accessible than others. Indisputably, Kuala Lumpur has resource and locational advantages, which are supportive of, or important to, the development of a viable tourism industry. *Figure 8.1* shows the distribution of tourism products in Kuala Lumpur.

ii. Issue

272. Tourist resources are not easily accessible, coherent, well linked for pedestrian movement or supported by services such as restaurants and related shopping. Although Kuala Lumpur has a diverse range of actual or potentially significant tourism resources, the present 'total tourism product', being the whole spectrum of tourism services, is inadequate and segmented.

- *Inadequate and segmented product development.*

b) Cultural - Heritage Attractions

i. Existing Situation

273. Architecturally, Kuala Lumpur has retained a number of historic buildings and areas that are highly evocative of its past. The Dataran Merdeka and the buildings that surround it, together with the Railway Station and the old shop house areas provide lasting images of the original city. More recently, buildings like the KL Tower and the Petronas Twin Towers at the KLCC provide images of a city that is thoroughly modern, while firmly in touch with its cultural roots.

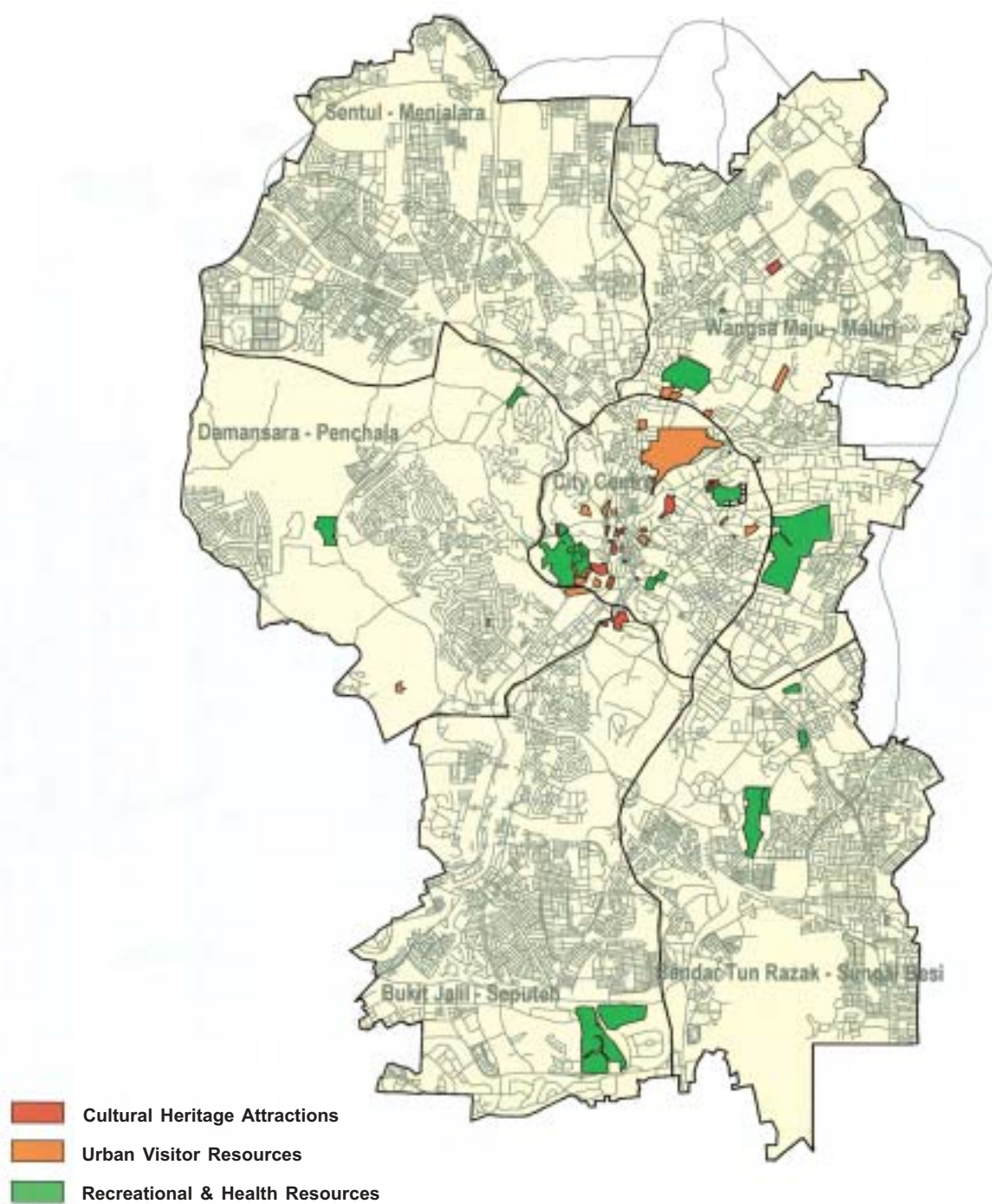


FIGURE: 8.1
DISTRIBUTION OF TOURISM PRODUCTS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

274. There are a number of modern cultural facilities for the performing arts, including musical and cultural performances. These theatres and concert halls not only provide venues for performing arts by both Malaysian and international artistes to be showcased but also add to the cultural vibrancy of the City. CHKL is also active in promoting and providing support to local cultural groups.



Sultan Abdul Samad Building, Jalan Raja

Photo 8.2: Architecturally, Kuala Lumpur has retained a number of historic buildings and areas that are highly evocative of its past.

ii. Issue

275. A large number of tourists are interested in purchasing art works, handicrafts, costume accessories and souvenirs but the market in Malaysia is not as well developed as that elsewhere in the region. Given traditional skills in silverware, brassware, pewterware, 'songket' weaving,

beadwork, woodcarving and batik printing, the potential does exist for expanding this segment of the industry.

276. The Royal Selangor pewter factory in Setapak, where tourists can watch skilled craftsmen fabricate artifacts and souvenirs, provides the best example of industrial tourism in Kuala Lumpur. However, with the exception of the Infokraft Handicraft Centre and Kompleks Kraf Kuala Lumpur (Kuala Lumpur Craft Complex), there are relatively few other outlets for traditional handicrafts and souvenirs.

- *Inadequate promotion of traditional handicraft and souvenir industries.*

c) Shopping, Dining and Entertainment

i. Existing Situation

277. Kuala Lumpur is emerging as a price-competitive shopping destination of international quality. Besides the many shopping centres in the City, new retail formats including hypermarkets, mega malls, duty-free shopping outlets and discount stores have been developed.

278. In addition, there are also the more traditional shop houses, the night markets and the farmers' markets which are significant tourist resources. The night markets in particular are of great interest to tourists as they give an insight into the traditional Malaysian way of life. Similarly, the shop house streets, particularly those in the older part of the City, retain the flavour of a bygone era.



Batik painting



Handicraft products



Royal Selangor Pewter

Photo 8.3: Given traditional skills in silverware, brassware, pewterware, 'songket' weaving, beadwork, woodcarving and batik printing, the potential does exist for expanding this segment of the industry.



ii. Issue

279. General issues relating to shopping activities are detailed in *Chapter 7: Commerce*.

280. Kuala Lumpur has a wide variety of restaurants and dining places serving local and international cuisines. Other than a few isolated areas, some of which are outside the City Centre, there is a lack of a clearly identifiable dining and entertainment area in the City Centre.

- *Lack of a clearly identifiable dining and entertainment area in the City Centre.*



Photo 8.4: The night markets in particular are of great interest to tourists as they given an insight into the traditional Malaysian way of life.

d) Recreational Attractions

i. Existing Situation

281. Sports facilities have undergone a transformation in Kuala Lumpur with the development of world-class facilities at the National Sports Complex at Bukit Jalil. In addition, the City possesses a wide array of other sports facilities for badminton, cycling, hockey, golf, tennis, basketball, netball, soccer, squash, gymnastics, athletics, swimming, equestrian and lawn bowling. A world-class Formula One motor racing circuit near the KLIA at Sepang has also greatly enhanced the potential for sports tourism.

282. There are a number of parks containing attractions of interest to tourists such as the Butterfly Park, Bird Park and Orchid Garden at Taman Tasik Perdana. Taman Tasik Titiwangsa, which contains a large lake, has a floating restaurant and offers activities such as horse riding and boating.

ii. Issue

283. General issues relating to recreational activities are detailed in *Chapter 13: Community Facilities*.

284. Despite the number of world-class sporting venues in Kuala Lumpur, the facilities are under-utilised.

- *Under-utilisation of major sporting venues.*

e) Health and Education

i. Existing Situation

285. Health tourism is not a new phenomenon. Countries like Australia, Singapore and United States of America have gained a reputation for having world-class facilities and services which emphasise fitness, health, rehabilitation and recuperation. There is the potential for Malaysia to become a competitive health tourism destination. Health tourist arrivals to Malaysia, primarily from Indonesia, Brunei and Singapore, numbered 175,000 in 2000, an increase of 127 percent from 1999. As the standard and facilities of private health care are high and costs are relatively low compared to Singapore and Brunei, Malaysia can expect to attract more visitors utilising its health care services.

286. Apart from the government-run general hospital, there are several private medical specialists centres including the National Heart Institute in the City. In addition to providing general health services, the public and private hospitals offer a wide range of specialist surgery and treatment.

287. Kuala Lumpur also has advantages stemming from the high concentration of educational institutions located within its boundaries, providing a wide range of courses. Such public institutions include the University of Malaya, the University of Technology Malaysia and the Medical Faculty of

the University Kebangsaan Malaysia. There are also a large number of private colleges, including the University Tun Abdul Razak and Tunku Abdul Rahman College, in and around Kuala Lumpur providing a wide range of courses which attract students from all over Malaysia as well as from other countries.

ii. Issue

288. Despite the proliferation of educational and health facilities and services, they have not been properly promoted and marketed as tourism products.

- *Inadequate promotion of educational and health tourism industries.*

8.2.4 TOURISM FACILITIES AND INFRASTRUCTURE

a) Hotels

i. Existing Situation

289. Between 1996 and 2000, the total number of hotel rooms in Kuala Lumpur increased by 12.18 percent from 16,510 to 26,144. *Table 8.2* shows the distribution of hotel rooms according to their development status.

290. The majority of hotels are in the size category of 300 rooms and above. *Figure 8.2* and *Table 8.3* indicate the location and number of hotels by size in the City.

291. The average occupancy rate (AOR) of hotels in Kuala Lumpur dropped by 15.3 percent from 76.2 percent in 1995 to 60.9 percent in 2000. The decline in AOR affected all size categories of hotels, with the largest decline being 28.6 percent for hotels in the size category of 50-99 rooms as shown in *Figure 8.3*.

ii. Issue

292. There is very little variety in the type of accommodation on offer to serve the diverse requirement and budgets of foreign and domestic tourists.

- *Insufficient variety of types of tourist accommodation.*

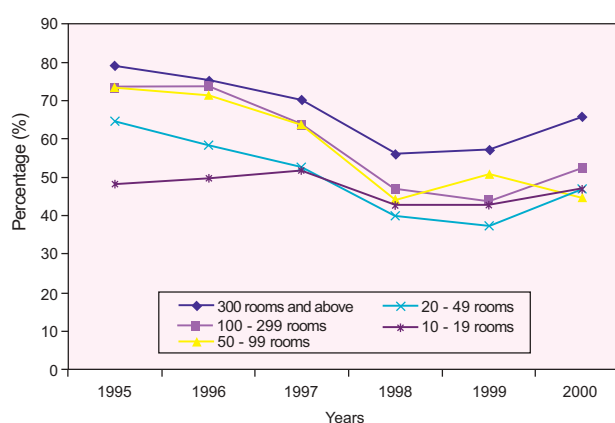
Table 8.2: Distribution of Hotel Rooms by Status, 2000

Strategic Zone	Number of Hotel Rooms				Total
	Existing	Under Construction	Development Order	Approved in Principle	
City Centre	22,932	7,155	11,858	3,948	45,893
Wangsa Maju – Maluri	1,132	0	366	1,208	2,706
Sentul – Menjalara	617	827	970	1,428	3,842
Damansara – Penchala	0	0	0	800	800
Bukit Jalil – Seputeh	1,332	1,261	1,663	511	4,767
Bandar Tun Razak – Sg. Besi	131	0	600	0	731
Total	26,144	9,243	15,457	7,895	58,739

Table 8.3: Number of Hotels by Size, 2000

Size of Hotel	Existing		Committed		Total	
	Number	Rooms	Number	Rooms	Number	Rooms
300 rooms and above	30	14,016	45	21,082	75	35,098
100 - 299 rooms	37	6,511	51	9,811	88	16,322
50 - 99 rooms	31	2,248	19	1,530	50	3,778
20 - 49 rooms	76	2,319	5	172	81	2,491
10 - 19 rooms	62	865	0	100	62	865
9 rooms and below	27	185	0	0	27	185
Total	263	26,144	120	32,595	383	58,739

Figure 8.3: Hotel Average Occupancy Rate, 1995-2000



Source: Malaysia Tourism Promotion Board.

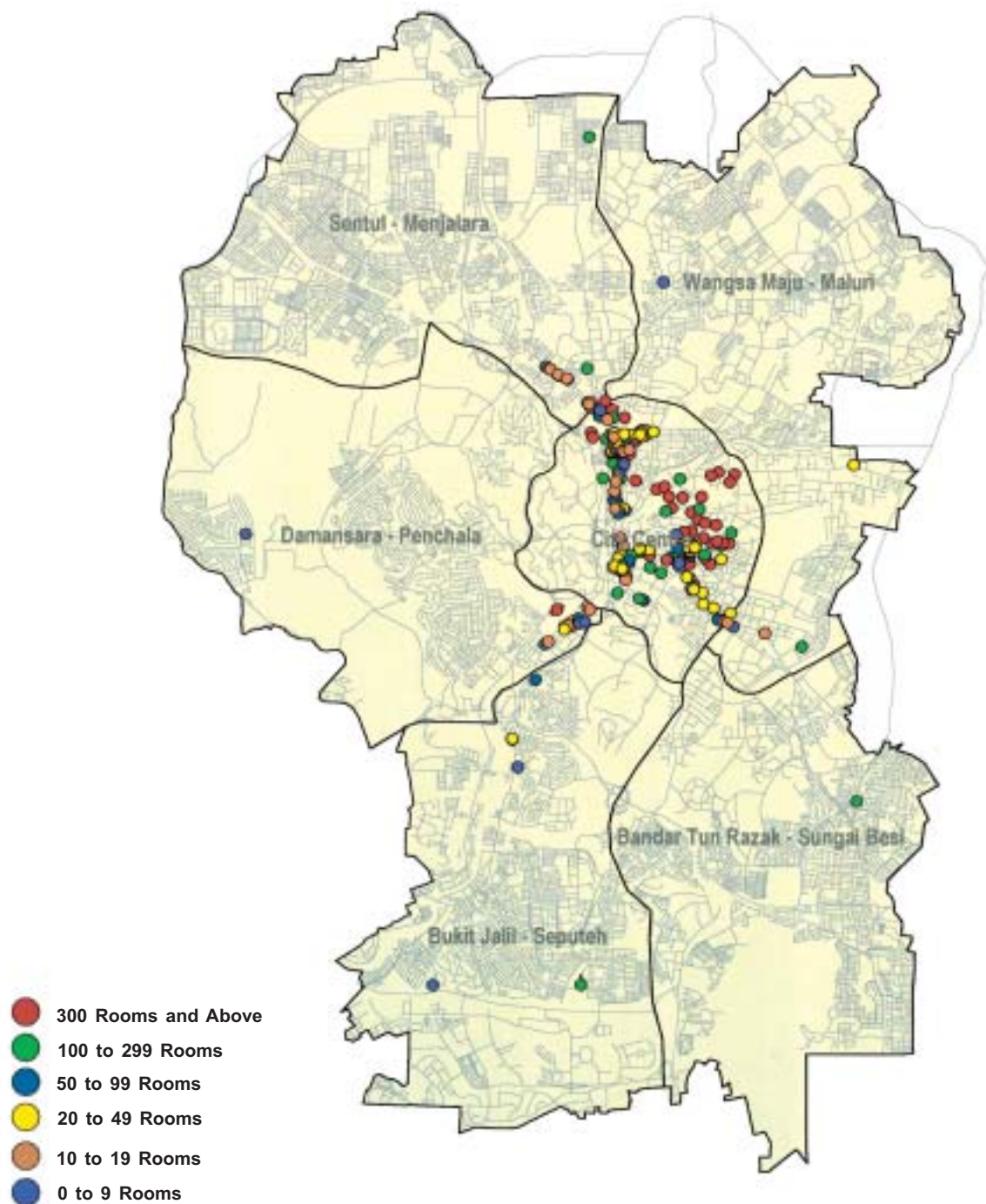


FIGURE: 8.2
DISTRIBUTION OF HOTELS BY SIZE, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

b) Meetings, Incentives, Conventions and Exhibitions

i. Existing Situation

293. Business and conference tourism has expanded in recent years and is becoming a very important component of the industry. MICE participants and business tourists are high yield tourists, usually spending more per day than leisure tourists. The MICE industry generates income for many related business activities including the hospitality sector, airlines, freight forwarders, contractors and suppliers of exhibition materials and entertainment.

294. The number of MICE events and participants has been growing steadily in recent years and receipts generated from MICE in Malaysia in 2000 amounted to RM1,164.7million, almost 7 percent of total tourism revenue for that year. Within Kuala Lumpur, the main MICE facilities are at MALTRADE (Malaysia External Trade Development Corporation) in Jalan Duta and the Putra World Trade Centre, while the Bukit Jalil Sports Complex contains one of the premier convention and exhibition centres in the region. Additional convention and exhibition space is being developed at the KLCC Convention and Exhibition Centre. Other major facilities in Kuala Lumpur and its conurbation include the Sunway Lagoon Convention Centre, the Mines Wonderland and the Subang International Trade and Exhibition Centre.

ii. Issue

295. There is still a shortage of MICE facilities in Kuala Lumpur and facilities need to be upgraded to be able to compete with other major MICE destinations.

- *Facilities for MICE need to be increased, upgraded and promoted.*

8.2.5 TOURISM SUPPORT SERVICES AND FACILITIES

a) Support Services

i. Existing Situation

296. In order for the tourism industry to function effectively, strong tourism supporting services and facilities such as travel and tour agencies, tour

guides, tourist information centres and manpower training are necessary.

297. There are major tourist information centres in the City as well as at the main gateway airports. Further information is made available by CHKL and the private sector including hoteliers as well as tour and travel companies. The Malaysia Tourism Centre (MTC) at Jalan Ampang is the biggest one stop information centre in Malaysia. This centre houses the tourist information complex which includes an exhibition hall, amphitheatre, audio-visual room, information counter, restaurant, souvenir shop and travel services counters.

ii. Issue

298. However, there remain deficiencies especially in comparison with mature international tourist centres where there is a wealth of information made available in airports, coach stations, rail stations, hotels, in free magazines and by generally well informed, highly knowledgeable guides.

299. Market promotion needs to be able to rely on up-to-date data but the search costs of acquiring relevant, reliable and timely information are high.

- *Lack of timely information and high search costs.*

300. Although signages in the City has improved, there remain weaknesses in the provision of directional signage to some tourism destinations and interpretation panels at key attractions, as well as in the availability of comprehensive, up-to-date road maps.

- *Inadequate directional signage and other information on tourist sites.*

301. Some tourist 'front liners' including taxi drivers, tour bus guides and staff at key transportation gateways are not well informed about the City's tourist attractions.

- *Lack of knowledge about tourist attractions amongst tourist 'front liners'.*

b) Support Facilities

i. Existing Situation

302. The Government has initiated a national programme to provide facilities such as themed



lighting, pedestrian walkways, public toilets and landscaping in tourist areas and attractions. CHKL is in the process of implementing this programme throughout Kuala Lumpur.

ii. Issue

303. At present, however, some sites still lack adequate facilities for tourists and there is a need for a critical mass of attractions supported by related support services.

- *Insufficient support facilities for tourists.*

c) Accessibility

i. Existing Situation

304. Public transportation and taxi services are in need of improvement. The departing Visitors' Survey (1999) of the MTPB indicated there were visitor complaints concerning poor transportation services and difficulties in getting taxis and other forms of public transportation. The PRT, which connect the main hotel and shopping belt to the LRT system, will help to alleviate some of these problems.

305. General issues relating to public transportation are outlined in *Chapter 10: Transportation*.

ii. Issue

306. Currently, there are accessibility problems to some of Kuala Lumpur's tourist destinations due to traffic congestion on a number of major routes particularly during peak hours. In addition, on-going construction activities and the high level of private car usage add to pedestrian's problems in making journeys on foot from one site to another.

307. General issues relating to pedestrianisation are detailed in *Chapter 14: Urban Design and Landscape*.

8.3 OBJECTIVE

308. To enhance the role of Kuala Lumpur as an international commercial and financial centre, CHKL aims to:

- *develop Kuala Lumpur as an attractive international tourist destination; and*
- *increase the average length of stay (ALS) to 3.0 by the year 2010.*

309. To create a distinctive city identity and image, CHKL aims to:

- *create a city which conserves the best of its environmental, architectural and cultural heritage and which offers a rich blend of both the modern and traditional;*
- *promote culture and the arts, sports, education and health in the City as tourism products and as factors in enhancing the overall quality of life; and*
- *create a tropical garden city sensitive to its natural environment and appropriate to its tropical regional location.*

8.4 POLICY AND PROPOSAL

8.4.1 TOURISM MARKETING AND PROMOTION

310. Of immediate importance is the preparation of a comprehensive tourism marketing plan for Kuala Lumpur, which will identify strategies for tourism development and promotion. The plan will cover all aspects of the tourism market, and the preparation of an annual tourism calendar. Activities in the City that complement major international events in Malaysia shall be encouraged and promoted.

311. All necessary support shall be provided to KLTC for it to effectively market and promote Kuala Lumpur. This will include adequate funding for projects and campaigns and the development of facilities and attractions aimed at expanding and diversifying the tourism base.

Policy:

TO 1: CHKL shall, together with the Kuala Lumpur Tourism Action Council, market and promote tourism in Kuala Lumpur.

TO 2 *CHKL shall, together with the Kuala Lumpur Tourism Action Council, develops tourism products aimed at expanding and diversifying the tourism base.*

8.4.2 DEVELOPMENT OF TOURISM RESOURCES

a) General

312. Kuala Lumpur as a capital city and gateway to Malaysia also function as a window reflecting the uniqueness and various tourism products based on a socio-cultural society nation.

Policy:

TO 3: *CHKL shall, in coordination with Kuala Lumpur Tourism Action Council, ensure the development of tourism product depicting the peaceful nation's identity and image of a multi-ethnic, religious and cultural society.*

313. The principal tourism development proposals have been based on an analysis of the resource and market strengths, weaknesses and development potential of Kuala Lumpur and its conurbation. A zonal approach for tourism development, promotion and operation shall be implemented with the City Centre as its core, focusing on shopping, MICE, culture, entertainment, dining, health and education. Key areas within the other four strategic zones will focus on more specific tourism activities. Bukit Jalil - Seputeh will focus on sports and MICE, Wangsa Maju - Maluri on industrial tourism, Damansara - Penchala on education and eco-tourism and Bandar Tun Razak - Sungai Besi on eco-tourism.

314. *Figure 8.4* illustrates the principal proposals and tourism functions of the City Centre and the other strategic zones.

Policy:

TO 4: *CHKL shall implement a zonal approach to tourism development in the City.*

b) Cultural - Heritage Attractions

315. CHKL will encourage the private sector in supporting local arts and cultural groups and artistes displaying their artistic performances.

316. The private sector has a vital part to play in promoting the tourism industry by providing facilities, services and activities. The private sector should be encouraged to provide more facilities such as museums, art galleries, theatres and concert halls that complement CHKL policies and efforts to promote cultural activities in the City.

317. Furthermore CHKL shall encourage and facilitate cultural shows, concert performances, theaters and etc to ensure that these facilities are optimally utilised.

Policy:

TO 5: *CHKL shall actively promote, encourage and facilitate arts and cultural activities at local and international level.*

318. Historical, traditional and cultural products are the country's tourist attraction resources. The historic urban core in the City Centre is a precious tourism resource which encapsulates much of earlier settlement areas of attractive commercial buildings of unique architectural design built in the late 19th Century. This area shall be designated as the nation Cultural Heritage Centre to optimise its potential as a tourist attraction centre. Its infrastructure and facilities need to be provided and enhanced.

319. General policies regarding conservation are covered in *Chapter 14: Urban Design and Landscape*.

Policy:

TO 6: *CHKL shall designate the historic urban core as the main cultural heritage centre of the nation and diversify the cultural infrastructure so as to ensure there is a critical mass of attractions.*

8.4.3 SHOPPING, DINING AND ENTERTAINMENT

320. A main shopping spine in the City Centre shall be developed and promoted as a world-class shopping precinct. In addition, as a means of promoting locally made and/or locally designed products to Malaysians and tourists alike, dedicated plazas or malls shall be developed within specialised shopping precincts. Such 'Product Plazas' would be popular, as prices for goods should be more competitively priced than imported goods of equivalent quality.

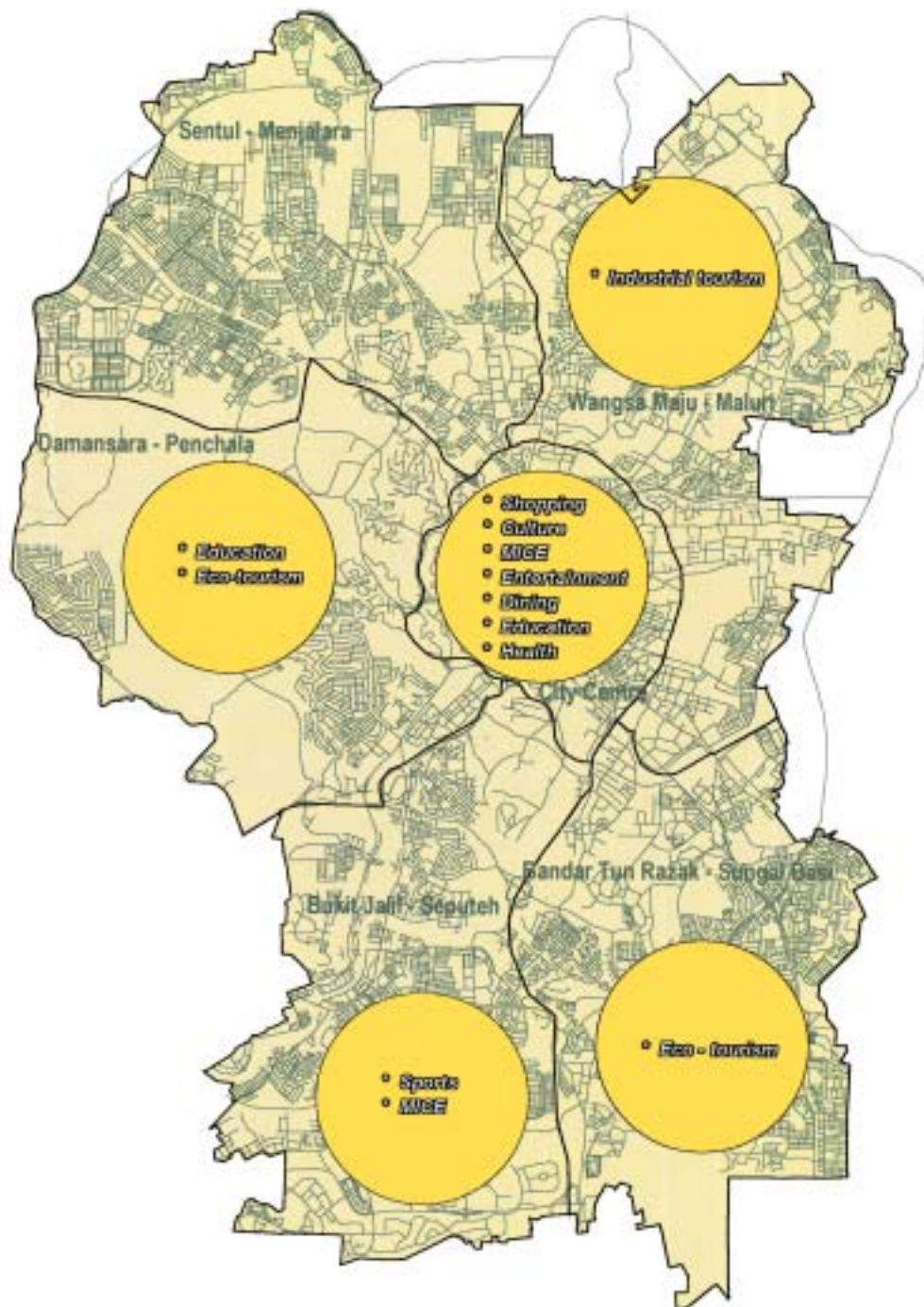


FIGURE: 8.4
TOURISM ZONES, 2020

KUALA LUMPUR STRUCTURE PLAN 2020



Photo 8.5: ... promotion of the City as an international shopping, dining and entertainment destination.

321. General policies relating to shopping are detailed in *Chapter 7: Commerce*.

322. There is a great opportunity to maximize the tourist potential of existing shopping, dining and entertainment facilities in Kuala Lumpur through more effective promotion of the City as an international shopping, dining and entertainment destination. To satisfy the expectations of international tourists, standards of cleanliness and hygiene should commensurate with world-class standards.

Policy:

TO 7: *CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinates with the private sector to promote Kuala Lumpur as an international shopping, dining and entertainment destination.*

8.4.4 RECREATIONAL ATTRACTIONS

323. Measures are being implemented to improve the quality and range of recreational activities, including the provision of more parks and sports facilities. These improvements, although primarily intended for the benefit of the residents of Kuala Lumpur, will also act as tourist attractions.

324. General policies relating to recreational activities are detailed in *Chapter 13: Community Facilities*.

325. Eco-tourism is increasingly being promoted as a means of protecting the natural environment that might otherwise be under the threat of development. The forest reserves at Bukit Nanas, Bukit Sungai Putih and Bukit Sungai Besi, ridges at Bukit Gasing and Bukit Dinding together with other undeveloped hilly areas such as part of Kampong Sungai Penchala, provide opportunities for eco-tourism development.

Policy:

TO 8: *CHKL shall provide and develop opportunities for eco-tourism in forest reserves and other suitable hilly areas.*



Photo 8.6: Measures are being implemented improve the quality and range of recreation activities, including the provision of more part and sports facilities.



326. The sports facilities at Bukit Jalil and other world-class sporting venues in the City present considerable potential for the hosting of major regional and national sporting events which could attract local and international tourists. Many of the major sport complexes can also be used as venues for other kinds of tourist related events such as trade fairs and concerts.

Policy:

TO 9: CHKL shall, together with the Kuala Lumpur Tourism Action Council and other relevant authorities and agencies, promote major sporting complexes as venues for international sports and other events.

8.4.5 HEALTH AND EDUCATION

327. There is an opportunity to capitalise on the tourism potential of the major concentration of medical and educational facilities in the City, particularly those with well packaged programmes aimed at attracting overseas clientele.

Policy:

TO 10: CHKL shall, together with the Kuala Lumpur Tourism Action Council and medical and educational organisations, develop and promote educational and health-care tourism.

8.4.6 TOURISM FACILITIES AND INFRASTRUCTURE

a) Hotels

328. As tourism to Kuala Lumpur develops and diversifies, there is a need for the hospitality industry to have more accommodation modes such as bed and breakfast accommodation and boutique hotels. Budget hotels, youth hostels and educational campus facilities to cater for youth travel and the student holiday market should also be encouraged.



Photo 8.7: ... opportunity to capitalize on the tourism potential of the major concentration of medical and educational facilities in the City.

Policy:

TO 11: CHKL shall promote the diversification of accommodation modes.

b) Meetings, Incentives, Conventions and Exhibitions

329. To maximize the potential for MICE tourism, Kuala Lumpur should be vigorously promoted as a MICE destination and additional MICE facilities must be developed.



Photo 8.8: ... Kuala Lumpur should be vigorously promoted as a MICE destination...

330. Competition amongst MICE destinations is keen and success depends on the standard of facilities on offer and the availability of nearby attractions and collateral activities. To increase the attractiveness of Kuala Lumpur's MICE facilities, they need to be continually upgraded to keep abreast of the best international standards and supporting tourist attractions should be developed near to MICE facilities.

Policy:

TO 12: CHKL shall promote Kuala Lumpur as an international meetings, incentive, conventions and exhibition centre and encourage the development of suitable facilities.

8.4.7 TOURISM SUPPORT SERVICES AND FACILITIES

a) Support Services

331. Sourcing and maintaining up-to-date tourist information is essential in nurturing the tourist industry particularly, when looking to attract overseas visitors who may have little knowledge of the City or the country.

332. Supporting signage and other information systems for tourists need to be improved. More

interpretation panels for key attractions such as heritage buildings should also be installed.

Policy:

TO 13: CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinates with other relevant agencies and the private sector to develop supporting information systems for tourists.

333. Skills training in the tourism sector needs to be increased in order to ensure that it is ready to meet the emerging and changing needs of the visitor market.

Policy:

TO 14: CHKL shall, together with the Kuala Lumpur Tourism Action Council, provides training programmes and support information for tourist front liners.

b) Support Facilities

334. An expanding tourism industry will place added demands for facilities in existing tourist attractions, including additional toilets and parking spaces for tour coaches, taxis and rental cars. Other support facilities like restaurants and souvenir shops will also need to be provided or upgraded and maintenance procedures in popular tourist attractions should be reviewed in the light of increased tourist traffic.

Policy:

TO 15: CHKL shall, together with the Kuala Lumpur Tourism Action Council, coordinate with other relevant authorities and agencies to ensure that all major tourist attraction areas are provided with high quality and well maintained facilities.



8.5 FUTURE REQUIREMENT

335. The tourism industry is in part dependent on a number of external factors such as the domestic and international economic situation, which can affect projections in the short to medium term. However, based on long-term trends, Kuala Lumpur anticipates an average annual increase in tourists of approximately 3 percent per annum over the next 20 years.

336. Projected future requirements for hotel floor space are based on the projected growth of tourist arrivals and an ALS of 3.0 nights in the year 2010. The distribution of hotel facilities reflects the continuing role of the City Centre as the tourism hub and the increased emphasis on sports and MICE tourism in the Bukit Jalil - Seputeh strategic zone.

Table 8.4: Projected Hotel Requirement, 2020

Strategic Zone	Hotel Rooms	Floor Space Required (in square metre)
City Centre	31,980	1,343,160
Wangsa Maju – Maluri	9,870	414,540
Sentul – Menjalara	5,300	222,600
Damansara – Penchala	11,210	470,820
Bukit Jalil – Seputeh	17,730	744,660
Bandar Tun Razak – Sg. Besi	7,680	322,560
Total	83,770	3,518,340



Industry



9.1 INTRODUCTION

337. **T**he industrial sector in Kuala Lumpur is undergoing a transformation as the City, in tandem with the MSC, takes the lead in moving Malaysia into the K-Economy. Large scale manufacturing industries that used to be the industrial mainstay of the City are no longer relevant to its new role as an international commercial and financial centre.

338. Although industry now plays a relatively minor role in the economy of the City compared to the commercial sector, an industrial component will be necessary to service the population of Kuala Lumpur and provide support services to commercial enterprises in Kuala Lumpur and its conurbation (KLC). In addition, CHKL aims to bring about an industrial renaissance that will revitalise the City's industrial sector by encouraging industries that are clean and requiring a highly skilled labour force, in particular those at the forefront of the new technologies. Research and Development (R&D) and higher skills training are essential components in this shift of emphasis towards knowledge-based industrial development, as is the need to adopt a more integrated approach towards industrial development. As part of this strategy, and in order to enhance the City's living environment, emphasis must be placed on the renewal of the older industrial areas of Kuala Lumpur and the eradication of illegal and polluting industries.

9.2 EXISTING SITUATION AND ISSUE

9.2.1 INDUSTRIAL SECTOR DEVELOPMENT

a) Manufacturing Sector

i. Existing Situation

339. Between 1984 and 1998, industrial land use grew by 19 percent from 579.5 hectares to 690.2 hectares. Industrial land use represented approximately 2.4 percent of total land use in 1998.

Manufacturing constituted about 66 percent of the total number of industrial establishments with service related industries accounting for the rest. Fabricated metal products, paper, paper products, foundries, printing and publishing made up the majority of manufacturing establishments while motor vehicle repairs, storage and warehousing predominate in the service related industries. The larger manufacturing establishments are tending to relocate outside of Kuala Lumpur mainly because of the scarcity and high cost of land in the City.

ii. Issue

340. Despite the decline in manufacturing, there is still a sizeable manufacturing component in Kuala Lumpur. A large number of these industries are incompatible industries that do not comply with current regulations.

- *Incompatible manufacturing industries.*

b) Service Industries

i. Existing Situation

341. Service industries, which include motor vehicle repairs, storage facilities and warehousing, are necessary to serve the City's population who cannot rely entirely on such services outside its boundary.



Photo 9.1: Service related industries, which include motor vehicle repairs, storage facilities warehousing, are necessary to serve the City's population...

ii. Issue

342. Although these industries such as motor vehicle repair workshops are clustered together in many locations throughout the City, they are widely dispersed and lack adequate infrastructure and facilities. In many cases these industries have not been properly planned for and some are illegal. Many are located in between residential areas and shop houses causing disturbance to the local community, pollution and traffic congestion.

- *Service industries are scattered in unsuitable locations that cause environmental pollution and traffic congestion.*

343. As vehicle ownership has increased, so has the demand for motor repair workshops and other related auto services. While some of these establishments are located in industrial areas, others are located in commercial areas. The provisions of the Use Classes Rule allow for industrial establishments under 200 square metres or with fewer than 20 machines to occupy commercial premises. As a result, motor repair workshops and other industries not compatible with their surroundings often occupy shop houses in commercial areas.

- *Use Classes Rule does not prevent incompatible industries from locating in commercial areas.*

c) Inter-industrial Linkages

i. Existing Situation

344. More than 90 percent of the industrial establishments in the City are small in size. On average the land area occupied per establishment is only 0.24 hectares. Approximately 8 percent of the industrial establishments in Kuala Lumpur are more than 30 years of age and about 36 percent are owned by single entrepreneurs. The vast majority of these small-scale industries operate independently with virtually no inter-industrial linkages.

ii. Issue

- *Weak inter-industrial linkages.*

d) Unrationalised Industries

i. Existing Situation

345. The majority of manufacturing industries operating in Kuala Lumpur are related to the

manufacture of machinery, plastics, foundries and printing. Only about 61 percent of existing manufacturing industries are operating in approved industrial areas.

ii. Issue

346. Approximately 28 percent of the existing manufacturing industrial establishments are located in commercial buildings within designated commercial land use areas. Of these establishments, a substantial number violate the floor space conditions stipulated in the CHKL operational guidelines. Another 11 percent are located in residential areas mainly in Jinjang, Bukit Indah and Bukit Jalil.

- *Industries occupying commercial buildings or located in residential areas.*

347. Several industrial areas are located very close to the river systems, especially those in Jinjang, Bukit Indah and Chan Sow Lin. This causes problems relating to environmental control and management in respect of garbage and industrial waste disposal, blockages to water flow and cleanliness.

- *Inappropriate location of polluting industries close to river systems.*

348. There are also industries operating without licenses and licensed industries squatting on government land mainly alongside rivers and major highways.

- *Industrial squatters on government land.*

349. Besides the activities of collection and selling of junk and used goods operating close to residential and main roads also contribute to visual, sound and environmental pollution.

- *Industries located in unsuitable areas for quality city living environment.*

9.2.2 INDUSTRIAL AREAS

a) Condition of Industrial Areas

i. Existing Situation

350. *Figure 9.1* and *Table 9.1* indicate the distribution of existing and committed industrial areas in Kuala Lumpur. About 80 percent of the

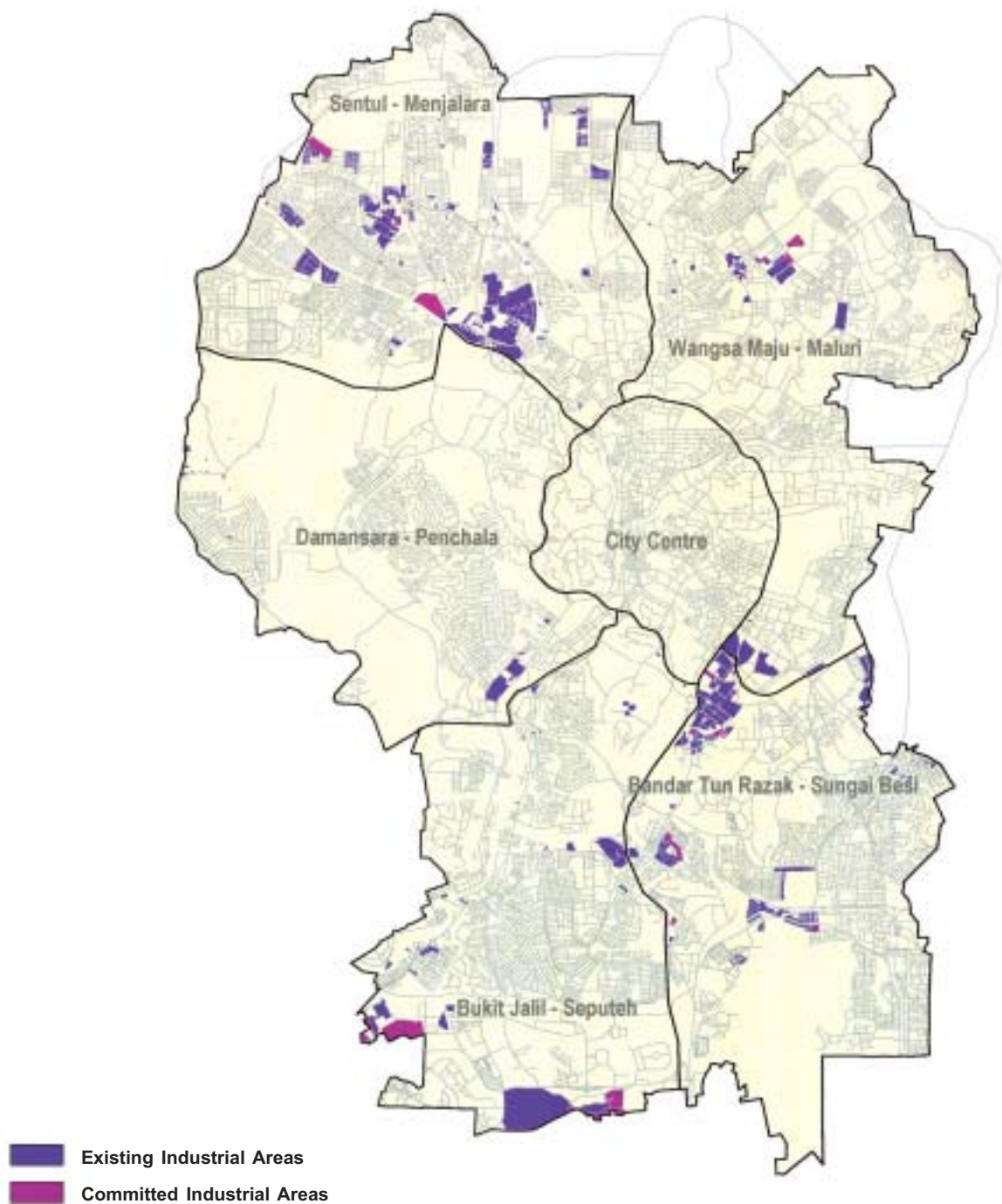


FIGURE: 9.1
DISTRIBUTION OF INDUSTRIAL AREAS BY STATUS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

Table 9.1: Industrial Floor Space by Status, 2000

Strategic Zone	Development Status (in square metre)				
	Existing	Under Construction	Development Order	Approved in principle	Total
City Centre	800	0	0	0	800
Wangsa Maju - Maluri	145,400	0	531,700	0	677,100
Sentul - Menjalara	998,700	123,000	185,500	457,400	1,764,600
Damansara - Penchala	0	0	0	0	0
Bukit Jalil - Seputeh	614,700	86,000	332,700	101,800	1,135,200
Bandar Tun Razak - Sg. Besi	329,800	16,000	149,600	60,700	556,100
Jumlah	2,089,400	225,000	1,199,500	619,900	4,133,800

existing manufacturing establishments are located in Bukit Indah, Jinjang, Bukit Anggerik, Chan Sow Lin, Sentul, Bandar Tun Razak and Seputeh while the majority of existing service related industrial establishments are located in Jinjang, Bukit Anggerik and Sentul. The majority of industrial land use is located in Jinjang, Bukit Indah, Maluri and Bukit Jalil.

351. Since 1984, relatively few new industrial estates have been developed. A notable exception is the Technology Park Malaysia in Bukit Jalil which covers about 280 hectares and which is being developed in three phases as a high technology industrial park. The three phases shall accommodate three major sectors i.e. engineering, biotechnology and communication technology, each containing resource, innovation, incubator, R&D, ICT and multi-media centres and housing.

ii. Issue

352. Many of the older existing industrial areas especially Chan Sow Lin, Jinjang and the Old Klang Road are in a very dilapidated state and lack basic infrastructural facilities.

353. In Jinjang, some of the industrial areas are located in shop houses or residential areas and there are also many illegal industries. These areas contribute to traffic congestion, jeopardise public



Photo 9.2: ...the Technology Park Malaysia in Bukit Jalil containing resource, innovation, incubator, R & D, ICT and multi-media centres and housing.

safety, constitute serious fire risks and create unhealthy conditions.

- *Many of the older industrial areas in Kuala Lumpur are obsolete and lack basic facilities.*

b) Facilities in Industrial Areas

i. Existing Situation

354. According to the Kuala Lumpur Industrial Survey 1999, there were a number of inadequacies in existing industrial areas.

355. There is inadequate housing for workers in industrial areas except in Chan Sow Lin and there is also a lack of recreational facilities. Banking facilities such as automated teller machine services are generally not available in industrial areas. None of the industrial areas in Kuala Lumpur have any properly planned hygienic hawker or food centres and only 2.4 percent of industrial premises have workers' canteens within their establishments. Only 26 percent of the industrial premises provide car and motorcycle parking facilities.

ii. Issue

- *Inadequate public facilities in industrial areas.*

356. Public transportation services to most of the existing industrial areas in Kuala Lumpur are inadequate.



- *Inadequate public transport services to industrial areas.*

357. Loading and unloading facilities are available in only 24 percent of the factory premises.

- *Insufficient loading and unloading facilities.*

9.3 OBJECTIVE

358. For Kuala Lumpur to become an International Commercial and Financial Centre, CHKL aims to:

- *promote the development of industries related to the K-Economy;*
- *promote high-end industries employing highly skilled workers;*
- *provide to all residents a wide range of employment and business opportunities; and*
- *maintain a sectoral balance in industrial development.*

359. To create an efficient and equitable city structure for Kuala Lumpur, CHKL aims to:

- achieve an optimum distribution of industrial areas in the City; and
- ensure that industrial land use is integrated with road and public transportation networks.

9.4 POLICY AND PROPOSAL

9.4.1 INDUSTRIAL SECTOR DEVELOPMENT

a) Manufacturing Sector

360. The proximity of Kuala Lumpur to the MSC will have a profound effect on the types of industries that will develop in Kuala Lumpur in the future. There will be opportunities to develop high technology and knowledge-based industries that are auxiliary to or support enterprises in the MSC. R&D centres associated with high technology industries will be encouraged in designated areas in the City.

361. CHKL shall encourage industries that have a high design and skills content. Such industries shall include those specialising in the manufacture of musical instruments, electronic toys, fashion, jewellery making and handicrafts. These kinds of industry have excellent export potential and could be well linked to commercial enterprises in the City.

362. The new direction for industry in Kuala Lumpur will rely on a plentiful skilled labour force. High technology skills training facilities are currently available in the Technology Park Malaysia and there are other institutes such as the German-Malaysian Institute offering specialist skills training. CHKL shall encourage the development of further high skills training facilities both within established institutions and in the new business and industrial parks.



Photo 9.3: CHKL shall encourage the development of further high skills training facilities...

Policy:

IN 1: CHKL shall encourage the development of high technology and knowledge-based industries.

363. In order to maintain a sectoral balance in the economic base, the City will continue to maintain a small manufacturing sector specialising in high technology industries.



Photo 9.4: ...will continue to maintain a small manufacturing sector specialising in high technology industries.

Policy:

IN 2: CHKL shall maintain a small manufacturing component related to high technology industries.

364. Manufacturing industries that are not compatible with Kuala Lumpur's industrial strategy and objectives must relocate away from the City.

Policy:

IN 3: CHKL shall ensure that there shall be no incompatible manufacturing enterprises in the City.

b) Service Industries

365. Automobile business parks shall be established in strategic locations, including a designated area in Chan Sow Lin, to enhance environmental management as well as provide efficient customer services. These parks shall provide 'one-stop centre' facilities for the operations of motor repair workshops, second-hand car sales and parking areas, showrooms, auto-parts and accessories shops, vehicle spraying workshops, vehicle services, vehicle refurbishment centres and provision for other related services that will enhance automobile businesses.

Policy:

IN 4: CHKL shall designate strategic locations as automobile business parks.



Photo 9.5: Automobile business parks shall be established in strategic locations...

366. Compatible service industries should be encouraged at neighbourhood and district centres for the convenience of residents, together with other small-scale light industries that can provide employment opportunities for those living nearby.

367. However, the Use Classes Rule shall be reviewed to ensure that polluting and hazardous industrial activities are not permitted in commercial areas.

Policy:

IN 5: CHKL shall review the Use Classes Rule.

c) Inter-Industrial Linkages

368. Small and Medium Industries (SMIs) require support services through which they can develop effective networking and to enable them to draw from available resources such as capital sourcing, human resource development training facilities and information regarding regulations governing their operations.

369. In addition, support facilities to foster and strengthen customer-supplier-producer linkages for the service related industries should be provided, so as to ensure a healthy service industry that is able to serve the population effectively.

Policy:

IN 6: CHKL shall coordinate with government agencies and the private



sector to provide networking and support services for the growth of Small and Medium Industries.

d) Unrationalised Industries

370. Unrationalised and illegal industries are undesirable elements in the City and should be phased out. However, many of these industries are light service industries that contribute to the economy of the City and need to be accommodated in more suitable locations.

Policy:

IN 7: CHKL shall designate areas to accommodate light service industries.

371. In areas where industrial establishments are close to river systems, the redevelopment process shall include efficient environmental control and management measures that prevent polluting the river systems.

372. Policies relating to river pollution are covered in *Chapter 15: Environment*.

373. Industries unsuitable for quality city living environment such as collection and selling of junk and second hand goods need to be removed out of Kuala Lumpur.

Policy:

IN 8: CHKL shall not allow industries to be located in areas unsuitable for quality city living environment.

9.4.2 INDUSTRIAL AREA DEVELOPMENT

a) Zone-Based Industrial Development

374. In order to regulate the expansion of industrial development, CHKL shall adopt a zonal approach by designating three distinct industrial zones (refer *Figure 9.2*).

375. The northern industrial zone that concentrates on engineering services and production

industries comprises Jinjang, Bukit Maluri, Wangsa Maju, Sentul and Setapak. This zone is reasonably close to the Malaysian second car plant in Serendah and the proposed Proton City in the Bernam Valley. Activities related to automobile services, food processing, printing, warehousing, handicraft and packaging are expected to be the main industry in this northern zone. Support industries to cater for local needs and fabricated metal products are also encouraged.

376. The central industrial area comprising the City Centre, Damansara and Penchala, emphasizes on services specialising in fashion, handicraft and printing industry.

377. The southern industrial zone comprising Bukit Jalil, Bukit Indah, Bukit Anggerik, Seputeh, Bandar Tun Razak and Chan Sow Lin, concentrates on R & D, services and manufacturing. This zone is adjacent to the MSC and is also easily accessible to the KLIA. The MSC and the Technology Park Malaysia at Bukit Jalil provide opportunities for R&D cluster such as engineering, communication and technological information and bio-technology, printing, warehousing, food processing, automobile services and packaging.

378. The industrial development in all three zones shall be encouraged to take advantage of current development in their hinterland.

Policy:

IN 9: CHKL shall implement a zone-based industrial development strategy complementing prevailing sub-regional developments.

b) Industrial Area Infrastructure Development

379. Measures shall be implemented to provide all industrial areas with proper basic infrastructure, services and facilities including wider roads, improved loading and unloading facilities, better drainage systems, parking and public transport facilities, as well as suitable commercial enterprises, banking facilities, food courts and recreational areas.

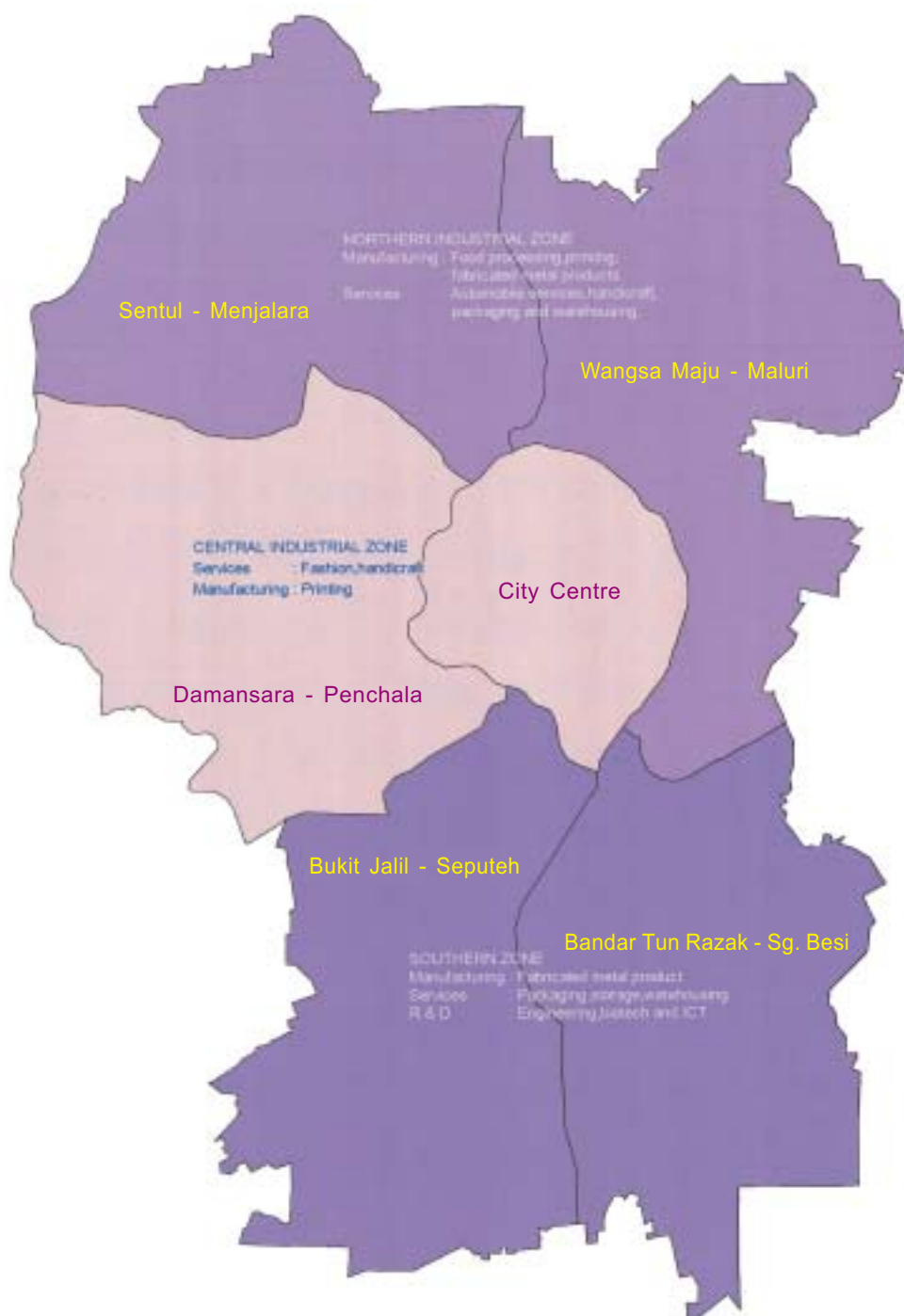


FIGURE: 9.2
PROPOSED INDUSTRIAL ZONES

KUALA LUMPUR STRUCTURE PLAN 2020



Policy:

IN 10: *CHKL shall ensure that all designated industrial areas are provided with adequate public facilities including parking for heavy goods vehicles.*



Photo 9.6: Measures shall be implemented to provide all industrial areas with proper basic infrastructure, service and facilities including wider roads, improved loading and unloading facilities...

c) Industrial Development Close to Transit Terminals

380. Transit oriented development is a cornerstone of the development strategy. Development policies shall aim to ensure that residential areas, services and commercial facilities shall, as far as is possible, have easy access to transit facilities. Where appropriate this strategy shall also include industrial areas particularly those where there is high employment. Feeder bus services in these industrial areas shall link to the rail-based public transport system.

Policy:

IN 11: *CHKL shall encourage the development of new industrial areas and the redevelopment of older industrial areas which are near to transit terminals.*

9.5 FUTURE REQUIREMENT

381. Projected future requirements for industry forecast an overall increase in floor space with high technology and highly skilled clean industries gradually taking the place of the older manufacturing industries. The main areas of growth will be in Sentul - Menjalara and Bukit Jalil - Seputeh. Service industries that serve the population of Kuala Lumpur will be distributed evenly across the six strategic zones.

Table 9.2: Projected Industrial Requirement, 2020

Strategic Zone	Floor Space Requirement (in square metre)
City Centre	180,900
Wangsa Maju – Maluri	542,600
Sentul – Menjalara	1,085,100
Damansara – Penchala	180,900
Bukit Jalil – Seputeh	1,085,100
Bandar Tun Razak – Sungai Besi	542,600
Total	3,617,200



Transportation



10.1 INTRODUCTION

382. Comprehensive and efficient transportation system networks with good inter and intra city linkages are essential enabling factors to ensure Kuala Lumpur's position as an international commercial and financial centre.

383. For the residents of Kuala Lumpur, the City must be able to provide an efficient and equitable city structure that, as far as possible, allows all members of the community equal accessibility to all areas and facilities so that everyone may enjoy the maximum benefits of city living.

384. The basic structure is now in place with a comprehensive road and rail network that has been built up since 1984, and the programme now for Kuala Lumpur will be to develop, refine and integrate this transportation system to serve the City and its population until 2020. In this respect, CHKL shall assist in the implementation of a fully integrated transportation system.

10.2 EXISTING SITUATION AND ISSUE

10.2.1 GENERAL

a) Transport Modal Share

i. Existing Situation

385. Between 1985 and 1997, the modal share of public transport decreased from 34.3 percent to 19.7 percent. This represents a major shift away from public transport and in particular bus transport, which is partly attributable to higher personal affluence leading to an increase in car ownership and also to deficiencies in the bus services. The increasing reliance on private transportation, in particular private cars, has created considerable pressure on the road network which has contributed to the problems of traffic congestion.

ii. Issue

- *Low public transport modal share resulting in high demand on road infrastructure and traffic congestion.*

b) Travel Demand

i. Existing Situation

386. Increased affluence and out migration from Kuala Lumpur have both contributed to the present traffic congestion problems in the City Centre. Between 1980 and 1997, the population of Kuala Lumpur maintained an annual growth rate of 1.1 percent while from 1985 to 1997 person trips by cars increased at an average annual growth rate of 4.2 percent in the Klang Valley Region.

387. It is also significant that, although the population of the City Centre accounts for only 3.3 percent of total population of the Klang Valley Region, approximately 19 percent of the 8.3 million person trips made daily within the Klang Valley Region are trips generated in the City Centre.

388. The high travel demand has been met in large part by private transportation in particular, private cars. As a consequence, there has been congestion and a serious deterioration of travel speed on major roads in many parts of Kuala Lumpur, especially in the City Centre as well as in the east and south, due to major traffic routes operating at or above capacity during peak hours. Low vehicle occupancy has further aggravated the problem.

ii. Issue

- *High travel demand to and from the City Centre during peak hours.*

c) Traffic Management

i. Existing Situation

389. Traffic management measures are aimed at optimizing the existing infrastructure to improve flow capacities and to be more responsive to traffic demand at different times of the day.

390. Various measures have been successfully implemented in Kuala Lumpur. The principal means of traffic control in the City presently comprises a computer based area traffic signal coordination system (SCATS/ITACA) that operates 130 intersections, supplemented by the traffic police during peak hours. Extension of the existing traffic control system, together with an upgrading of the system's capability, is currently being implemented in phases.

391. Other traffic control measures which contribute to traffic management in Kuala Lumpur include the one-way street system, reversible lanes to increase lane capacity during morning peak hours, exclusive bus/taxi lanes, penalties for illegal on-street parking and regulations controlling heavy vehicle entry into the City Centre during peak hours.

392. Additional measures that relate to road safety are through the use of traffic signage, barriers, pavement line marking and pedestrian bridges. Driver awareness campaigns and strict provisions for the issuance of driving licenses are also relevant contributions to effective traffic management.

ii. Issue

393. Although traffic management measures have done much to ease traffic flows particularly in the City Centre, they cannot continue to do so indefinitely if traffic demand on the roads continues to grow.

- *Traffic management measures alone cannot effectively increase existing road capacity levels.*

d) Transportation Institutional Framework

i. Existing Situation

394. The institutional structure responsible for urban transportation within Malaysia and, more specifically, Kuala Lumpur is divided between federal departments and City Hall Kuala Lumpur (CHKL) (refer to *Table 10.1*).

395. The CHKL Urban Transport Department is entrusted with wide ranging coordination and administrative functions for the planning of urban transport in an effective manner. The Federal Government deals more with nationwide transportation plans, policy guidelines and matters concerning overall transport administration and planning.

396. Private sector involvement in the provision of transport infrastructure has expanded from the original role of bus and taxi transport operations to toll road construction and the implementation, operation and maintenance of the commuter, light rapid transit (LRT) and people mover rapid transit (PRT) systems.

Table 10.1: Urban Transportation Responsibilities - Federal and Local Government Departments

Federal Government / Local Government Tier	Departments Related to Transportation
Prime Minister's Department	<ul style="list-style-type: none"> • Economic Planning Unit • Federal Territory Development and Klang Valley Planning Division
Ministry of Home Affairs	<ul style="list-style-type: none"> • Royal Malaysian Police
Ministry of Works	<ul style="list-style-type: none"> • Public Works Department • Highway Planning Unit • Malaysian Highway Authority
Ministry of Transport	<ul style="list-style-type: none"> • Road Transport Department • Department of Railways • Railway Asset Corporation
Ministry of Entrepreneur Development	<ul style="list-style-type: none"> • Commercial Vehicle Licensing Board
City Hall Kuala Lumpur	<ul style="list-style-type: none"> • Urban Transportation Department • Public Works Department • Enforcement Directorate

Source: Information Book: Dewan Bandaraya Kuala Lumpur, 1993. Dealing with the Malaysian Civil Service - 2nd Edition: Pelanduk Publications (M), 1994.

ii. Issue

397. There is a degree of overlap and duplication in the functions of the various agencies responsible for Kuala Lumpur's transportation network which has led, in some instances, to conflicting policies or programmes. This has made it more difficult to formulate policies for public and private transportation which are consistent.

- *Inadequate coordination of policies concerning public transport and public/private transport modes.*

10.2.2 PUBLIC TRANSPORT

a) Rail - Based Public Transport

i. Existing Situation

398. Rail services have become a significant factor in public transport in Kuala Lumpur since the opening of the Light Rail Transit (LRT) System 1, Sistem Transit Aliran Ringan Sdn Bhd (STAR) in 1996 and subsequently the LRT System II or Projek Usaha Sama Transit Ringan Automatik (PUTRA) in 1998. Together they provide approximately 50 kilometres of rail network with 40 stations. In addition to the LRT, the People Mover Rapid Transit (PRT), a monorail system



recently completed, serves major office and other commercial developments within the City Centre. The monorail's 10-kilometre route with 10 stations act as a downtown people mover operating on an elevated track.

399. The Express Rail Link (ERL), a dedicated high-speed rail system, connects KL Sentral and Kuala Lumpur International Airport (KLIA). The ERL terminus at KL Sentral functions as a city airport terminal for KLIA. At KL Sentral station, an inter-modal facility is being provided with KTM Commuter, PRT and LRT System II, where users can transfer between the various modes to their desired destinations.

400. The upgrading of KTMB rail services and the operation of the KTM commuter added about 137 kilometres of rail services between Rawang - Seremban and between Sentul - Port Klang passing through 39 stations and halts. This service allows commuters to capture a significant portion of the long distance daily travel needs between Kuala Lumpur and the suburbs.



Photo 10.1: Rail services have become a significant factor in public transport in Kuala Lumpur...

ii. Issue

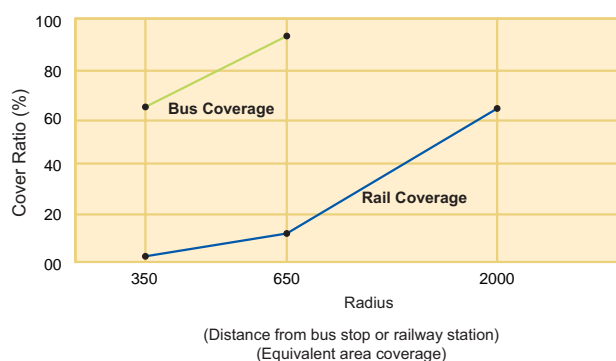
401. LRT and commuter rail usage has been encouraging. However, optimal usage has still to be achieved due to:

- *inadequate interchange facilities at stations including car and motor cycle parking and pedestrian linkages;*
- *lack of integration between rail-based stations; and*
- *poor support services including inadequate feeder bus frequency and service coverage.*

402. Figure 10.1 indicates the relative accessibility of bus and rail-based public transport. It is clear that rail-based public transport services are far less accessible than bus services and, consequently, their ability to service patrons in a single trip from origin to destination is very limited. The 2-kilometre radius coverage of the feeder buses that operate from stations is not enough to ensure sufficient accessibility.

- *Poor accessibility to rail-based public transport.*

Figure 10.1: Rail and Bus Accessibility



Note: 2000m distance based on an average area 2000m x 650m to allow for proximity of stations.

b) Bus Services

i. Existing Situation

403. At present there are four major private companies operating about 15,000 bus trips per day. Each company operates about 30 routes, most of which are radial in nature, terminating at the City Centre.

404. Improvements to the bus network are being facilitated by CHKL providing exclusive bus and taxi lanes in the City Centre and comfortable stop facilities. Together these improvements are intended to offer passengers a quick, comfortable and convenient transport option.

ii. Issue

405. Despite the improvements to the bus system and road infrastructure, bus utilisation is low, primarily as a consequence of route duplication, unreliable service frequency, overcrowding during peak hours and the poor condition of buses.

- *Under utilisation of bus services; and*
- *Unreliable and poor quality of services.*



Photo 10.2: Improvements to the bus network are being facilitated by CHKL providing exclusive bus/taxi lanes in the City Centre and comfortable shelter/stop facilities.

406. The existing main bus terminal is at Puduraya in the City Centre. The majority of inter city buses and coaches terminate there, thus adding to traffic congestion and consequently, longer journey times for passengers.

- *Central location of main bus terminal contributing to traffic congestion.*

c) Taxis

i. Existing Situation

407. Taxis are an important element of the public transport system offering a convenient form of

alternative transport particularly outside peak hours. There are approximately 24,721 taxicabs licensed in Kuala Lumpur, run by 4,183 operators. A traffic classification survey carried out by Japan International Cooperation Agency (JICA) in 1997 indicated that taxis constituted 4 to 6 percent of the total number of vehicles passing through the City Centre.

ii. Issue

408. There is no shortage of taxis but availability is frequently a problem at peak periods and during bad weather.

- *Unreliable taxi services.*

10.2.3 PRIVATE TRANSPORTATION

a) Cars and Car Parking

i. Existing Situation

409. Based on the Road Transport Department report, the ratio of registered cars and motorcycles in Kuala Lumpur was 985.7 per 1,000 population in 2000. However, based on the Home Interview Survey carried out by JICA in 1998 the estimated possession ratio in vehicles represents approximately 211 cars per 1,000 population and 164 motorcycles per 1,000 population. Private cars account for 56.6 percent of all motorised trips in Kuala Lumpur.

410. CHKL through the town planning approval process controls the number of car and motorcycle parking spaces to be provided for new development. However, at present parking charges are subjected to market forces and are not regulated.

411. In order to alleviate traffic congestion, CHKL has successfully implemented roadside parking restrictions on all major arterial roads in the built-up areas.

412. There are approximately 65,206 car parking spaces in the City Centre (refer to *Figure 10.2*). Office buildings record the highest utilisation of spaces averaging 71.0 percent, followed by retail premises (49.0 percent average) and mixed-use (47.0 percent average). Generally, car-parking provision in the City Centre is more than adequate.



ii. Issue

413. Parking charges in the City Centre favour regular long-term parking with many car park operators offering cheap seasonal parking tickets. This, together with the flexibility afforded by private transport, encourages commuters to continue to use private transport into the City Centre.

- *The low cost of long-term parking in the City Centre together with the abundance of parking spaces and the flexibility of movement associated with car transport, has made car transport the preferred means of travel in the City.*

414. Outside the City Centre there is a shortage of car parking spaces in areas close to public transport and also in shop lot development where there are no multi-storey or underground car parks.

- *Shortages of parking spaces outside the City Centre in locations which have reasonable access to public transport and in shop lot development.*

b) Motorcycles

i. Existing Situation

415. Motorcycles account for approximately 23 percent of all road users in Kuala Lumpur. Principally used by the young and lower income groups, they provide a fast, flexible and economical means of transportation around the City.

416. About 52 percent of the total numbers of fatal and serious accidents in Kuala Lumpur involve motorcycles. Motorcycles are the major source of urban air and noise pollution. Noise emission from motorcycles in the City Centre exceeds permissible noise limits (*Malaysia Environmental Quality Report 1996, DOE*).

ii. Issue

- *The accident rate involving motorcycles is higher than for all other forms of transport; and*
- *Motorcycles contribute significantly to noise and air pollution.*

10.2.4 ROAD INFRASTRUCTURE

i. Existing Situation

417. Under the privatization policy, the road building programme for the Klang Valley set out in the KLSP 1984, which comprised 23 new roads and 21 major road improvement projects, has mostly been completed together with some additional toll highways. The road network now in place has succeeded in its primary purposes of eliminating through traffic from the City Centre, reducing congestion on minor roads and efficiently dispersing traffic from the City Centre.

418. In addition, there are a number of road building projects already under way, and some for which a concession agreement has already been signed, or for which approval in principle has been given (refer to *Table 10.2*).

ii. Issue

419. Discontinuities in the old city street layout have resulted in a lack of direct routes being available for traffic entering or leaving the City Centre, specifically from the south along Jalan Syed Putra and from the east along Jalan Kuching. Access to Bukit Bintang from these directions require through traffic to pass along narrow streets within the old city precinct.

- *Constraints in expanding existing routes for traffic entering or leaving the City Centre.*



Photo 10.3: The road network now in place has succeeded in its primary purposes of eliminating through traffic from the City Centre.

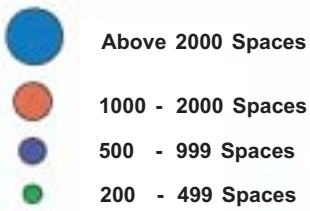
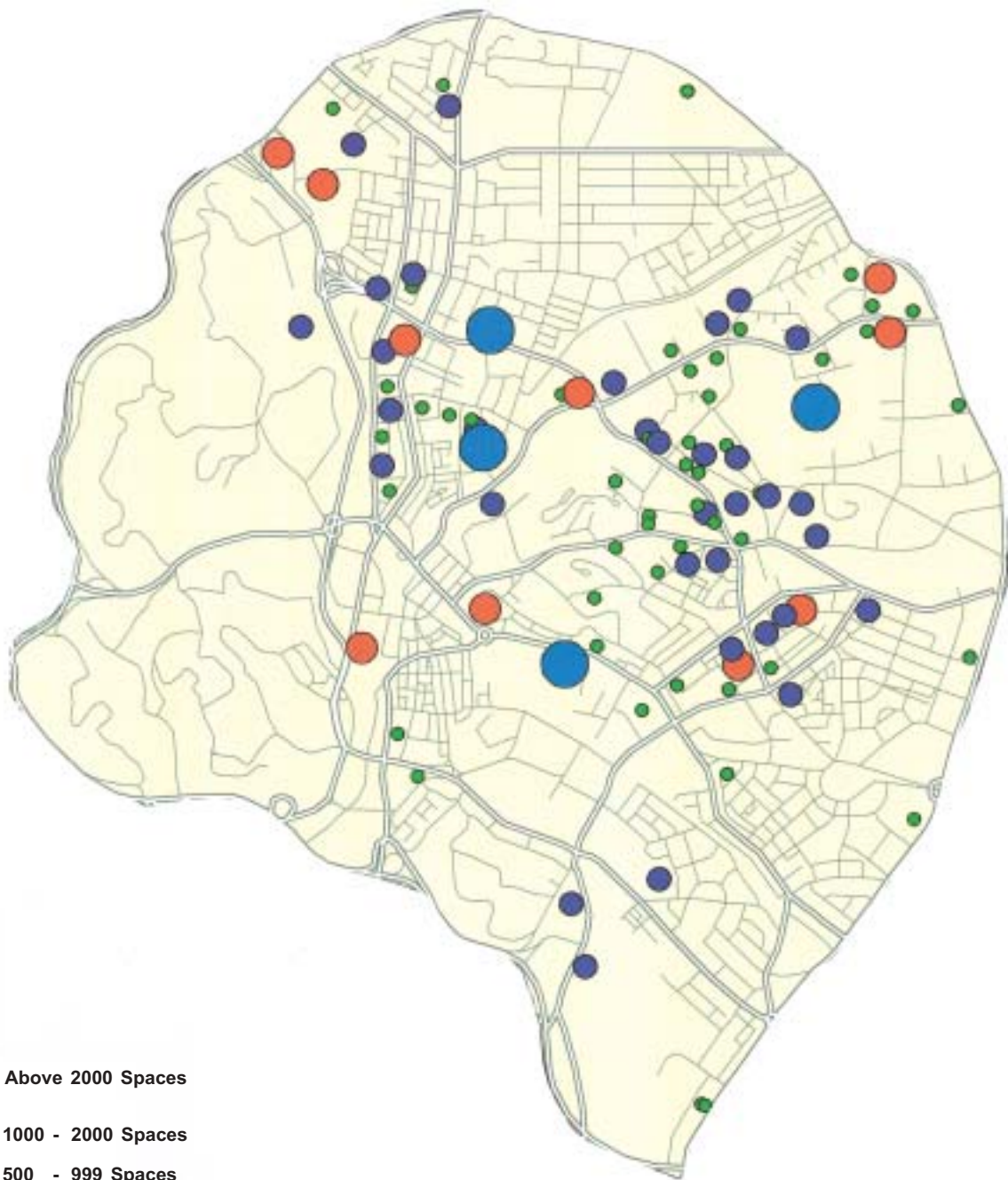


FIGURE: 10.2
LOCATION OF MAJOR CAR PARKING STATIONS
IN THE CITY CENTRE, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



Table 10.2: Highway and Road Building Projects, 2000

No.	Road Projects	Status
1.	Middle Ring Road 2	Completed
2.	New Pantai Highway	Under construction
3.	Western Kuala Lumpur Traffic Dispersal Scheme (Damansara, Kerinchi, Penchala Link)	Under construction
4.	Sungai Besi Highway	Completed
5.	Ampang Elevated Highway	Completed
6.	New Klang Valley Expressway (NKVE) - North Link	Completed
7.	Salak Expressway	Completed
8.	East - West Link	Completed
9.	Middle Ring Road 1	Completed
10.	Inner Ring Road	Completed
11.	Puchong - Sungai Besi Road	Completed
12.	Jalan Pahang	Completed
13.	Jalan Genting Klang (upgrading)	Planning stage
14.	Jalan Gombak (upgrading)	Planning stage
15.	Kuala Lumpur Karak Highway (upgrading)	Planning stage

420. Although the road-building programme is, to all intents and purposes, complete, there remain instances where connections between major roads or major and minor roads are incomplete. In addition, in some instances there is traffic back up at at-grade junctions which are unable to cope with the traffic flow. These factors cause traffic bottlenecks that lead to traffic congestion particularly at peak hours.

- *Discontinuities in the road network; and*
- *Traffic back up at at-grade junctions.*

421. Because no requirement has been made in privatization agreements, major toll highways have been built without any specific provision for public transport or freight vehicles. The potential for maximising the utilisation of these highway routes for high-speed public transport connections to outlying areas has not been exploited.

- *Lack of specific provision in toll highways for public transport or freight vehicles.*

422. The development of major roads in Kuala Lumpur has not always fully observed road classification requirements. In addition, some roads have assumed functions for which they were not originally designed such as residential roads that have become trunk roads due to ill-considered road connections. These anomalies have presented difficulties in the design and management of the overall road network.

- *Existing designation of major roads does not reflect actual usage.*

423. Plot ratios for commercial spaces within the City Centre have progressively increased over the years and created increased pressure on the road network. Large-scale projects planned and committed will increase private vehicle travel demand even further.

- *Increased pressure on the road network due to intensive and large-scale commercial development.*

10.2.5 NON-MOTORISED TRANSPORT

a) Pedestrian

i. Existing Situation

424. A pedestrian network is progressively being implemented in the City Centre. This will facilitate pedestrian and non-motorised vehicle movement at activity centres, connect transit stations and terminals for convenient inter-modal transfer, provide pedestrian malls and act as traffic restraint measures. The network will also help increase the utilisation of public transportation and reduce short vehicle trips.

425. The existing situation and issues relating to pedestrian movement are outlined in *Chapter 14: Urban Design and Landscape*.

b) Bicycles

i. Existing Situation

426. Cycle ways have, for some time, been incorporated into new housing estates and



Photo 10.4: ...pedestrian and non-motorised vehicle movement at activity centres, connect transit stations and terminals for convenient inter-modal transfer...

recreational areas. Despite the relatively flat terrain of Kuala Lumpur, cycling as a convenient means of transport is under utilised partly due to local climatic conditions. There are also, however, some shortcomings in the existing cycle way network which contribute to the under utilisation of bicycles.

ii. Issue

427. Opportunities exist for bicycle transport in providing connections to public transport services and short distance local travel. Other cities have utilised their roads, rail and open space corridors to create a comprehensive local area cycle way network.

- *Cycle ways in housing estates suffer from under usage, misuse (illegal parking) and poor maintenance; and*
- *Lack of continuity in the cycle way networks.*

10.2.6 FREIGHT TRANSPORT

i. Existing Situation

428. Lorry vehicular trip production is mainly focused in the industrial areas peripheral to the City Centre. Heavy lorry flows are concentrated more in external zones to the south and passing through the region on a north-south axis.

429. Within Kuala Lumpur there is some heavy goods vehicle (HGV) movement although this is prohibited during the morning and evening peak hours.

ii. Issue

430. There are areas in the north and south of the City where the illegal parking of HGVs, construction vehicles and coaches in residential areas causes inconvenience to the residents.

- *Illegal parking of heavy goods vehicles and construction vehicles in residential and commercial areas due to the lack of proper parking facilities and consequent enforcement difficulties.*

10.3 OBJECTIVE

431. To create an efficient and equitable city structure for Kuala Lumpur, CHKL aims to:

- *provide a comprehensive and integrated transportation system that caters for the needs of inter and intra city travel;*
- *reverse the decline in public transport usage and to achieve a targeted public: private transport modal split of 60:40 by the year 2020;*
- *optimise the road and rail transportation infrastructure so that it operates at its full capacity and maximum efficiency;*
- *ensure that the overall configuration of land use is integrated with road and public transportation networks to optimise the development of land; and*
- *ensure that all areas within the City enjoy the same high quality and standard of provision of public transport services.*

432. To enhance the city living environment, CHKL aims to:

- *create a city that is highly accessible for all its occupants and users, in particular, one that is pedestrian and handicapped friendly.*



10.4 POLICY AND PROPOSAL

10.4.1 GENERAL

a) Travel Demand Management

433. If current trends continue, motorised trips by car in 2020 are expected to be almost double those of 1997. Increasing road capacity by constructing new roads and widening existing roads do not, in the long run, resolve the situation but simply postpone the problem until more roads need to be built. Most areas in the City, especially the City Centre, are now built up and land acquisition for road development is becoming increasingly difficult and expensive.

434. CHKL is, therefore, moving towards a Travel Demand Management strategy that aims to redirect movement patterns from private to public transport by integrating transport modes, extending and promoting public transport and discouraging the use of private transport. The public transport system in the City must be competitive, convenient, user-friendly and accessible to all income groups.

Policy:

TT 1: CHKL shall determine Travel Demand Management measures to increase public transport usage and liaise with the relevant authorities to ensure that these measures are implemented.

TT 2: CHKL shall implement a private vehicle restraint programme to improve traffic circulation in the City Centre by discouraging car travel to and from the City Centre during peak hours and enforcing measures to limit access to certain parts of the City.

b) Traffic Management System

435. In order to optimise the traffic management system now in place, the system needs to be upgraded to one that can monitor and control all aspects of traffic movement in the City.

Policy:

TT 3: CHKL shall enhance the traffic management system.

c) Transit Oriented Development

436. A principal objective of the transportation sector is the integration of land use with transportation and the development of a Transit Oriented Development Strategy. This strategy, which is detailed in *Chapter 6: Land Use and Development Strategies*, will promote intensified development along the rail network. Any planned extension to the rail network must, therefore, complement this policy by ensuring that rail stations serve designated urban centres.

Policy:

TT 4: CHKL shall establish a Transit Planning Zone to facilitate intensification of transit oriented residential, commercial and mixed-use development around rail stations.



Photo 10.5: ...will promote intensified development along the rail network.

10.4.2 PUBLIC TRANSPORT

a) Public Transport Administration

437. The increased emphasis and capital expenditure on public transport requires complementary coordination between government departments and other related agencies. CHKL shall take pro-active measures in ensuring the implementation of government policy in relation to the public transport administration.

Policy:

TT 5: CHKL shall assist to coordinate the planning, development and operation of public transport and related private transport matters.

b) Public Transport Integration

438. Consistent with the government's policy, emphasis will be on providing an integrated, flexible, wide ranging and efficient public transport system orientated towards passenger accessibility and convenience. Central to this approach is the integration of public transport modes with each other and with private transport so that, with streamlined inter-modal transfer facilities and integrated ticketing, passenger trips become as convenient and seamless as possible.

439. In order to avoid traffic congestion occurring on local streets, major bus and rail park-and-ride interchange facilities will be located at the points of intersection of the rail stations and major roads. The recommended locations of these interchanges are shown in *Figure 10.3*.

Policy:

TT 6: CHKL shall assist in the implementation of a fully integrated transportation system in line with the government's policy.

c) Rail-Based Public Transport

440. The rail network is the most efficient means of providing high capacity rapid public transport. Medium and long-term plans for the introduction of different types of rail systems such as tram and the expansion of the rail network to outlying areas should be regularly examined in every 10 years for their feasibility.

441. The major growth areas in Kuala Lumpur are now well linked to the City Centre except those on the east-west axis. The feasibility of a new Damansara - Cheras LRT line linking growth areas in the east and west shall be investigated together with new rail links to serve district centres, comprehensive development areas and growth areas.



Photo 10.6: ...the integration of public transport modes...

442. It is also proposed that the STAR LRT line from Sentul Timur station be extended northward towards Taman Wahyu and westward towards Kepong and another line be extended from Sri Petaling station westward to serve the area around Bukit Jalil.

443. A further extension to the LRT is proposed from KL Sentral station to the proposed district centre at Bukit Indah. These five future lines will add a further 41.9 kilometres to the existing network.

Policy:

TT 7: CHKL shall assist in the preparation of feasibility studies for future extensions to the rail network and coordinate with the relevant authorities with regard to implementation.

d) Bus Services

444. Buses will remain the principal form of public transport especially outside the City Centre for the foreseeable future. In order to encourage greater usage of bus services, it is essential that measures be undertaken to improve their reliability, coverage, comfort and convenience.

Policy:

TT 8: CHKL shall assist in determining measures to improve bus services with maximum penetration into growth areas and all major employment and retail centres and coordinate with the relevant agencies and operators.

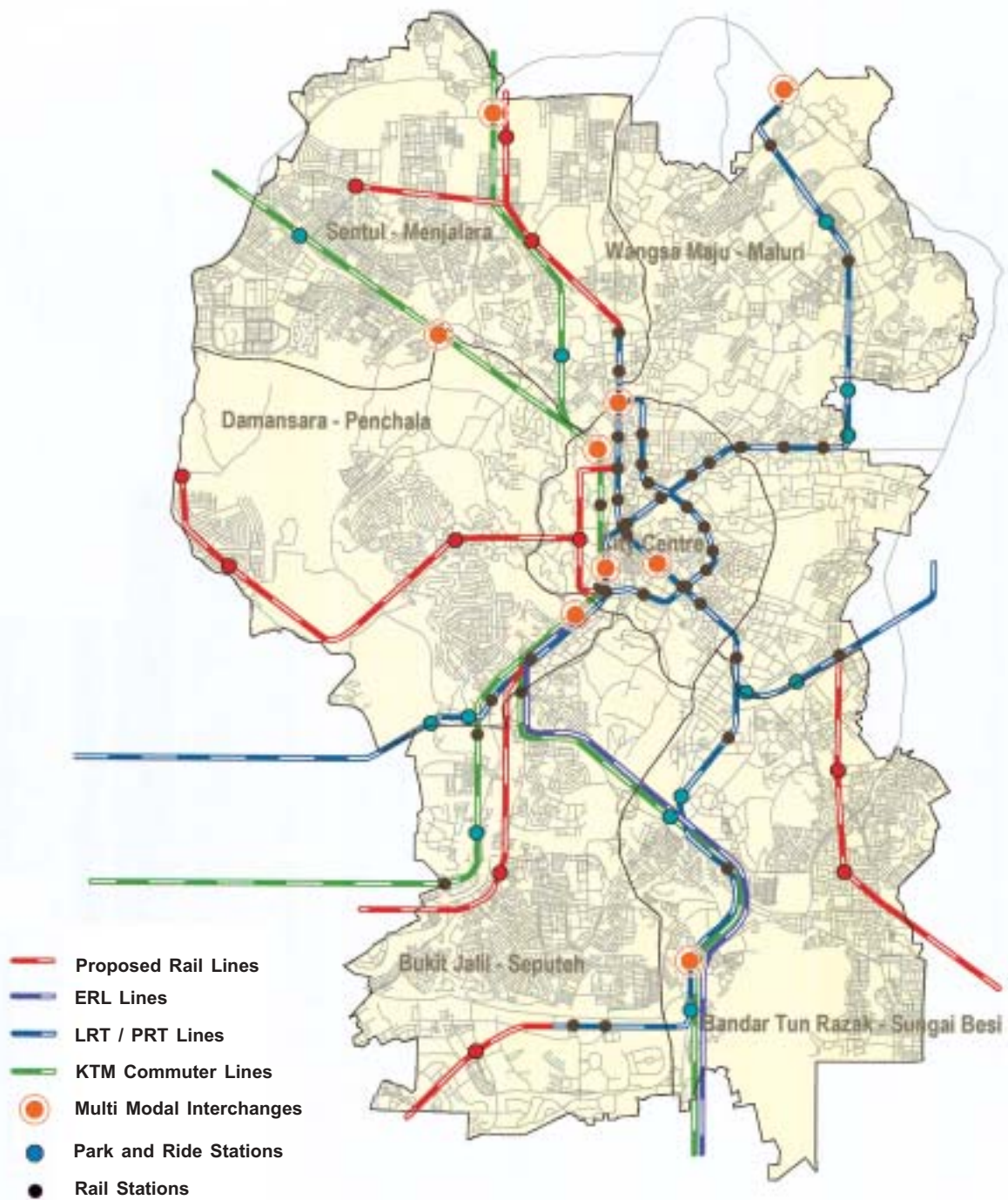


FIGURE: 10.3
INTEGRATED RAIL BASED PUBLIC TRANSPORT SYSTEM, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

445. CHKL shall also implement measures to create a network of bus terminals on the periphery of Kuala Lumpur for buses and coaches serving separate inter-regional and intra-regional services. These terminals will be integrated with the rail system via multi-modal interchanges to enable easy access to the City Centre and other areas of the City. Inter-regional terminals shall be located at Gombak (to serve the east), Bandar Tasik Selatan (to serve the south), Jalan Ipoh (to serve the north) and the station at CDA Jalan Duta (to serve the west). Hentian Putra, Pasarama Kota and Plaza Rakyat terminals will serve as the intra-regional terminals. Terminals to cater for local services shall be developed at various suitable locations in the City (refer to *Figure 10.4*).

Policy:

TT 9: *CHKL shall implement a bus terminal network for inter-regional, intra-regional and local bus services.*

e) Cars and Car Parking

446. By controlling the supply and distribution of car parking facilities in Kuala Lumpur, CHKL can help to reinforce public transport and Travel Demand Management objectives by making private transport a less attractive proposition than public transport, especially within the City Centre. This can further be reinforced by controlling the cost of car parking in different parts of the City.



Photo 10.7: CHKL shall regulate the supply of parking facilities.

Policy:

TT 10: *CHKL shall regulate the supply of parking facilities.*

f) Taxis

447. In view of the vital role that taxis play in the business and commercial life of the City, it is important that significant improvements are made to the levels of service and reliability. In achieving better overall public transport services, taxis need to be expanded with innovative services into new markets.

Policy:

TT 11: *CHKL shall assist in improving the reliability and availability of taxi services in coordination with the relevant agencies.*

10.4.3 PRIVATE TRANSPORTATION

a) Motorcycles

448. As Kuala Lumpur looks to a cleaner and safer living environment, the role of the motorcycle in transportation must be examined. A large percentage of motorcycle users are those that would benefit from a more comprehensive public transportation system. In a long term, measures to encourage motorcycle users to make greater use of public transport and limit motorcycle usage in the City Centre to only essential users should be looked into.

449. In the short and medium term, measures to improve safety for motorcycle users shall be implemented and more rigorous enforcement of existing regulations shall be exercised.

Policy:

TT 12: *CHKL shall assist and coordinate with the relevant authorities in the improvement of road infrastructure to enhance safety measures for motorcycle users.*

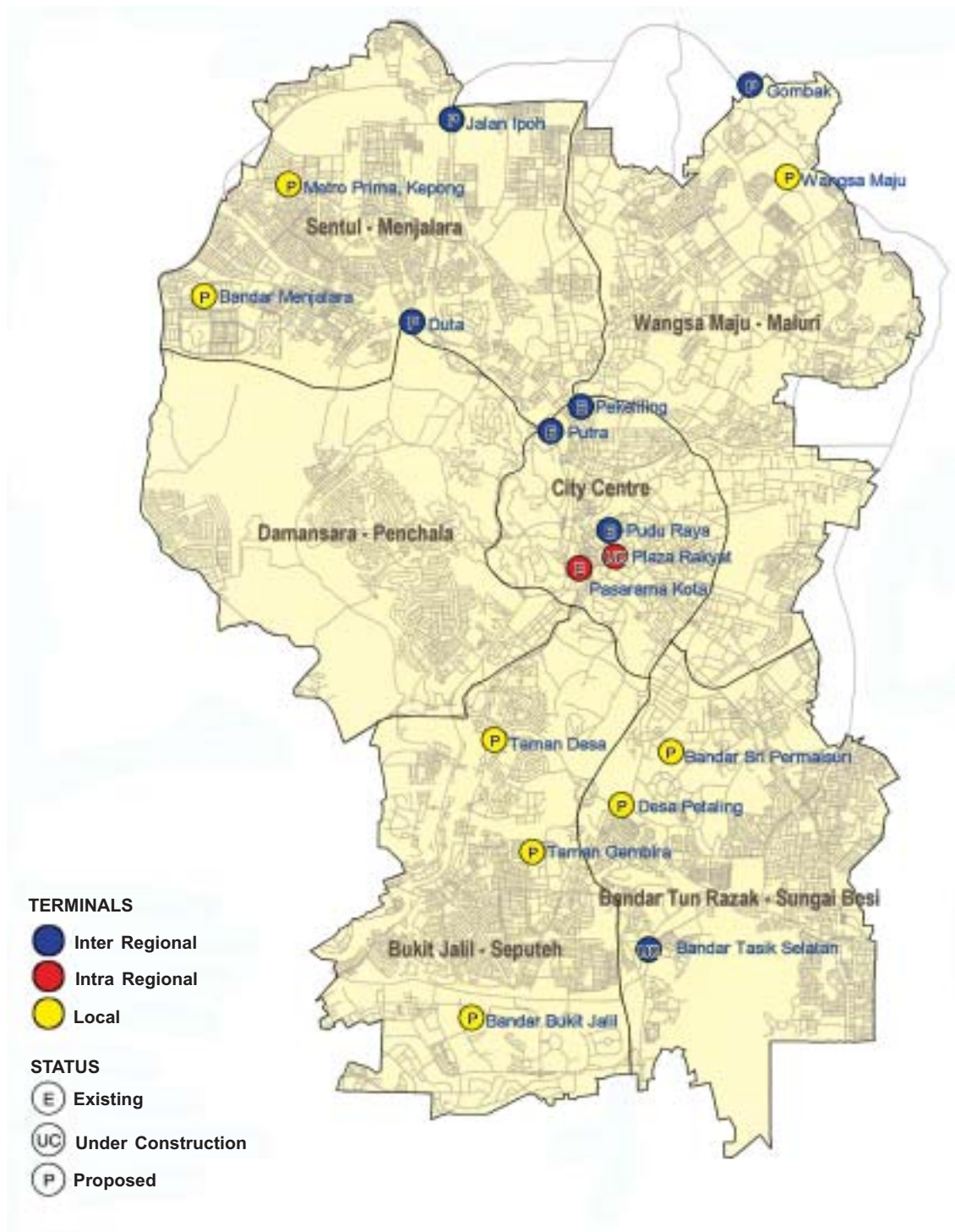


FIGURE: 10.4
LOCATION OF BUS TERMINALS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

10.4.4 ROAD INFRASTRUCTURE

a) New Roads Development

450. The major road systems currently in place together with those which are under construction or committed are considered sufficient to satisfy Kuala Lumpur's needs to the year 2020. However, two new roads are proposed that are principally intended to improve traffic flow in and out from the City Centre. In view of the difficulty of increasing existing road capacities in the City Centre and the high cost associated with obtaining new corridors, an underground expressway is proposed beneath Jalan Raja Chulan connecting to the Middle Ring Road in the east.

451. An inner city by-pass road is also proposed, part of which will be underground, to provide a direct link from Jalan Syed Putra in the south of the City Centre to Jalan Dang Wangi (refer to *Figure 10.5* and *Table 10.3*).

Policy:

TT 13: CHKL shall determine a road development programme and coordinate with the relevant authorities regarding implementation.

452. In future the requirement, if any, for new roads must be examined in the context of CHKL's general transportation policies. However, any new roads that may be deemed necessary should support CHKL's policies to promote public transportation by making provision for high-occupancy vehicles and/or trunk bus routes. The reserves of these roads should be clearly demarcated to prevent urban encroachment on the right of way.

453. Privatization bids on arterial roads must also conform to the network proposed in the structure plan and local plans and not be conceived independently.

Policy:

TT 14: CHKL shall ensure that proposed and committed major roads are



Photo 10.8: ... a road network improvement programme must be carried out to upgrade existing roads to arterial roads, build missing linkages and improve interchanges.

considered in the broader context of public transport services, freight movement and impact upon the community and environment.

b) Improvements to the Existing Road Network

454. In order to complete the existing road network, increase its capacity and eradicate bottlenecks, a road network improvement programme must be carried out to upgrade existing roads to arterial roads, build missing linkages and improve interchanges (refer to *Figure 10.5* and *Table 10.3*).

Policy:

TT 15: CHKL shall determine a road improvement programme and coordinate with the relevant authorities regarding implementation.

c) Hierarchy of Roads

455. In order to be able to better monitor and optimise usage of the existing road system, a review of the actual status of all existing roads and the road hierarchy system should be undertaken.

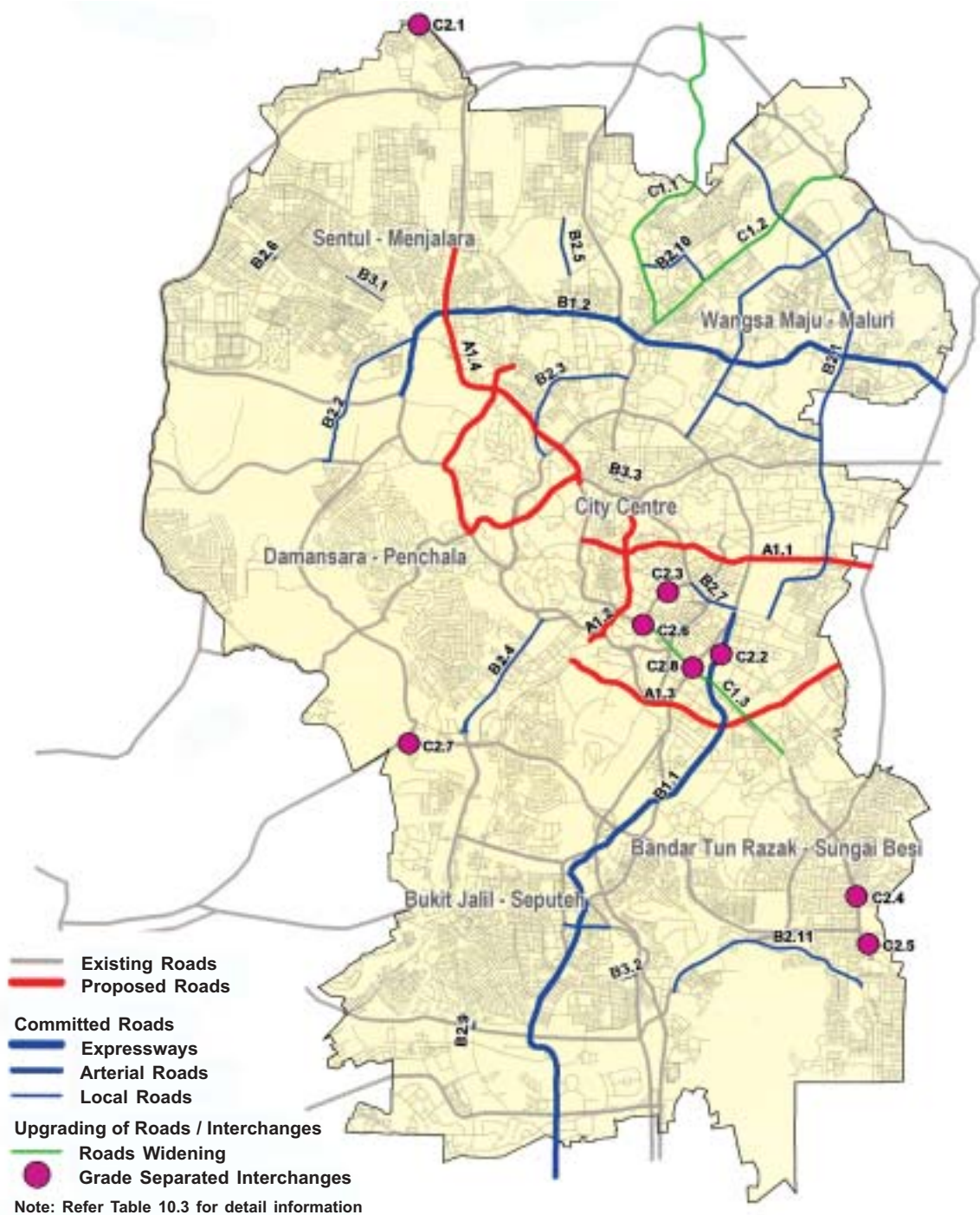


FIGURE: 10.5
MAJOR ROAD NETWORK, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

Table 10.3: New Roads Construction and Improvements to Existing Roads

A. Proposed Roads	
1. Expressways	
1.1	Underground expressway beneath Jalan Raja Chulan connecting to the Middle Ring Road 2 in the east.
1.2	An inner city by-pass road, part of which will be underground, a direct link from Jalan Syed Putra in the south of the City Centre to Jalan Dang Wangi
1.3	Pandan Corridor
1.4	Kuala Lumpur Transit
B. Committed Roads	
1. Expressways	
1.1	Dedicated expressway from Kuala Lumpur to KLIA
1.2	Kuala Lumpur North-East Expressway
2. Arterial Roads	
2.1	Eastern Route
2.2	Jalan Segambut linking KTM flyover to Mon't Kiara
2.3	Viaduct connecting Jalan Mahameru to Jalan Sentul and Jalan Pahang
2.4	Comprehensive road network for KL Sentral
2.5	Jalan Sentul extension (from Jalan Sentul/Jalan Kg. Bandar Dalam to Batu Caves)
2.6	Connecting road from Taman Bukit Maluri to Taman Kepong Baru
2.7	Jalan Sultan Ismail extension (from Jalan Imbi to Kg. Pandan roundabout)
2.8	Jalan Gembira extension (linking Jalan Klang Lama to Lebuhraya Sungai Besi)
2.9	Jalan Awan Besar extension (linking to Shah Alam Expressway)
2.10	Jalan Langkawi/Jalan Chengal extension (linking Jalan Genting Kelang to Jalan Gombak)
2.11	Road through Taman Alam Damai, Taman Len Seng, Taman Orchid Desa linking to Middle Ring Road 2
3. Local Roads	
3.1	Jalan Udang Karang connecting Taman Petaling (Kepong Baru) to Taman Sri Segambut
3.2	Jalan 2/149 (linking Bandar Baru Sri Petaling to Lebuhraya Sg. Besi)
3.3	Jalan Stony extension (from Jalan Raja Abdullah to Jalan Tuanku Abdul Rahman)
C. Upgrading of Existing Roads/Grade Separated Interchanges	
1. Road Widening	
1.1	Jalan Gombak
1.2	Jalan Genting Kelang
1.3	Jalan Loke Yew
2. Grade Separated Interchanges	
2.1	Trumpet interchange from Federal Highway Route 1 to Pasar Borong Kuala Lumpur
2.2	Jalan Tun Razak/Jalan Pudu/Jalan Cheras/Jalan Chan Sow Lin interchange
2.3	Jalan Hang Tuah/Jalan Imbi interchange
2.4	Jalan Cheras/Jalan Manis (Taman Segar)/Jalan Dato' Harun (Taman Taynton View) interchange
2.5	Jalan Cheras/Taman Len Seng interchange
2.6	Viaduct connecting Jalan Hang Tuah/Jalan Lapangan Terbang Lama
2.7	Kg. Kerinchi/Lebuhraya Persekutuan interchange
2.8	Istana interchange and Loke Yew/Sungai Besi roundabout



Major arterial road, Jalan Kuching

Photo 10.9: ...review of the actual status of all existing roads and the road hierarchy system.

Policy:

TT 16: *CHKL shall implement an improved road hierarchy classification system.*

10.4.5 NON-MOTORISED TRANSPORT

a) Pedestrian

456. Policies regarding pedestrianisation are covered in *Chapter 14: Urban Design and Landscape*.

457. A pedestrian friendly environment will be created throughout the City with particular emphasis on the City Centre and other urban centres. Pedestrian networks in the City Centre will emphasise on linking public transport facilities and will incorporate urban design elements. A proposed parkland PRT loop passing through the parkland sector in the western part of the City Centre shall connect to the existing PRT line and complement the pedestrian network.

458. Special attention is to be given to areas around main transport interchanges to ensure that they incorporate facilities to make them fully accessible to the aged and handicapped.

Policy:

TT 17: *CHKL shall develop specific guidelines and standards to provide for the needs of the aged and handicapped to be applied to*

pedestrian networks, new public transport terminuses and stations as well as multi-modal interchanges.

b) Bicycles

459. Bicycles can and should continue to be encouraged as a healthy form of exercise and as an alternative means of private transportation for short journeys in residential and recreational areas.



Heavy goods vehicle parking at Segambut Industrial Park

Photo 10.10: Adequate lorry parks for the benefit of HGV owners residing in the City...

Policy:

TT 18: *CHKL shall improve the cycle way network and promote cycling activities in residential and recreational areas.*

10.4.6 FREIGHT TRANSPORT

460. Adequate lorry parks for the benefit of HGV owners residing in the City shall be provided so that they do not have to resort to illegally parking in commercial or residential areas. These lorry parks will also include parking facilities for coaches and construction vehicles.

Policy:

TT 19: *CHKL shall provide adequate parking and other ancillary facilities for heavy goods vehicles, coaches and construction vehicles in appropriate locations at the City perimeter.*

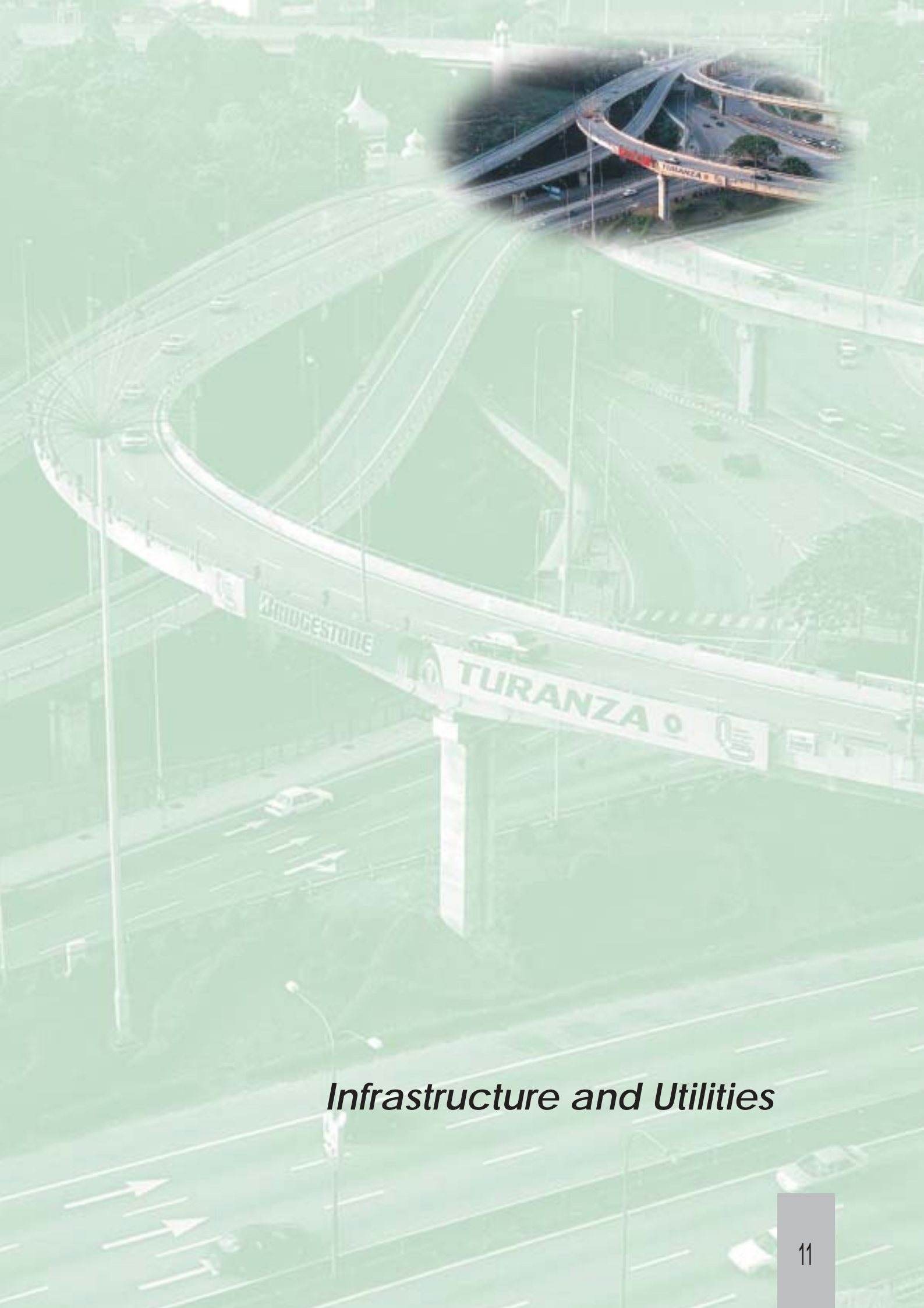
10.5 FUTURE REQUIREMENT

10.5.1 INTEGRATED PUBLIC TRANSPORTATION SYSTEM

461. The complete rail network to the year 2020 including integrated park-and-ride stations and multi-modal interchanges are indicated in *Figure 10.3*.

10.5.2 ROAD NETWORK

462. Ultimately, Kuala Lumpur still needs a comprehensive road network in order to provide efficient and convenient road travel. The requirements for new roads and improvement to existing roads are indicated in *Figure 10.5* and summarised in *Table 10.3*.



Infrastructure and Utilities



11.1 INTRODUCTION

463. **T**he quality of life of a city is always measured against the quality of its infrastructure and utility services and the general level of satisfaction of its citizens with such provisions and services. The efficient and reliable delivery of essential services is, therefore, a minimum expectation of a modern city. In order for Kuala Lumpur to achieve the status of a world-class city, its infrastructure and utilities must be of the highest quality, without any problems associated with interrupted supplies, shortages, the use of substandard equipment or materials or unsatisfactory services.

464. Although, in many cases, CHKL has no direct control over the adequacy of provision of infrastructure, utilities and services, any inadequacies reflect on the City as a whole and, therefore, indirectly on CHKL itself. To that extent CHKL must concern itself with the proper planning and coordination of these services to ensure that they meet the needs and expectations of the City's population.

465. Information technology is now a global driving force in wealth creation and it is essential that modern cities incorporate comprehensive ICT networks in addition to the more traditional infrastructure requirements. Malaysia has taken a bold step in initiating the MSC, a large part of which extends into the City Centre. Kuala Lumpur must exploit the opportunities afforded by this initiative to make it one of the most developed in the world in terms of ICT infrastructure.

11.2 EXISTING SITUATION AND ISSUE

11.2.1 GENERAL

i. Existing Situation

466. Responsibility for the planning, capital works, operation and maintenance of almost all infrastructure and utilities in Kuala Lumpur lies

with agencies independent of CHKL, most of which are also private corporations operating on a profit-making basis. CHKL has, therefore, little direct control over the quality of infrastructure delivery, performance and customer service.

ii. Issue

467. A consequence of the lack of direct control over the provision and maintenance of utilities is that they have often been carried out in an uncoordinated manner.

- *The installation and maintenance of utilities are carried out in an uncoordinated manner.*

11.2.2 STORM WATER DRAINAGE AND FLOOD MITIGATION

i. Existing Situation

468. The natural drainage system of Kuala Lumpur includes three primary rivers with a total length of 32.8 kilometres and eight other rivers with a combined length of 40.6 kilometres. The Department of Irrigation and Drainage (DID) is primarily responsible for major capital works associated with the maintenance of the river system of Kuala Lumpur.

469. The CHKL Department of Drainage and River Management is responsible for the regular maintenance of the rivers including de-silting and the operation of 15 rubbish traps. The department is also responsible for capital works, upgrading, structural repairs and maintenance of about 350 kilometres of minor rivers and trunk/monsoon drains. There are a total of 21 catchment systems conveying storm water runoff from individual roadside drains, each catchment area generally covering a minimum of 40 hectares. The City's river and drainage system, which consist of a total of 2,400 kilometres of reticulation drains, are indicated in *Figure 11.1*.

470. Frequent flash floods occurring after heavy downpours are a continuing problem for the City. Areas most susceptible to flash floods are low lying areas along Sungai Klang especially Kampong Datok Keramat, Jalan Yap Kwan Seng, Kampong Bharu, Jalan Dang Wangi and Jalan Tun Perak/ Jalan Melaka in the City Centre.



FIGURE: 11.1
RIVERS, DRAINAGE AND RETENTION POND SYSTEM, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



471. Flooding is partly attributed to silting of the rivers. The loading discharged into the rivers has made them shallower, thus decreasing their flow capacity. The disposal of garbage into the rivers by squatter settlements upstream also contributes to the clogging of the rivers.

472. However, flooding in the City cannot be resolved without consideration of the overall hydrological pattern of the Klang River basin, as it is estimated that over 70 percent of the volume of the rivers flowing through the City is contributed by upstream sources. A contributory factor leading to flash floods has been permanent structures within the river reserves which have reduced the rivers' flow capacity.



Photo 11.1: ...regular maintenance of the City's rivers, including de-silting and the operation of 15 rubbish traps.

473. The dynamic urban development of Kuala Lumpur and its conurbation (KLC) has resulted in changes in both the quantity and quality of the river water. The high proportion of hard surfaced areas greatly reduces the amount of water filtering through the soil, which further intensifies peak flows at discharge points.

ii. Issue

- *Frequent flash floods due to the heavy contribution of floodwaters from upstream catchments of Kuala Lumpur and the inadequacy of the primary rivers to contain floodwaters.*

11.2.3 TELECOMMUNICATION AND INFORMATION TECHNOLOGY SYSTEMS

i. Existing Situation

474. Malaysia is at the forefront of the world in providing a regulatory and infrastructural framework necessary to accommodate the rapidly converging communication and multimedia industries. This provision is in support of the MSC which has the potential to become a world information hub and a leading edge multimedia centre attracting world-class multimedia and information technology companies and professionals.

475. The Malaysian Communication and Multimedia Commission is the Federal regulatory agency responsible nationally for telecommunication services, by way of licenses granted to a wide range of network facilities providers, network services providers and network applications providers.

476. The telecommunication infrastructure in Kuala Lumpur has been comprehensively provided with fibre optic transmission networks within the City Centre. The provision of telecommunication infrastructure to Kuala Lumpur has to a large extent kept pace with rapid advances in technology, with increasing consumer demand for high-end services and with the growth in the number of residential and business users.

ii. Issue

477. Despite the efforts of the agency responsible, there remain some difficulties in the provision of the ICT system infrastructure in some parts of the City and, as a consequence, full integration of the telecommunication network with the MSC has not been achieved.

- *The development of the telecommunication network has not been fully integrated with the Multimedia Super Corridor network.*

11.2.4 WATER SUPPLY

i. Existing Situation

478. The Perbadanan Urus Air Selangor Berhad (PUAS), corporatised on 15 March 2002, is

responsible for the provision of the reticulated water supply to Kuala Lumpur. The operation of all reservoirs and treatment plants is privatised or contracted out and water is sold by the treatment concessionaries to PUAS for distribution. The Bukit Nanas Treatment Plant is the sole water supply treatment plant in Kuala Lumpur and only provides sufficient water for 98 square kilometres of the City Centre. Kuala Lumpur's water supply requirement is supplemented by four treatment plants in Selangor.

479. Much needed attention is currently being given to water supply planning for the State of Selangor and Kuala Lumpur, involving the development of new sources of supply and trunk distribution mains, water treatment works and the replacement of outdated plants and pipelines within the distribution network.

ii. Issue

480. Attention has previously focused on supply capacity and there have been some shortcomings in the quality of provision. There is widespread dissatisfaction with the performance of the water supply system in terms of poor quality of water and low water pressure in hilly areas and the older parts of the City due to aging pipelines.

- *Water quality is not at a satisfactory level; and*
- *Low water pressure in certain parts of the City.*

11.2.5 SEWERAGE RETICULATION, TREATMENT AND EFFLUENT DISCHARGE

i. Existing Situation

481. The Federal Department of Sewerage Services is responsible for policy and performance audit matters relating to the development and operation of sewerage reticulation and treatment systems, including the arrangements by which private developers are required to construct sewerage facilities as part of the development infrastructure of any new project. The Department

of Environment is responsible for standards of affluent discharged from municipal sewerage treatment plants and all associated environmental matters.

482. In 1994 the Federal Government appointed a concessionaire to design, implement and manage a unified sewerage scheme for Kuala Lumpur. The concessionaire has implemented a sewerage master plan which divides Kuala Lumpur into seven catchments, each of which has been provided with a regional waste treatment plant. The number of oxidation ponds and other small sewerage treatment plants is progressively being reduced as more catchments are being connected to the unified sewerage system. Ultimately, all sewerage flows will be directed to a single modern regional treatment facility. This will overcome the problem of incompatibility of land uses between sewerage treatment facilities and highly developed urban areas.



Photo 11.2: The Department of Environment is responsible for standards of effluent discharged.....

483. The distribution of the existing sewerage treatment plants and oxidation ponds in Kuala Lumpur is illustrated in *Figure 11.2*.

ii. Issue

484. Approximately 70 percent of residents within Kuala Lumpur presently enjoy a reticulated sewerage service. However a significant proportion



FIGURE: 11.2
LOCATION OF SEWERAGE TREATMENT FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

of developed areas remain unconnected to the centralized sewerage reticulation system particularly those, which are remote from the more densely urbanised areas.

- *Significant number of areas in the City are still not connected to the centralized sewerage system.*

485. The location of oxidation ponds close to housing areas has given rise to complaints.

- *There is still a large number of oxidation ponds located close to residential dwellings.*

11.2.6 SOLID WASTE COLLECTION AND DISPOSAL

i. Existing Situation

486. Since January 1997, a concessionaire has been responsible for solid domestic waste collection and disposal for the Central Region, comprising Kuala Lumpur and the States of Selangor, Pahang, Kelantan and Terengganu.

487. The responsibilities of the concessionaire include the provision of communal bins for public use, ensuring waste collection is carried out according to schedule, implementing an efficient and cost effective solid waste management system, educating the public on the proper handling and storage of waste and the development of an effective recycling programme to reduce waste.



Photo 11.3: ...implementing an efficient and cost effective solid waste management system...

488. Solid waste composition in 2000 was estimated at 40 percent domestic, 10 percent commercial, 5 percent institutional, 33 percent industrial, 10 percent construction and 2 percent municipal waste.

489. The 15 hectare Taman Beringin, Jinjang landfill site receives an average of 2,000 tonnes/day of solid waste, of which approximately 500 tonnes/day is sent out to an existing private landfill site at Air Hitam, Puchong in Selangor. Solid waste collection and disposal management in Kuala Lumpur has reached a critical stage because the Taman Beringin, Jinjang site has limited further capacity. The recently completed transfer station at the Taman Beringin is to function in sorting waste for recovery of recyclables and compacting of the remaining waste before it is transported to the Air Hitam site for disposal by sanitary landfill.

490. *Figure 11.3* shows the distribution of the existing solid waste disposal sites.

ii. Issue

491. There are programmes carried out by CHKL and the concessionaire to reduce waste disposal requirements through public participation in recycling. However, these programmes have not been effective in raising public awareness to a satisfactory level.

- *Waste recycling programmes have not yet been effective.*

11.2.7 CHEMICAL, TOXIC AND CLINICAL WASTES

i. Existing Situation

492. A concessionaire operates Malaysia's first integrated scheduled waste management service for the collection and disposal of industrial, chemical and toxic wastes. This waste management system comprises collection and transfer of waste disposal at local transfer stations, transportation network of waste disposal covering Peninsular Malaysia and a treatment and waste disposal centre at Bukit Nanas in Negeri Sembilan. Its operations in Kuala



FIGURE: 11.3
LOCATION OF TRANSFER STATION AND
WASTE DISPOSAL SITES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

Lumpur involve the collection of scheduled wastes at the local waste generators' premises, transportation, treatment and final disposal. Another concessionaire is responsible for the collection and disposal of clinical wastes.

11.2.8 ELECTRICITY SUPPLY

i. Existing Situation

493. Tenaga Nasional Berhad (TNB) is responsible for electricity transmission and distribution for the whole country and is the country's principal electricity producer, supplemented by five independent power producers that also deliver electricity to the national grid.

494. The national grid operates at 275kV and 132kV. High voltage power is delivered to Kuala Lumpur at 33kV and 11kV and reticulated through the City, predominantly underground, at 400V and 240V for domestic consumers. There are a total of sixteen 132kV and seventy eight 33kV substations in Kuala Lumpur. System augmentation programmes are presently in line with growth in consumer demand and outdated plant and equipment is being replaced to maintain performance and keep pace with technological advances.

ii. Issue

495. Most of the electric transmission reserves run alongside developed neighbourhood areas and



Photo 11.4: The national grid operates at 275kV and 132 kV.

there are pressures to use these reserves for small-scale temporary development such as nurseries, storage and parking facilities.

- *Pressure to use electric transmission reserves for small-scale temporary development.*

11.2.9 PIPED GAS SUPPLY

i. Existing Situation

496. In line with the national energy policy, Petronas Gas Berhad, which is the supplier of gas to Gas Malaysia, has expedited implementation of the Peninsular Gas Utilisation (PGU) project, which will transport gas from the east coast southwards to Johor Bahru and Singapore, with a pipeline branching north west at Segamat to the Klang Valley region. The natural gas distribution network is being developed in phases based on demand.

497. Natural gas supplied to end users within the City is taken from a PGU transmission pipeline at a city gate station. As natural gas is odourless, an odourant agent is added to the gas at an odouriser station located immediately after the city gate station. Natural gas is then transported via feeder lines directly to medium and large end users or to a district station for distribution to small end users. At the end users premises, gas is further regulated and metered.

498. The development of feeder and distribution lines within Kuala Lumpur has commenced in accordance with a forward plan to the year 2005. Presently, the largest single user of natural gas in Kuala Lumpur is the KLCC, which utilises gas turbines to generate its entire electricity requirement and for the operation of a centralized cooling system. However, the natural gas reticulation system coverage in industrial, commercial and residential sector in the City is still marginal.

ii. Issue

- *The natural gas reticulation system coverage in industrial, commercial and residential sector in the City is still marginal.*



11.3 OBJECTIVE

499. To create the conditions necessary for a world-class living, working and business environment, CHKL aims to:

- *provide a clean and pleasant living environment supported by efficient infrastructure, utilities and services.*

11.4 POLICY AND PROPOSAL

11.4.1 GENERAL

500. The improvement in the provision of infrastructure, utilities and waste disposal services is fundamental to the enhancement of the quality of life of the City's population. Programmes must be initiated to address all aspects of provision including quality of service, maintenance, adequacy of availability of distribution and reliability. Public feedback is the most effective means of evaluating the adequacy of infrastructure, utilities and waste disposal services. Hence procedures must be improved to facilitate such feedback and involve the public more actively in the improvement of the living environment. Public complaints will be monitored and CHKL shall liaise with utilities concessionaires on regular maintenance, repair and servicing.

501. CHKL's role as an overall co-coordinator of infrastructure capital and maintenance works, service connection and GIS database will be important. The regulatory framework within which the independent infrastructure agencies operate needs to be reviewed in order to increase their accountability to the community.

Policy:

UT 1: *CHKL shall, in coordination with the appropriate authorities and agencies, enhance the provision of infrastructure, utilities and waste disposal services and ensure that they are reliable and sufficient to meet the needs of the people.*

502. In order to ensure that infrastructure, utilities and waste disposal services are provided in a timely and coordinated manner, it is important that the agencies concerned plan for their future development in accordance with the City's projected planning requirements. To facilitate this process and enable the relevant agencies to more accurately predict future requirements, a common land use and demographic database will be prepared.

Policy:

UT 2: *CHKL shall, in coordination with the appropriate authorities and agencies, ensure that infrastructure, utilities and waste disposal services development plans complement the City's planned requirements.*

11.4.2 STORM WATER DRAINAGE AND FLOOD MITIGATION

503. A long-term programme to reducing flooding is being implemented through the provision of flood retention facilities. In addition, other more radical solutions should be investigated such as flood by-pass aqueducts to channel floodwater from upstream without passing through the City Centre.

504. CHKL shall explore ways to implement a new approach in handling a program for drainage and flood mitigation and water quality control at



Photo 11.5: Former tin mining ponds will be converted to be full-scale flood retention facilities and will also be developed for recreational purposes.

source, as outlined in the manual for storm water management prepared and adopted in the year 2000 by the DID, namely the Urban Storm Water Management Manual For Malaysia (MASMA).

Policy:

UT 3: CHKL shall, in coordination with Department of Irrigation and Drainage, take measures to mitigate flash floods.

505. Former tin mining ponds will be converted to be full-scale flood retention facilities and will also be developed for recreational purposes.

Policy:

UT 4: CHKL shall identify, gazette and utilise former mining ponds as flood retention and recreation facilities.

11.4.3 TELECOMMUNICATION AND INFORMATION TECHNOLOGY SYSTEM

506. The availability of high capacity state-of-the-art telecommunication and information systems infrastructure is critical in developing Kuala Lumpur as a commercial and financial centre able to compete technologically with the corporate drawing power of other regional and international centres in the Asia Pacific region. The provision of telecommunication infrastructure in Kuala Lumpur has, to a large extent, kept pace with advances in technology. However, the pace of change is very rapid and it is necessary to coordinate closely with the Malaysian Communication and Multimedia Commission so as to accelerate the provision of an integrated and up-to-date ICT infrastructure.

Policy:

UT 5: CHKL shall, in coordination with the relevant agencies, develop an integrated communication and information technology infrastructure for the City as part of the Multimedia Super Corridor.

11.4.4 WATER SUPPLY

507. The unsatisfactory level of water quality and the low water pressure in certain parts of the City are not within the direct responsibility of CHKL. However, in order to reduce demand on the water supply system, rainwater and wastewater recycling measures should be implemented.

Policy:

UT 6: CHKL shall implement measures to reduce water demand by encouraging users to install rainwater collection equipment and to recycle wastewater for non-drinking purposes.

11.4.5 SEWERAGE RETICULATION, TREATMENT AND EFFLUENT DISCHARGE

508. As Kuala Lumpur has become more urbanised, it is increasingly important to improve and extend the centralized sewerage system and eliminate the sewerage oxidation ponds in the City.

Policy:

UT 7: CHKL shall, in consultation with the Federal Department of Sewerage Services and with the co-operation of the sewerage concessionaire, ensure that the sewerage reticulation system is consolidated and oxidation ponds eliminated.

UT 8: CHKL shall require all new housing development to be connected to the centralized sewerage system.

509. Land made available for development from the elimination of oxidation ponds and other upgrading works shall primarily be used for public purposes.

Policy:

UT 9: CHKL shall ensure that land made available from the upgrading of sewerage treatment plants be primarily used for public purposes.



11.4.6 SOLID WASTE COLLECTION AND DISPOSAL

510. The use of landfill sites for the disposal of solid waste is uneconomical in terms of land use and is environmentally undesirable. An incinerator is a solid waste disposal system with high technology component on pollution control, which is clean and efficient. The system is adopted in various cities of developing countries. Thus solid waste will be disposed via incinerator which is necessary to be built.

511. There is a need for a comprehensive solid waste management plans in order to achieve a balanced and sustainable living environment. The present strategy of “reduce, recycle and reuse” to help reduce the demand for solid waste disposal facilities should be an important part of this plan. However, measures related to publicity and education campaigns, rules and regulation must be introduced to improve the effectiveness of this programme.

Policy:

UT 10: CHKL shall, in coordination with the appropriate agencies, promote the strategy of “reduce, recycle and reuse” of waste products.

11.4.7 CHEMICAL, TOXIC AND CLINICAL WASTES

512. The centralized collection and disposal of chemical, toxic and clinical wastes is a relatively new development and it is important to ensure that operations are carried out safely and efficiently. Monitoring procedures should be sufficient to ensure that public confidence in these services is not jeopardised.

Policy:

UT 11: CHKL shall support the relevant agency to monitor the performance of the concessionaires involved in the disposal of chemical, toxic and clinical waste to safeguard public health and public confidence.

11.4.8 ELECTRICITY SUPPLY

513. Most of the electric reticulation lines in the City are underground. Transmission line reserves provide opportunity for temporary uses.

Policy:

UT 12: CHKL shall allow temporary development within electric transmission line reserves in line with the guidelines of Tenaga Nasional Berhad.

11.4.9 PIPED GAS SUPPLY

514. It is desirable that natural gas is provided more extensively to industrial, commercial and residential users as it contributes less to the greenhouse effect and is, therefore, more environmentally friendly.

Policy:

UT 13: CHKL shall require flatted development to be installed with gas piping reticulation for piped gas supply.

UT 14: CHKL shall encourage the inclusion of gas piping reticulation in other types of new housing development to allow for piped gas supply.

11.5 FUTURE REQUIREMENT

515. The planning of infrastructure and utilities is currently undertaken by independent agencies, each of who develop their own master plans and programmes. However, the master planning of infrastructure services should be coordinated according to CHKL’s projections, land use planning and future development. In this way, provisions can be made for land requirements for particular services such as major utility installation, common pipeline corridors and drainage or flood mitigation reserves.



Housing



12.1 INTRODUCTION

516. **T**he residential population of a city is its most important resource and its greatest responsibility. The well being of Kuala Lumpur's inhabitants is the overriding concern of the City authorities and for that reason; housing has always been an item high on its agenda.

517. The KLSP 1984 was aimed at ensuring that sufficient housing would be provided for all income groups in the City and that housing was properly distributed so that its residents could be properly served in terms of infrastructure, utilities and community facilities. The strategy has, for the most part, been successfully implemented. In line with the vision of A World-Class City, the emphasis will now focus on improving the quality of housing and the housing environment.

518. Improvements in the housing environment shall include enhancing comfort levels both within and outside housing development, upgrading the provision of infrastructure, utilities and community facilities to the level of those enjoyed in other world-class cities, and improving the visual appearance of housing development. Innovative designs, provision of the latest conveniences and facilities, variety of choice, quality of finish and attractiveness of layout, shall become priority concerns.

519. Much of the City's older housing stock is in varying states of disrepair. Neglect, poor maintenance and poor construction have all contributed to declining visual amenity in various parts of the City. Upgrading and redevelopment programmes shall be initiated to improve the standards and environmental quality of existing housing stock, whether private or public.

12.2 EXISTING SITUATION AND ISSUE

12.2.1 HOUSING QUALITY

a) Quality of the Housing Environment

i. Existing situation

520. The quality of the housing environment has improved greatly in recent years in the newly

developed housing areas such as Damansara, Bangsar, Wangsa Maju, Ampang and Taman Tun Dr. Ismail. However, many of the older private housing estates, for example Taman Setapak Jaya, Taman Kok Doh, Taman Bullion, Batu Housing Estate and Taman Sri Rampai, are still lacking in the provision of community facilities and landscaped areas.

521. Social problems associated with high-density living have led to vandalism and a lack of community concern over the upkeep of these areas which has in turn exacerbated environmental problems.

ii. Issue

- *Poor quality of external environment in older housing estates; and*
- *Social and environmental problems related to high-density living.*

522. The level of maintenance in some private development, especially in private flatted housing, leaves much to be desired. Insufficient funds are directed towards essential maintenance and replacement leading to a loss of visual and environmental amenity.

- *Poor maintenance of private flatted housing.*

b) Low Cost and Public Housing Standards

i. Existing Situation

523. Basic standards in low cost housing are determined on a nation wide basis and are applied by CHKL, as elsewhere, with little deviation. Space standards for low cost housing have been recently revised from a minimum of 60 square metres to 65 square metres per unit. The maximum builtup area for low cost housing development is set at 70 percent leaving the remaining 30 percent for utilities and community facilities, while maximum densities have been set at 150 people per hectare.

ii. Issue

524. Space standards are still low when compared to other developed or developing countries and will certainly continue to be revised upwards as income levels increase.

- *Space standards for low cost housing are low.*

525. The standards of provision of facilities and utilities in low cost housing such as children's playgrounds, reading rooms, community facilities and open space are inadequate to meet the needs of the residents.

- *Under provision of community facilities within low cost housing areas.*

526. Car parking provision for low cost housing is apparently inadequate, which has led to related problems such as illegal roadside parking, traffic obstruction and the like.

- *Shortage of car parking spaces in low cost housing areas.*

527. Maintenance procedures for public housing are reactive rather than preventive leading to wastage of resources and consequently higher maintenance costs. This problem is exacerbated as costs escalate when the buildings get older.

- *High maintenance costs for public housing.*

528. A major contributor to high maintenance costs in public housing is the use of cheap low quality materials and poor construction.

- *Poor quality of construction and materials in low cost housing development.*

c) Temporary Housing: Squatters and Long Houses

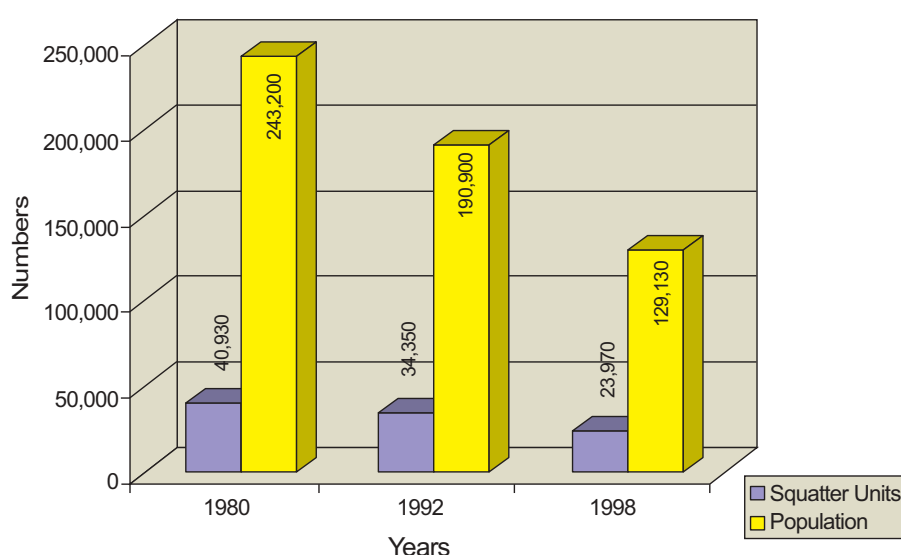
i. Existing Situation

529. The squatter survey carried out in 1998 indicated that there were 197 squatter settlements in Kuala Lumpur occupying about 645 hectares.

530. From 1992 to 1998 there was a reduction of about 32.4 percent in the squatter population (refer Figure 12.1). The reduction was largely due to intensive action taken by government agencies to build more low cost housing through privatization and redevelopment programmes.

531. However, there are still some residual squatter settlements whose presence in the City is unacceptable for many reasons. They are characterised by unacceptable environmental conditions, high fire risks and a general lack of hygiene. In addition, many are located close to or along strategic routes or beside rivers thus marring the image of the City and causing river pollution.

Figure 12.1: Squatter Population, 1992 - 1998





ii. Issue

- *The presence of squatter settlements in the City is unacceptable.*

532. Long houses, such as those at Kerinchi, Cheras and Setapak, were originally provided in order to house people displaced by development projects until they could be rehoused in permanent accommodation. These temporary dwellings, some of which are now over 15 years old, lack community facilities and utilities and are still in use as transit accommodation.

- *Temporary houses are poor in quality and lack basic facilities.*

d) Dilapidated Housing

i. Existing Situation

533. About 5.5 percent of the existing housing stock was built in the sixties or seventies and much of it is dilapidated and in need of replacement. Apart from being in a very poor state of repair, these dilapidated housing areas lack basic facilities.

ii. Issue

- *Poor environmental condition of dilapidated housing.*

534. The majority of dilapidated housing is located in the City Centre, for example Selangor Mansion and Malayan Mansion in Jalan Masjid India, Tuanku Abdul Rahman Flats in Jalan Tun Razak and Tan Cheng Lock Mansion and Selayang Flats in Chow Kit. Their continued existence in the City Centre is an uneconomical use of prime land and severely detracts from the image of the City.

- *Many of the dilapidated housing areas especially low cost housing are located in strategic areas in the City Centre.*

535. A number of houses in the Malay Reservation Areas, traditional kampungs and new villages are built on lands with multiple-ownership. These houses are often built without obtaining appropriate approvals and do not comply with planning and building standards.

- *Houses built in Malay Reservation Areas, traditional kampungs and new villages frequently do not comply with planning and building standards.*

536. Much of the old government and institutional housing for public sector employees are dilapidated or located in flood prone areas and require replacement.

- *Dilapidated state of older institutional housing.*

12.2.2 HOUSING PROVISION BY TYPE

a) Housing Stock

i. Existing Situation

537. Between 1980 and 2000, the housing stock grew by an average of about 10,000 additional units per annum (refer *Figure 12.2*). There is a slight overall shortfall in housing provision of 20,600 units if temporary housing is not taken into consideration.

ii. Issue

- *Deficit in housing provision.*

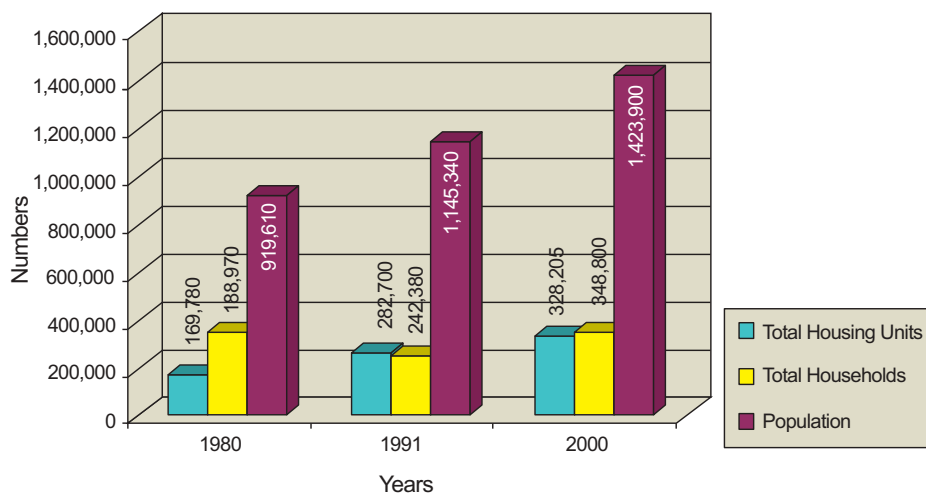
b) Housing Supply and Demand

i. Existing Situation

538. Types of housing are divided into three broad categories, namely low cost, medium cost and high cost. Medium and high cost housing is entirely produced by the private sector, while low cost housing is mainly provided from government housing programmes and from the 30 percent low cost housing quota imposed on private developers constructing new housing development.

539. *Table 12.1* shows a comparison between the existing housing supply by types and a projection of the effective housing requirements based on the relative household income levels of the City's residential population.

Figure 12.2: Housing Growth, 1980 - 2000



Source: *Dept.of Statistics; State Housing Report, KLFT August 1995.

Note: ** Figures exclude temporary housing.

Table 12.1: Existing and Required Housing, 2000

Housing Type	Existing		Required	
	Units	%	Units	%
Low Cost	80,465	24.5	107,323	32.7
Medium Cost	78,589	24.9	114,215	34.8
High Cost	169,151	51.5	106,667	32.5
Total	328,205	100	328,205	100

540. *Table 12.2* indicates the distribution of existing and committed housing supply in the six strategic zones. Majority of the existing housing and those under construction are located in Bukit Jalil - Seputeh, Wangsa Maju - Maluri, Sentul - Menjalara and Bandar Tun Razak - Sg. Besi. The future housing supply as indicated in the planning approval is expected to concentrate in Sentul - Menjalara, Bukit Jalil - Seputeh and Bandar Tun Razak - Sg. Besi.

541. In the year 2000 there was a significant shortage of low and medium cost units and a corresponding oversupply of high cost units. The deficit in low cost housing will be offset by on-

Table 12.2: Housing Supply by Status, 2000

Strategic Zones	Development Status (in unit)				Total
	Existing	Under Construction	Development Order	Approved In Principle	
City Centre	31,106	1,924	4,686	2,424	40,140
Wangsa Maju - Maluri	79,265	10,696	10,876	9,784	110,621
Sentul - Menjalara	66,484	12,667	24,066	33,876	137,093
Damansara - Penchala	24,973	1,483	11,183	6,879	44,518
Bukit Jalil - Seputeh	79,373	14,767	18,937	24,297	137,374
Bandar Tun Razak - Sungai Besi	47,004	18,716	14,888	18,734	99,342
Total	328,205	60,253	84,636	95,994	569,088

going low cost housing programmes which will be made available a total of 56,953 units by the year 2005 (refer *Table 12.3*).

542. The shortfall in housing for the middle-income groups is especially of concern. Many of the people who fall into this category form a large part of the City's workforce and are essential for the functioning of its businesses and commerce.



Table 12.3: Low Cost Housing Projects, 2000

Programme	No. of Projects	Units
Projects by Government	48	42,308
Projects by Private Sector	21	14,645
Total	69	56,953

543. There has already been significant out-migration of the middle-income population to more affordable housing outside the City boundary, which has contributed to increased traffic demand to and from the City Centre.

ii. Issue

- *Shortfall in the supply of medium cost housing.*

c) Public Housing

i. Existing Situation

544. Since about 8.1 percent of households are unable even to purchase low cost housing, CHKL supplies public housing for rental at subsidised rates. Currently there are 32,000 units of public housing in Kuala Lumpur.

ii. Issue

- *A significant percentage of the City's population is unable to afford low cost housing.*



Intan Baiduri low cost housing at Kepong

Photo 12.1: The deficit in low cost housing will be offset by on-going low cost housing programmes...

d) Housing for Special Needs Groups

i. Existing Situation

545. At present two homes for the aged have been built through private agencies and CHKL are planning to construct one more as well as two youth hostels, one in Gombak and the other in Chan Sow Lin. There is, however, a pressing need to provide more housing accommodation for special needs groups such as the physically disabled, the aged, single mothers and single men and women.

ii. Issue

- *Inadequate provision of housing for special needs groups.*

e) Housing for Public Sector Employee

i. Existing Situation

546. The cost of private rental housing in Kuala Lumpur is very high in comparison with the rest of the country, and far exceeds housing allowances made available to public sector employees. Consequently many are obliged to rent substandard accommodation or to find alternative accommodation outside the City.

547. To date, about 11,000 housing units has been provided by respective government agencies for their employees who pay subsidised rental. However, there is an insufficient amount of such housing to meet current needs.

ii. Issue

- *Lack of affordable accommodation for public sector employees.*

548. Much of the housing for public sector employees is low density and the government land on which it is built is under-utilised.

- *Under-utilisation of government land used for housing public sector employees.*

12.2.3 DISTRIBUTION OF HOUSING

a) Housing by Type

i. Existing Situation

549. Table 12.4 and Figure 12.3 indicate the distribution of housing types in the City. Housing is generally evenly distributed throughout the City with the notable exception of Damansara where there is no low cost housing and Bandar Tun Razak which contains a disproportionately high number of low cost housing units.

550. There are also 7,447 low cost housing units in the City Centre most of which are in a dilapidated state and which occupy land in prime areas. This issue is highlighted in paragraph 12.2.1d) above.

ii. Issue

- *Uneven distribution of housing by type.*

b) Housing in the City Centre

i. Existing Situation

551. In parallel with the decline of the City Centre residential population, there has been a commensurate drop in residential land area from 523 hectares in 1980 to 288 hectares in 2000.

552. The decline in residential land use in the City Centre is due to the redevelopment of some of the older housing areas into offices and other commercial uses. In addition to the areas of dilapidated housing in the City Centre, there are many older, low density housing areas occupying land which has high potential commercial value. Pressures will remain on these remaining pockets of residential land to convert to more profitable land use, which, in turn, could lead to a further reduction in the inner city residential population.

ii. Issue

- *Decreasing residential land use in the City Centre; and*
- *Pressure on remaining residential land in the City Centre to convert to commercial usage.*

Table 12.4: Distribution of Housing by Types, 2000

Strategic Zones	Low Cost	Medium Cost	High Cost	Total
City Centre	7,447	11,455	12,204	31,106
Wangsa Maju - Maluri	17,715	30,403	31,147	79,265
Sentul - Menjalara	15,975	11,717	38,792	66,484
Damansara - Penchala	0	753	24,220	24,973
Bukit Jalil - Seputeh	16,290	18,846	44,237	79,373
Bandar Tun Razak - Sg. Besi	23,038	5,415	18,551	47,004
Total	80,465	78,589	169,151	328,205

c) Housing along Major Roads

i. Existing Situation

553. In certain areas of the City where housing has been built facing major roads, there is pressure to change the usage from residential to commercial. This kind of ribbon development is undesirable as it leads to uncontrolled commercial development that can adversely affect the City's planned intentions.

ii. Issue

- *Pressures for commercial development on housing areas facing major roads.*

d) Housing Density

i. Existing Situation

554. Comprehensive Development Plan 1040 and the Density Rules of 1985 determine housing densities. The density range used by the plan is between 4 persons per hectare (pph) to 162 pph and an average density of 24 pph is applied to all areas outside the original 93 square kilometre area of Kuala Lumpur.

555. Although they are now as ubiquitous as conventional housing, condominiums were a relatively new concept at the time that the original housing densities were determined. As a

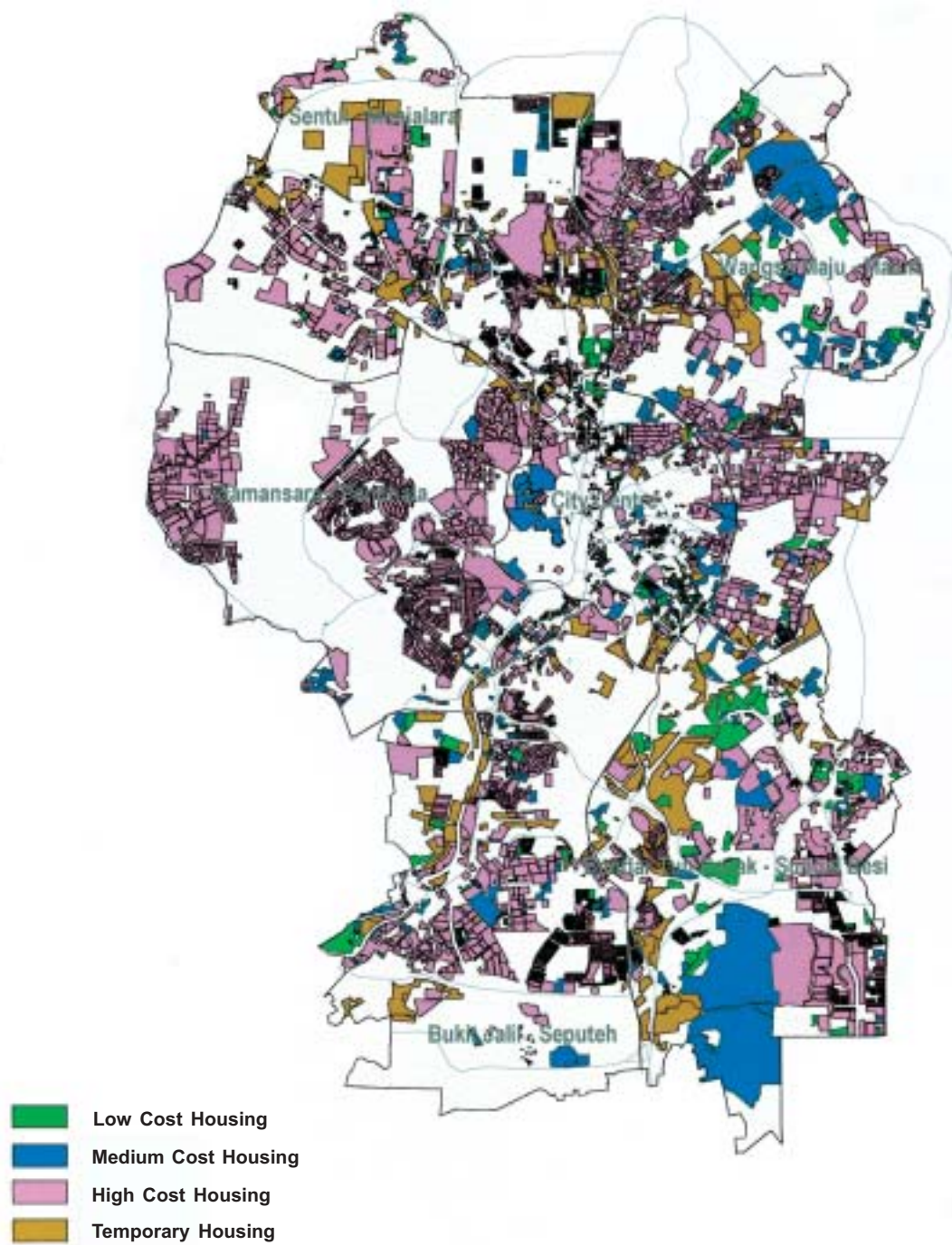


FIGURE: 12.3
DISTRIBUTION OF HOUSING BY TYPE, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

consequence of the growth in the number of condominium development, densities in housing areas have increased and are no longer consistent.

ii. Issue

- *Current housing density guidelines are outdated.*

12.3 OBJECTIVE

556. To enhance the City's living environment, CHKL aims to:

- *improve the quality of housing and housing environment;*
- *revitalise the City Centre by increasing the residential population; and*
- *eradicate substandard housing.*

557. For Kuala Lumpur to create an Efficient and Equitable City structure, CHKL aims to:

- *ensure sufficient housing to meet the demands of all income groups.*

12.4 POLICY AND PROPOSAL

12.4.1 HOUSING QUALITY

a) Quality of the Housing Environment

558. Good quality housing is a combination of many aspects of housing development. Design and layout, environmental responsiveness, the quality of workmanship and materials, the provision of utilities and facilities, landscaping, maintenance and upgrading, all play a part in the total housing environment. CHKL shall encourage and work with the private sector to raise overall standards of housing in all of these areas so as to produce housing of the highest quality.

559. The quality of the housing environment extends beyond the boundaries of individual residential development. Careful attention should



Photo 12.2: Design and layout, environmental responsiveness, the quality of workmanship and materials, the provision of utilities and facilities, landscaping, maintenance and upgrading, all play a part in the total housing environment.

be paid to the external environment within private development and also to the external appearance and environment immediately outside including the manner in which developments relate to their immediate surroundings. Housing development should seek to be compatible with their surroundings, maintain connections, enhance the public spaces which they adjoin and optimise the spaces between developments. CHKL shall play an active role in ensuring that developers observe their responsibilities to the total city environment when planning housing development.

Policy:

HO 1: *CHKL shall encourage responsible parties in the housing sector to develop good quality housing and living environments.*

560. The private sector shall be encouraged to investigate new forms of housing which can offer a wider choice of lifestyle. Entirely new concepts or hybrids could be developed that combine the attractions of different existing housing types.

Policy:

HO 2: *CHKL shall encourage the private sector to develop a wider choice of innovative housing.*

561. Building owners and management corporations shall be educated in the benefits of



regular maintenance and upgrading schedules. In the older housing areas which have fallen into disrepair, measures need to be initiated to upgrade them to acceptable standards.

Policy:

HO 3: CHKL shall, together with responsible parties in the housing sector, develop and implement measures to upgrade the quality of existing old housing stock.

562. Where necessary, CHKL shall implement additional measures to improve the condition and external appearance of private flatted housing estates that do not meet minimum required standards.

Policy:

HO 4: CHKL shall implement measures to ensure that all private flatted housing estates are properly maintained according to the minimum required standards.

b) Low Cost and Public Housing

563. In view of the likelihood that space standards for low cost housing shall continue to be improved, provision shall be made in the design of such development to permit an increase in space standards without the need for costly redevelopment. Efforts shall be made to enhance the space standards where appropriate in renovation or redevelopment of existing low cost housing.

564. The standards of finishes and fittings in low cost housing development shall be improved, as will as the standards of provision of amenities and facilities such as play areas, car parking and public community facilities.

Policy:

HO 5: CHKL shall upgrade the standards of low cost housing.



Photo 12.3: Efforts shall be made to enhance the space standards where appropriate in renovation or redevelopment of existing low cost housing.

565. The external environment of low cost housing shall be improved by means of additional landscaping areas, improved standards of external finishes, provision of covered walkways as well as the repainting or, where required, retrofitting of existing facades.

Policy:

HO 6: CHKL shall implement measures to improve the environmental quality of low cost housing

566. On-going regular maintenance, including preventive maintenance and periodic replacement of building elements and components, shall be properly budgeted for and comprehensive maintenance schedules devised for all public housing. Periodic upgrading to improve the standard of facilities in public housing estates shall also be planned and budgeted for.

Policy:

HO 7: CHKL shall develop and implement maintenance and upgrading schedules for public housing.

567. CHKL will undertake an in-depth and continuing review of materials, components and

best practice standards used in the construction of public housing in order to reduce overall life cycle costs.

Policy:

HO 8: CHKL shall review standards of construction, material and services for public housing.

HO 9: CHKL shall consolidate the management of low cost housing to ensure that only the low income groups are eligible to rent low cost houses.

c) Temporary Housing

568. Various programmes have been planned and implemented which are, at least in part, directed towards the elimination of squatter settlements in the City. Sufficient housing for the re-housing of squatters shall be in place before 2005.

Policy:

HO 10: CHKL shall eradicate all squatter settlements and long houses.

d) Dilapidated Housing

569. Appropriate action to improve or redevelop dilapidated housing areas shall be determined depending on the condition and location of the areas in question. CHKL shall ensure that the owners of privately owned dilapidated housing areas take prompt and appropriate action to improve or redevelop their properties, and, where necessary, will become directly involved in the regeneration of such areas.



Photo 12.4: Appropriate action to improve or redevelop dilapidated housing areas...

570. CHKL shall ensure that redevelopment of dilapidated housing areas in the City Centre incorporates a significant residential component.

Policy:

HO 11: CHKL shall encourage the improvement and redevelopment of dilapidated housing areas.

12.4.2 HOUSING PROVISION

a) General

571. The decision as to whether to live inside or outside the City boundary should be one of choice rather than necessity resulting from a shortage of appropriate housing. It remains, therefore, CHKL's basic responsibility to ensure that there is an adequate mix of housing that meets the needs of its population and is commensurate with the City's population income distribution.

Policy:

HO 12: CHKL shall ensure that there is sufficient affordable housing available to meet the needs of the population.

b) Low-Medium and Medium Cost Housing

572. CHKL shall take appropriate measures so that more low-medium and medium cost housing units are provided. Based on the 2002 current housing cost, the low-medium cost housing is defined as houses costing not more than RM85,000 per unit while the medium cost houses is not more than RM150,000 per unit. Both categories of houses are expected to achieve 30 percent of the total future housing needs. The private sector is encouraged to build low-medium and medium cost houses by providing incentives such as allowing high-density development in areas close to transit terminals.

Policy:

HO 13: CHKL shall encourage the building of low-medium and medium cost houses.

HO 14: CHKL shall give priority to the tenants of public housing to purchase low-medium cost houses.



c) Public Housing

573. As land and housing costs continue to rise in Kuala Lumpur, there will continue to be a section of the population who are unable to afford low cost housing. At least in the foreseeable future, therefore, there shall be a need for CHKL to provide public housing for rental at subsidised rates.

Policy:

HO 15: CHKL shall continue to provide housing for rental at subsidised rates.

d) Housing for Special Needs Groups

574. CHKL shall liaise with the relevant agencies and the private sector in order to assess the housing requirements of special needs groups such as the physically disabled, the aged, single mothers and single men and women.

575. Appropriate land or floor space shall be set aside for such housing and CHKL shall encourage the private sector to participate in their provision. Hostels to house unmarried youths shall also be provided as required.

Policy:

HO 16: CHKL shall, together with the relevant agencies and the private sector, ensure the adequate provision of housing for special needs groups.



Photo 12.5: Hostels to house unmarried youths...

e) Housing for Public Sector Employees

576. Sufficient land shall be allocated in convenient locations within the City to enable government agencies to provide affordable housing for their public sector employees. In addition, where appropriate, existing under-utilised government land used to house public sector employees shall be optimised to provide higher density housing.

Policy:

HO 17: CHKL shall, together with the relevant agencies and the private sector, ensure the adequate provision of affordable housing for public sector employees.

HO 18: CHKL shall encourage the redevelopment of designated under-utilised government land to provide high-density housing for public sector employees.

12.4.3 DISTRIBUTION OF HOUSING

a) Housing by Type

577. Housing shall be distributed by type throughout the City as evenly as possible and in a manner that is consistent with the development strategies. The strategic zone of City Centre, Damansara - Penchala and Bukit Jalil - Seputeh, of which the major parts are designated as International Zones, will have a preponderance of medium and high cost housing, although there will



Photo 12.6: Housing shall be distributed by type throughout the City...

be some intensification of low cost housing in locations that do not conflict with the strategy. In the remaining strategic zones housing shall be evenly distributed by type so as to reflect a proper population balance.

Policy:

HO 19: CHKL shall ensure the proper distribution of housing units by type.

b) Housing in the City Centre

578. In order to attract more people to live in the City Centre, housing should be developed that capitalises on the opportunities offered by its unique location such as the availability of convenient public transport and proximity to the main business districts and shopping and entertainment centres.

579. CHKL shall encourage the development of inner city housing by private developers. Mixed commercial and residential development that contain a large quantum of medium and high cost housing shall be promoted with special emphasis on those near to transit terminals.



Photo 12.7: ...to increase the number of medium and high cost residential units in the City Centre.

580. In line with the strategy to enhance the business, working and living environment of the City Centre, the quality of low cost houses and low cost housing environment in the City Centre shall be improved.

Policy:

HO 20: CHKL shall implement measures to increase the number of medium and high cost residential units in the City Centre.

HO 21: CHKL shall improve the quality of low cost houses and low cost housing environment in the City Centre.

c) Housing Density

581. Based on the planning provision, the gross population density means that the development with less than 100 persons per hectare is categorised as low density, between 101-300 persons per hectare as medium density and above 301 persons per hectare as high density.

582. Housing densities shall be reviewed to be consistent with the development strategies. High-density residential and mixed development (residential and commercial) shall be encouraged near to rail terminals. Low or medium density development will be designated for International Zones.

583. Low density in specified high quality residential areas shall be maintained especially where these areas contribute to the green network. In other stable housing areas, existing densities will largely be retained.

Policy:

HO 22: CHKL shall review housing densities to be consistent with the development strategies.

d) Existing Housing Along Major Roads

584. In order to avoid the creation of uncontrolled ribbon development in a manner that conflicts with the development strategies, CHKL shall discourage the conversion of residential to commercial use along major roads except in certain designated



Photo 12.8: ...conversion of residential to commercial use along major roads...

areas where special circumstances warrant such a relaxation.

Policy:

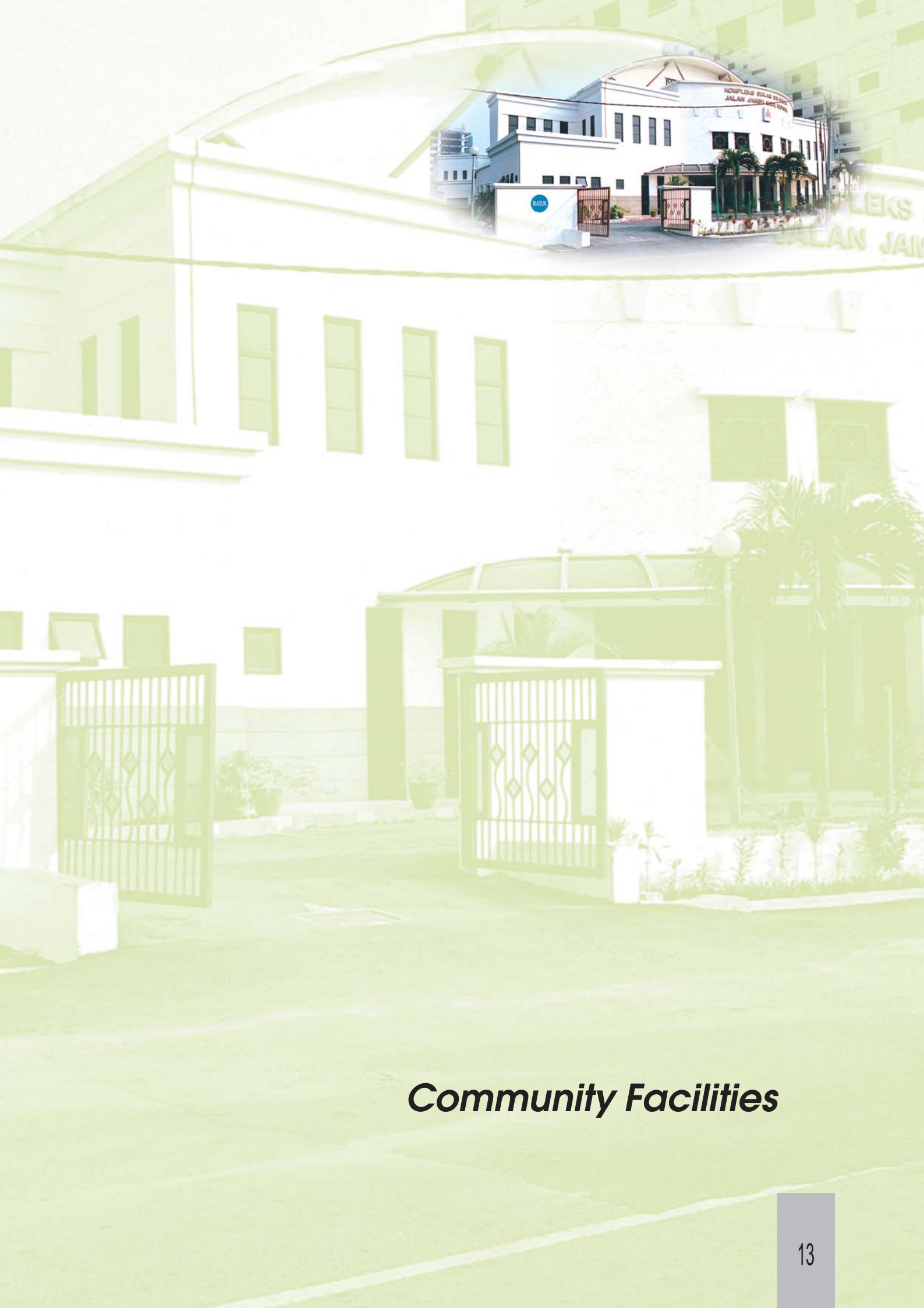
HO 23: CHKL shall discourage existing residential usage along major roads from changing to commercial usage except in certain designated areas.

12.5 FUTURE REQUIREMENT

585. Housing projections are based on the 2020 target population of 2.2 million. The distribution of housing reflects the strategies to increase the population of the City Centre and the preservation of Damansara - Penchala as a predominantly low density, high-class residential area in keeping with its status as an International Zone. In line with the overall strategy, housing shall be distributed evenly throughout the remaining four strategic zones.

Table 12.5: Total Housing Needs, 2020

Strategic Zone	Housing Needs by Cost 2020			Total
	Low Cost	Medium Cost	High Cost	
City Centre	10,496	20,992	38,486	69,975
Wangsa Maju - Maluri	31,604	42,981	51,830	126,414
Sentul - Menjalara	36,768	32,965	57,055	126,788
Damansara - Penchala	5,167	28,048	40,596	73,812
Bukit Jalil - Seputeh	35,713	30,422	66,136	132,271
Bandar Tun Razak - Sungai Besi	38,823	25,235	32,999	97,057
Total	158,571	180,643	287,101	626,315



Community Facilities



13.1 INTRODUCTION

586. **E**thnically speaking, Kuala Lumpur is, more than any other cities in Malaysia, a true microcosm of the country, and it leads by example in the harmonious coexistence of its multi-ethnic and multi-religious society. Over the next 20 years, CHKL aims to build on this achievement to create a society secure in its community integration and social harmony that does nonetheless celebrate the diversity of its culture.

587. In line with the goal of enhancing the city living environment, the means by which CHKL promotes social cohesiveness is partly through community and social programmes, and partly through the provision of communal and recreational facilities that serve to bring people together in shared activities. By exercise of its planning and development control powers, CHKL is also the facilitator of government and private projects and facilities that serve the community. Furthermore, as the planning authority for Kuala Lumpur, it is CHKL's responsibility to ensure that facilities for the community are distributed in a fair and equitable manner so that all areas and sectors of Kuala Lumpur are equally served according to their requirements.

588. Until recently, Kuala Lumpur has been mainly preoccupied with development and the creation of wealth for its residents. It is now a city that has reached a developed status, and must endeavour to consolidate this achievement by improving the quality of life for its residents and developing a truly civic-minded community proud of its identity and mindful of its responsibilities to the rest of society. CHKL will take the lead by aiming to provide a safe and secure environment for the city's residents, while creating a more caring society. CHKL will widen the scope of its concerns to address the needs of the aged, disabled and disadvantaged in terms of support facilities as well as social programmes and infrastructure improvements aimed at enabling greater integration into the life of the City.

589. A more developed and sophisticated society looks for cultural and artistic stimulus and a thriving cultural environment is the mark of a world-class city. Kuala Lumpur should be developed as a modern entity with a distinctive city identity and image

which is endowed with a richness of arts and culture that is the pride of its residents and the nation.

13.2 EXISTING SITUATION AND ISSUE

13.2.1 GENERAL

i. Existing Situation

590. *Table 13.1* sets out the existing and committed provision of community facilities in comparison with the requirement based on the planning standards of the KLSP 1984.

591. In many cases, it is not possible for a comparison to be made as no standards were recommended in the original plan. However, an anomie study was carried out and this has shed some light on the perceived adequacy of provision. From the survey, it is apparent that perceptions of the adequacy of provision are coloured to an extent by factors other than simple provision, for example poor quality of provision, accessibility problems and lack of maintenance.

ii. Issue

592. Although many of the KLSP 1984's standards are still applicable, some new standards need to be devised for facilities which were not considered in the plan, in particular, caring facilities relating to the aged and handicapped. Other standards need to be reviewed in the light of changing social needs.

- *The KLSP 1984 standards for the provision of community facilities are no longer relevant to the actual needs of the population.*

13.2.2 PUBLIC COMMUNITY FACILITIES

i. Existing Situation

593. CHKL is responsible for providing public community facilities which are intended to bring together people from a wide spectrum regardless of race, age or social status. Although these facilities are opened to all, it is CHKL's primary responsibility to ensure that they are made conveniently available and affordable to those sections of society that may not have access to any other similar options. Such facilities include community halls, public libraries and public markets.

Table 13.1: Provision and Requirement of Community Facilities, 2000

Types of Facilities	Existing		Committed		Required (based on the PSKL 1984 planning standards)	
	Unit	Hectare	Unit	Hectare	Unit	Hectare
Public Community Facilities						
Community Hall	103	13.53	49	24.85	n.a	
Public Market	35	21.69	16	4.94	95	19.00
Public Library	11	4.56	3	2.10	n.a	
Open Spaces, Recreational & Sports Facilities						
City Park	3	103.52	1	170.98	n.a	
District Park	8	441.08	5	145.17	n.a	
Neighbourhood Park	2	33.02	21	227.71	n.a	
Local Park	35	65.82	18	36.91	95	230.90
Local Play Area	531	153.15	79	29.25	190	269.80
Sports Complex	22	167.62	10	27.16	142	460.10
Golf Course, Polo Field and Forest Reserve	14	579.61	0	0.0	n.a	
Educational Facilities						
University/College	6	391.60	0	0.0	n.a	
Teachers' Training College	5	48.00	0	0.0	n.a	
Training Centre	2	19.00	0	0.0	n.a	
Secondary School	79	202.23	31	94.75	95	384.75
Primary School	155	209.61	32	158.73	190	385.70
Kindergarten	136	5.87	0	0	570	57.00
Public Health Facilities						
Government Hospital	3	123.56	0	0	n.a	
Government Clinic	32	14.76	10	3.16	95	19.00
Security and Emergency Facilities						
National Police Headquarters	1	7.39	0	0	n.a	
Contingent Police Headquarters	1	3.72	0	0	n.a	
District Police Headquarters	4	4.74	0	0	n.a	
Police Station	15	13.92	13	7.94	95	19.0
Police Post	43	1.11	10	0.91	n.a	
Fire Station	14	8.05	19	10.91	n.a	
Neighbourhood Watch Centre	50	3.05	1	0.05	570	57.0
Social Welfare Facilities						
Welfare Homes	6	20.73	0	0.0	n.a	
Religious Facilities						
Mosque	44	53.26	25	26.82	142	58.22
'Surau'	134	28.22	44	10.81	190	28.5
Other Religious Use	306	56.5	4	0.5	142	14.2
Cemeteries						
Muslim	21	69.58	5	21.67	-	3.42
Non Muslim	16	231.96	1	7.87	n.a	
Crematorium	5	4.14	0	0	n.a	

Note: Area for community facilities are based on detail calculation and differ with land use figures in Table 6.1.
n.a - No standard available in KLSP, 1984.



594. *Figure 13.1 and Table 13.2* show the distribution of public community facilities in Kuala Lumpur.

Table 13.2: Public Community Facilities, 2000

Strategic Zone	Community Hall	Public Market	Public Library
City Centre	13	5	2
Wangsa Maju - Maluri	25	6	4
Sentul - Menjalara	32	9	1
Damansara - Penchala	1	2	1
Bukit Jalil - Seputeh	10	5	0
Bandar Tun Razak - Sungai Besi	22	9	3
Total	103	35	11

ii. Issue

595. The design of the earlier generation of community halls, mostly built in the 80's and early 90's, provides a hall which at any one time can be used for recreational activities or social gathering. These community halls do not meet with people's aspiration and choices which are more diverse. However the current design of the community centres, mostly built and completed in the late 90's, provides more comprehensive range of facilities such as computer centre, libraries, swimming pool, kindergarten, exhibition areas, gymnasium centre for the young and the aged and food kiosk. This design reflects generally the changing needs and growing expectations of the people.

- *Unsuitable design concept of community hall to meet the need of the people's aspiration.*

596. Although there are public libraries in all strategic zones, they are not distributed evenly according to population distribution.

- *Uneven distribution of public libraries.*

13.2.3 OPEN SPACES, RECREATIONAL AND SPORTS FACILITIES

i. Existing Situation

597. Sports and recreational facilities are essential for the physical and psychological well

being of the residents of the City as well as serving as elements which reinforce a sense of community.

598. Kuala Lumpur is also the regional and national centre for sporting activities and now has a considerable array of sports facilities of international class following the 1998 Commonwealth Games. Many of these facilities are located in the National Sports Complex at Bukit Jalil.

599. *Figure 13.2 and Table 13.3* show the distribution of open spaces, recreational and sports facilities in Kuala Lumpur.

600. CHKL is responsible for providing and maintaining public sports facilities that serve the population of Kuala Lumpur such as soccer fields, local sports complexes, swimming pools and tennis courts. Badminton and 'takraw' courts are usually included in the community halls.

601. Recreational facilities such as parks and children's playgrounds are planned, provided for and maintained by CHKL. The city parks in Kuala Lumpur have a significance that goes beyond the needs of the citizen, serving also to attract domestic and international visitors to the City. In addition, there are three forest reserves in Kuala Lumpur, the most well known being Bukit Nanas in the heart of the City Centre.

Table 13.3: Open Spaces, Recreational & Sports Facilities, 2000

Strategic Zone	Facilities (in Hectare)						
	City Park	District Park	Neighbourhood Park	Local Park	Local Play Area	Sports Complex	Others
City Centre	91.0	0.0	19.8	10.7	16.46	17.1	11.52
Wangsa Maju - Maluri	0.0	46.23	0.0	10.35	43.83	7.5	171.0
Sentul - Menjalara	0.0	242.48	13.2	19.59	41.87	4.14	19.1
Damansara - Penchala	12.54	0.0	0.0	10.81	9.83	17.0	264.1
Bukit Jalil - Seputeh	0.0	84.16	0.0	5.73	12.48	111.8	64.4
Bandar Tun Razak - Sungai Besi	0.0	68.21	0.0	8.64	28.68	10.17	49.52
Total	103.5	441.1	33.0	65.8	153.2	167.6	579.6

Notes : Others includes golf courses, polo fields and forest reserves

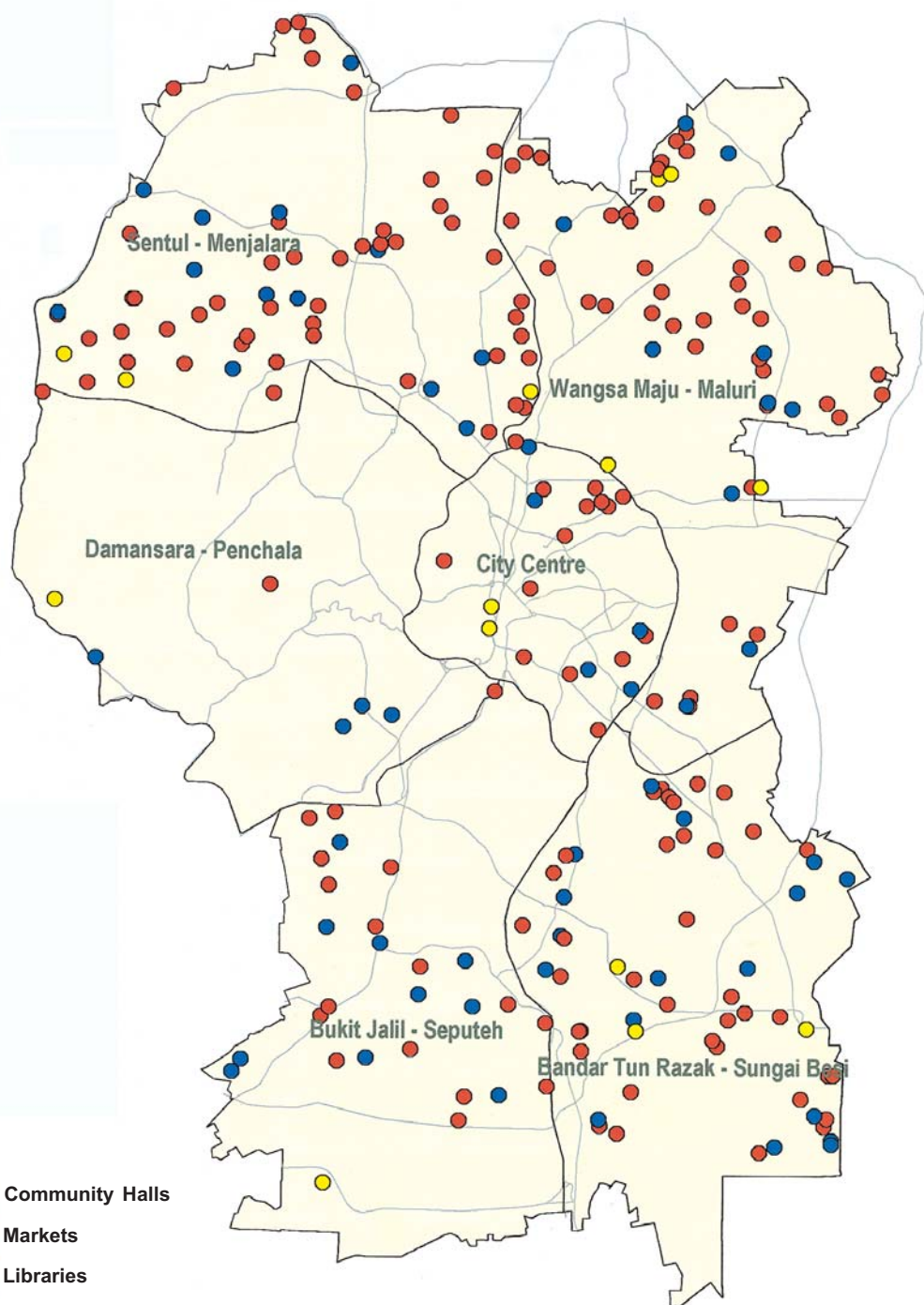


FIGURE: 13.1
DISTRIBUTION OF PUBLIC COMMUNITY FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020





ii. Issue

602. Although there are neighbourhood and local parks, children's playgrounds, soccer fields, public swimming pools and tennis courts in all strategic zones, they are not distributed evenly according to population distribution.

- *Uneven distribution of neighbourhood and local parks, children's playgrounds, soccer fields, public swimming pools and tennis courts.*

603. In many cases community facilities are adequately provided but under utilised. This situation has arisen due to inadequate maintenance, vandalism and poor accessibility and has particularly affected some children's playgrounds, soccer fields and sports facilities.

- *Underutilisation of children's playgrounds, soccer fields and sports facilities due to inadequate maintenance, vandalism and poor accessibility.*

604. The KLSP 1984 identified four categories of open space namely parks and gardens, local play areas, incidental open spaces and sports facilities. This hierarchy has proved to be too general and has led to the uneven distribution of smaller parks throughout the City.

- *Uneven distribution of smaller parks throughout the City.*

605. Existing recreational venues serve the community as a whole but do not specifically cater for the needs of young people.

- *Lack of suitable recreational venues for young people.*

13.2.4 EDUCATIONAL FACILITIES

i. Existing Situation

606. Schools are important integrating community elements, bringing together young people from all



Photo 13.1: Sports and recreational facilities are essential for the physical and psychological well being of the residents of the City as well as serving as elements which reinforce a sense of community.

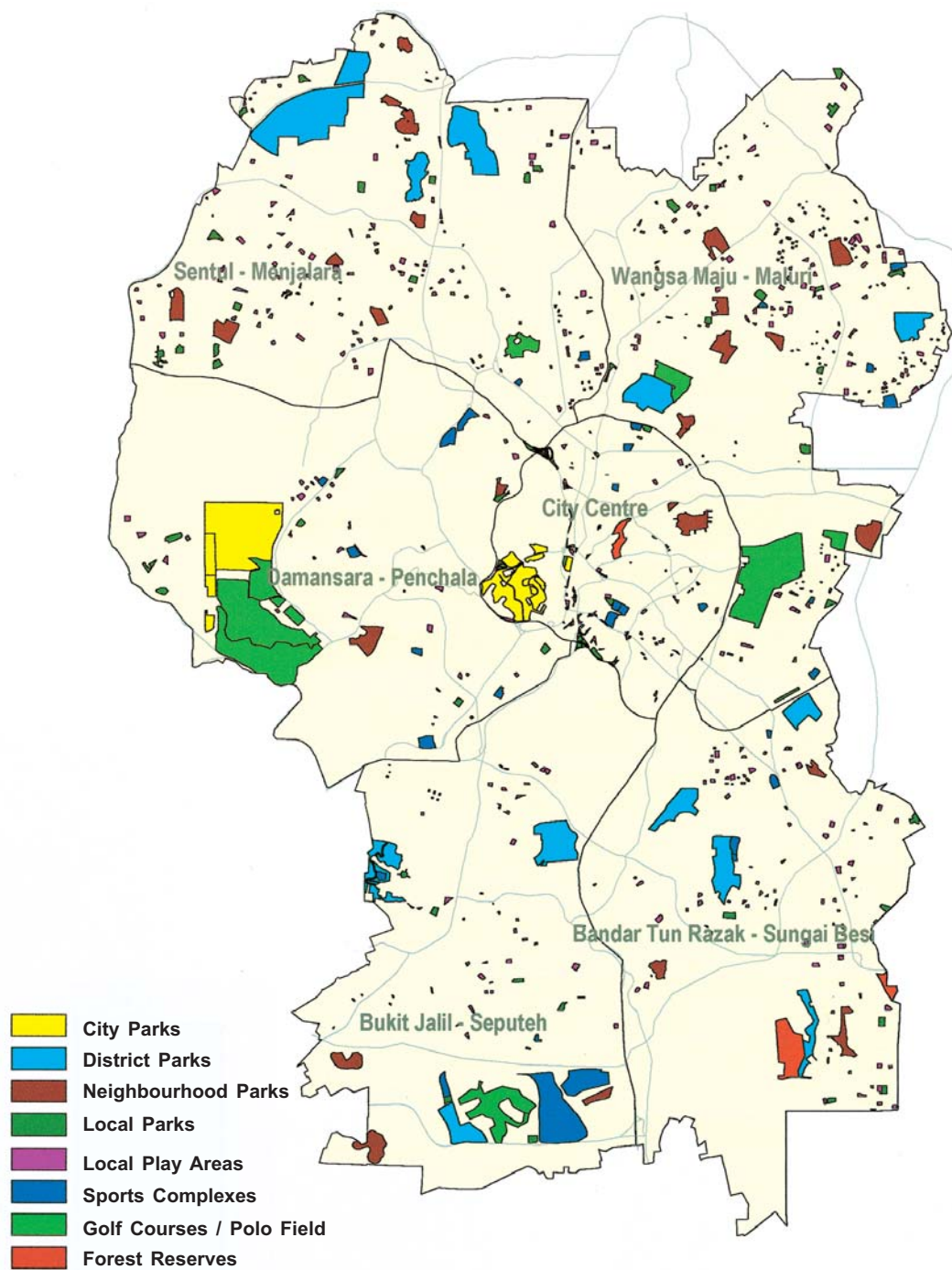


FIGURE: 13.2
DISTRIBUTION OF OPEN SPACES, RECREATIONAL AND
SPORTS FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



Table 13.4: Public Educational Facilities, 2000

Strategic Zone	University & College	Secondary School	Primary School	Kindergarten
City Centre	3	13	36	10
Wangsa Maju - Maluri	2	25	39	18
Sentul - Menjalara	0	10	38	36
Damansara - Penchala	3	7	7	19
Bukit Jalil - Seputeh	1	16	27	23
Bandar Tun Razak - Sungai Besi	4	8	8	30
Total	13	79	155	136

the ethnic and religious groups. Kuala Lumpur has a proud tradition of some of the oldest and most prestigious schools in the country, most of which are within the City Centre.

607. *Figure 13.3 and Table 13.4* show the distribution of public educational facilities in Kuala Lumpur. School building programmes, for the most part, are undertaken by the Ministry of Education with CHKL playing the part of facilitator, identifying areas where schools may be required and enabling the provision of suitable sites. The majority of primary and secondary schools are fully integrated ethnically and religiously, and although there are some Tamil, Chinese, and Islamic schools, these are also opened to all.

608. Tertiary educational facilities include the University Malaya and the University of Technology Malaysia, vocational, teachers' and medical training colleges. In addition, there are a number of private universities, colleges and polytechnics.

ii. Issue

609. Although there are kindergartens, primary and secondary schools in all strategic zones, they are not distributed evenly according to population distribution.

- *Uneven distribution of government and private kindergartens, primary and secondary schools.*

610. The high concentration of schools in the City Centre no longer correlates with population

catchment areas and consequently contributes to traffic congestion.

- *High concentration of schools in the City Centre leading to traffic congestion.*

611. There are approximately 3,174 disabled children in Kuala Lumpur who have special educational requirements. Presently, there are insufficient special schools to meet their needs.

- *Shortage of special schools for disabled children.*

13.2.5 HEALTH FACILITIES

i. Existing Situation

612. Convenient, accessible and affordable health care services are essential for the well being of a city's residents. By virtue of its large population catchments and its role as the nation's capital Kuala Lumpur offers a wide range of health facilities from the general to the very specialised.

613. *Figure 13.4 and Table 13.5* show the distribution of public health facilities in Kuala Lumpur.

614. Health care facilities are provided either by the Ministry of Health or private institutions. Malaysia's main hospital, the Kuala Lumpur Hospital (KLH) is located in the City Centre and serves a regional and national population as well as that of Kuala Lumpur. In addition, a combination of government and private polyclinics, maternity and dental clinics serve the local population.

Table 13.5: Public Health Facilities, 2000

Strategic Zone	Hospital	Clinic
City Centre	1	5
Wangsa Maju - Maluri	0	7
Sentul - Menjalara	0	8
Damansara - Penchala	1	5
Bukit Jalil - Seputeh	0	1
Bandar Tun Razak - Sungai Besi	1	6
Total	3	32

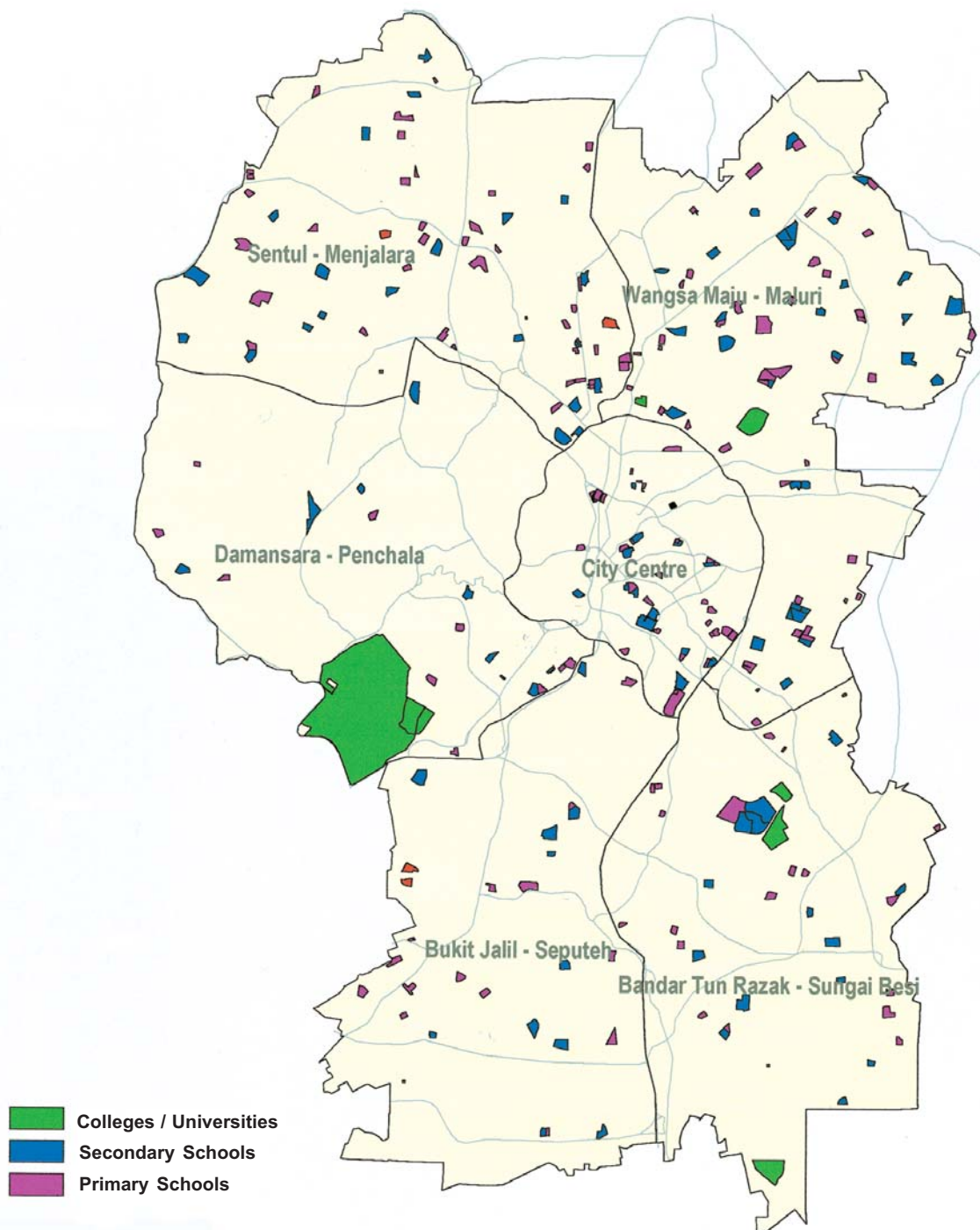


FIGURE: 13.3
DISTRIBUTION OF EDUCATIONAL FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



ii. Issue

615. Although there are government clinics such as polyclinics, dental clinics and maternity and children's clinics and hospitals in all strategic zones, they are not distributed evenly according to population distribution. This is problematic for those in the lower income groups who are unable to afford treatment at private clinics and who live a distance from the public facilities.

- *Uneven distribution of public health facilities.*

13.2.6 SECURITY AND EMERGENCY FACILITIES

i. Existing Situation

616. The provision of a secure and safe environment for its residents is a significant concern of any major city, and generally speaking, Kuala Lumpur compares well in this respect. Police stations are supplemented by police posts and, in addition, there is a system of neighbourhood watch centres. To improve safety in the City, the Malaysian Crime Prevention Foundation launched the Safe City Programme where the communities themselves participate in ensuring the security of their areas.

617. *Figure 13.5 and Table 13.6* show the distribution of security and emergency facilities in Kuala Lumpur. Security and emergency facilities include national police headquarters, contingent police headquarters, district police headquarters, police stations, police posts, neighbourhood watch centres and fire stations.

Table 13.6: Security and Emergency Facilities, 2000

Strategic Zone	National Police HQ	Contingent Police HQ	District Police HQ	Police Station	Police Post	Neighbourhood Watch Centres	Fire Station
City Centre	1	1	1	2	11	16	4
Wangsa Maju - Maluri	0	0	1	4	7	6	2
Sentul - Menjalara	0	0	1	2	8	11	1
Damansara - Penchala	0	0	1	3	6	2	3
Bukit Jalil - Seputeh	0	0	0	1	5	6	1
Bandar Tun Razak - Sungai Besi	0	0	0	3	6	9	3
Total	1	1	4	15	43	50	14

ii. Issue

618. Although there are police stations and police posts in all strategic zones, they are not distributed evenly according to population distribution.

- *Uneven distribution of police stations and police posts.*

13.2.7 SOCIAL WELFARE FACILITIES

i. Existing Situation

619. In the year 2000, there were about 10,299 disabled persons registered with the Federal Territory's Social Welfare Department, representing 0.7 percent of the population. Those registered as disabled included 1,372 visually impaired; 3,077 physically disabled; 3,935 mentally disabled and 1,915 hearing impaired. The department devised and implemented social welfare programmes which have contributed some 11,056 types of benefits. These include financial assistance schemes, counselling and assistive devices for disabled.

620. In addition, the Social Welfare Department runs three rehabilitative institutes for the delinquent juveniles and one care centre for the orphanage, abused and poor children. Besides, the Baitulmal of Islamic Council for the Federal Territory (MAIWP) provides and manages one welfare home for the poor and delinquent women, single parents and new converts and one orphanage care centre.

621. There are also eight welfare homes set up by non-governmental organisations to accommodate for the aged and orphanage and seven training centres for the disabled. Additional services in the form of day care centres are also made available for the aged and disabled children.

622. In the year 2000, there are some 85,434 persons over the age of 60 years representing about 6 percent of the total population of the City. This is an increase of about 35 percent from the 1991 census for the same group.

ii. Issue

623. Despite the various facilities and services in place, they are not sufficient to adequately meet the needs of the disabled.

- *Insufficient number of facilities and inadequate range of services for the disabled.*

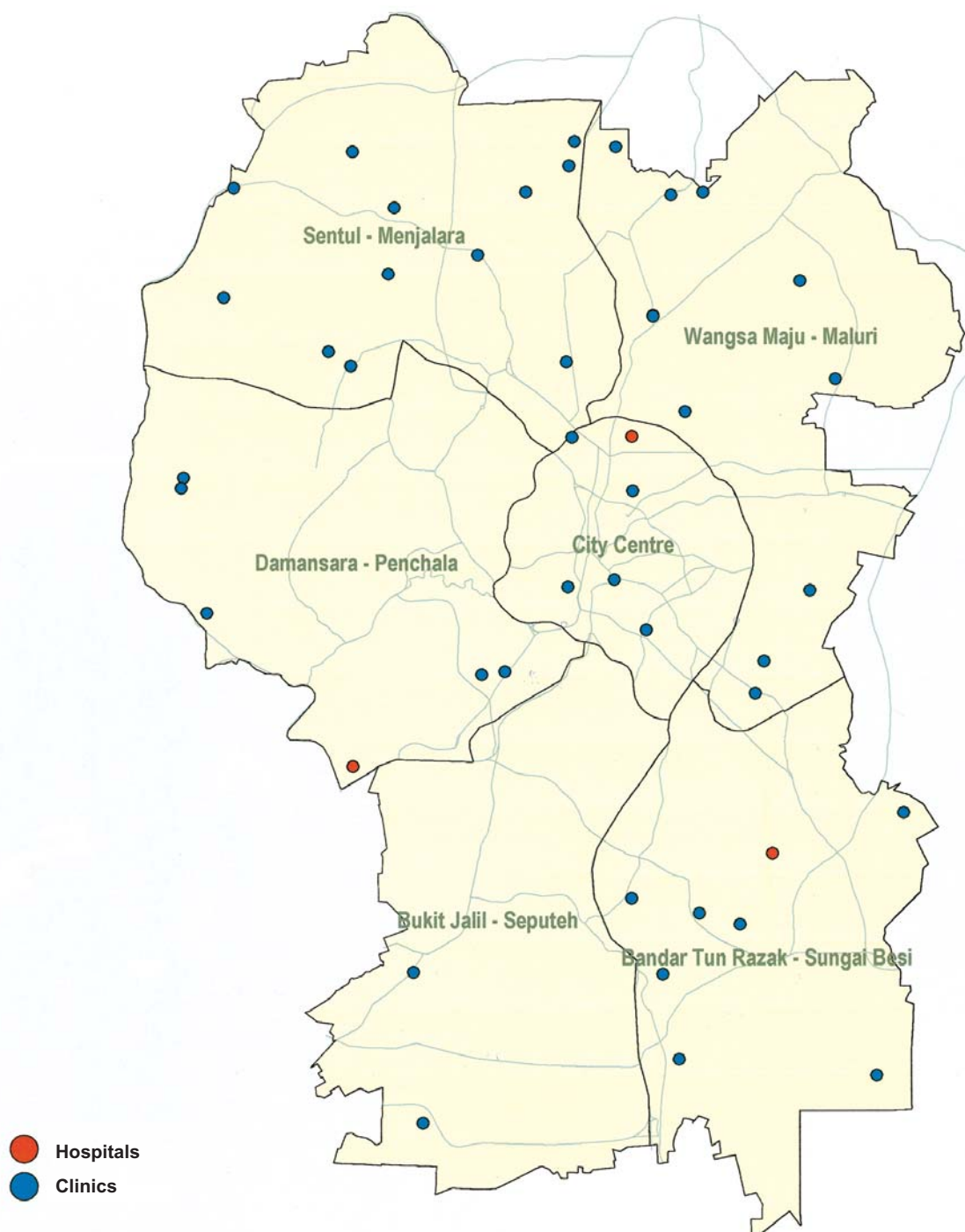


FIGURE: 13.4
DISTRIBUTION OF PUBLIC HEALTH FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020





Photo 13.2: As the capital city of Malaysia, Kuala Lumpur is the cultural focus of the nation.

624. The growing number of the aged has resulted in the need for more facilities to cater for this sector of the population.

- *Shortage of facilities for the growing number of the aged.*

13.2.8 CULTURAL FACILITIES

i. Existing Situation

625. Culture serves to bind and define a society and CHKL has therefore, seen its efforts to promote cultural groups and events in Kuala Lumpur as an essential part of its community building strategy. Cultural events and venues are also potent tourist attractions, which help to give international visitors a taste not only of Kuala Lumpur, but Malaysia as a whole.

626. As the capital city of Malaysia, Kuala Lumpur is the cultural focus of the nation. The National Theatre, Museum, Art Gallery, Library and many other smaller cultural venues attracting people from all over the country as well as international visitors are located in Kuala Lumpur.

627. *Figure 8.1 in Chapter 8 : Tourism* shows the location of cultural-heritage facilities in Kuala Lumpur.

628. As the MSC materialises, it is expected that a considerable number of expatriates will be living in and around Kuala Lumpur. Consequently, it is anticipated that the demand for more cultural events with an international flavour, in keeping with Kuala Lumpur's vision as A World-Class City, is likely to grow.

ii. Issue

629. The National Theatre, National Art Gallery and National Library are all located outside the City Centre along Jalan Tun Razak. Although relatively easy to access by road, it is difficult to access them by public transport.

- *Inadequate accessibility to major cultural facilities.*

13.2.9 RELIGIOUS FACILITIES

i. Existing Situation

630. In keeping with the status as the capital of a predominantly muslim nation, the City does have a significant role to play as a religious centre, both regionally and nationally, as evidenced by the presence of the National Mosque and the Centre for Islamic Studies. Kuala Lumpur's status in this



Photo 13.3: ...there are sufficient mosques and "suraus" to serve the population.

Table 13.7: Religious Facilities, 2000

Strategic Zone	Mosque	"Surau"	Other Religious Use
City Centre	9	12	68
Wangsa Maju - Maluri	14	40	42
Sentul - Menjalara	9	28	117
Damansara - Penchala	6	14	21
Bukit Jalil - Seputeh	2	9	30
Bandar Tun Razak - Sungai Besi	4	31	28
Total	44	134	306

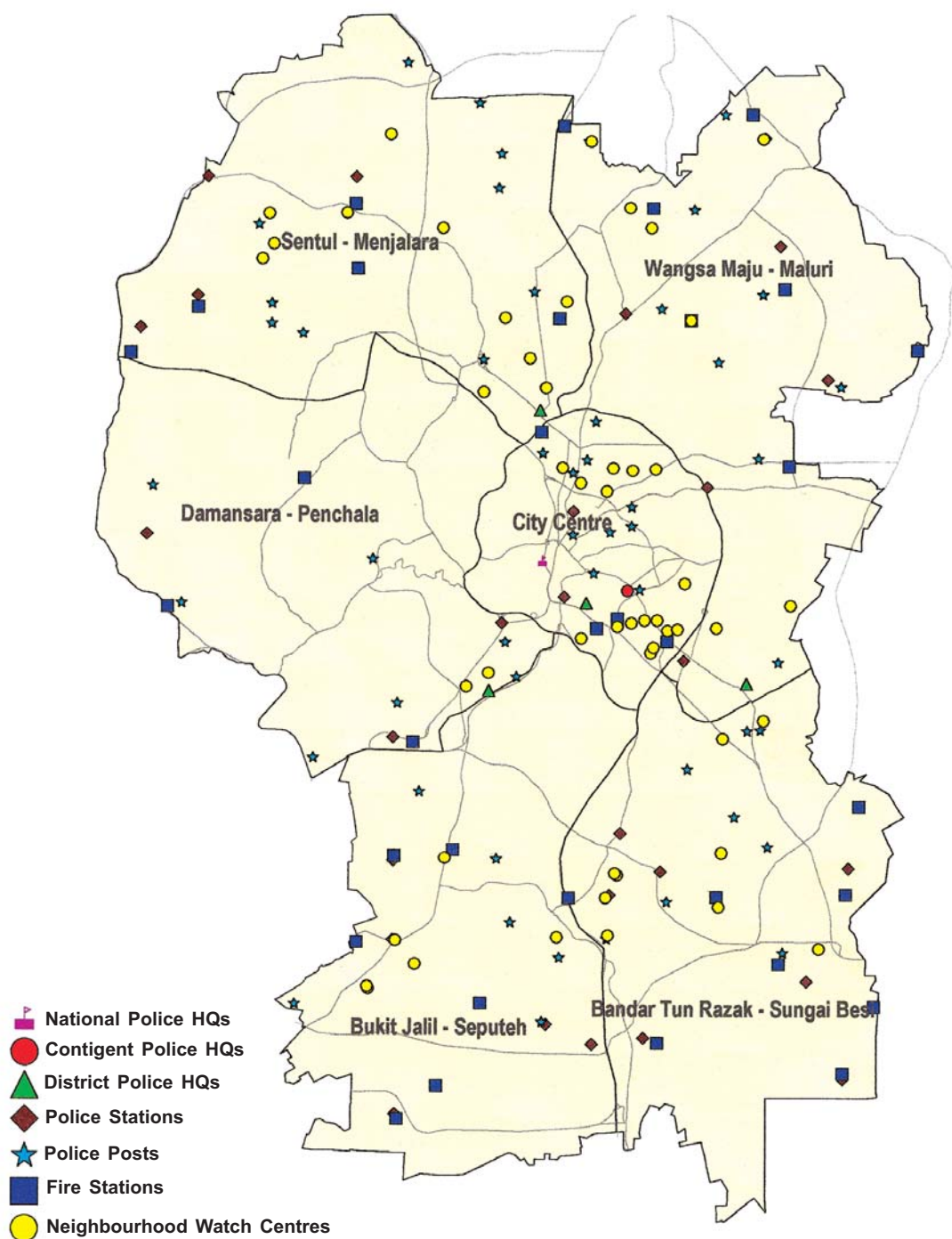


FIGURE: 13.5
DISTRIBUTION OF SECURITY AND EMERGENCY FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020





regard will continue, as will the need to ensure that there are sufficient mosques and “suraus” to serve the population of Kuala Lumpur as well as those from outside. *Figure 13.6* and *Table 13.7* show the distribution of religious facilities in Kuala Lumpur.

631. Other religious facilities including churches of various Christian denominations as well as Chinese and Hindu temples, some of which are almost as old as the City itself, are plentiful and are well distributed in all strategic zones.

ii. Issue

632. Although there are mosques and “suraus” in all strategic zones, they are not distributed evenly according to population distribution.

- *Uneven distribution of mosques and “suraus”.*

13.2.10 CEMETERIES

633. *Figure 13.7* and *Table 13.8* show the distribution of Muslim and non-Muslim cemeteries in Kuala Lumpur in the year 2000. Generally, the balance of existing land of Muslim and non-Muslim cemeteries is expected to cater only for the need for the next ten years. At the same time, the balance of existing cemeteries especially those located close to the City boundary will also cater the need of those in the outskirts of the City.

Table 13.8: Available Cemetery Land, 2000

Strategic Zone	Cemetery Land (in hectare)						Crematorium (in unit)
	Muslim			Non-Muslim			
	Existing	Balance existing	Committed	Existing	Balance of the existing	Committed	
City Centre	5.4	0.3	0.0	49.8	11.7	0.0	1
Wangsa Maju - Maluri	5.3	2.7	9.2	6.7	2.1	0.0	0
Sentul - Menjalara	38.0	28.7	4.3	1.9	0.5	0.0	1
Damansara - Penchala	10.4	4.1	0.0	0.0	0.0	0.0	0
Bukit Jalil - Seputeh	5.2	2.6	6.9	112.0	22.5	7.9	2
Bandar Tun Razak - Sungai Besi	5.1	2.8	1.2	61.5	17.2	0.0	1
Total	69.6	41.2	21.7	232.0	54.0	7.9	5

13.3 OBJECTIVE

634. In order to enhance the city living environment, CHKL aims to:

- *ensure the adequate provision of community facilities for all groups of society with improved standards befitting a higher quality of life;*
- *provide all residents with a wide range of social and recreational activities and facilities; and*
- *ensure a safe and healthy living environment that can cater for the needs for all groups of people including the disabled, the disadvantaged and the aged.*

635. For Kuala Lumpur to honour its role as the capital city of Malaysia, CHKL must ensure that it:

- *fulfils its national obligations in the provision of community and cultural facilities.*

636. For Kuala Lumpur to create an efficient and equitable city structure, CHKL aims to:

- *ensure that all areas within the City are provided with adequate provision of high quality community facilities.*

637. In order to create a distinctive city identity and image, CHKL will continue to:

- *promote culture and arts in the City as factors which enhance the overall quality of life.*

13.4 POLICY AND PROPOSAL

13.4.1 GENERAL

a) New Planning Standards

638. New planning standards have been prepared (refer *Table 13.9*) to supersede those of the KLSP 1984 to meet the future needs of the City. These standards take into consideration the national planning standards. The planning standards cover the need of public community facilities, open spaces, recreation and sports, education, health, safety and emergency, religious and cemetery land. These standards should be regularly reviewed and updated to reflect the changes of social needs.

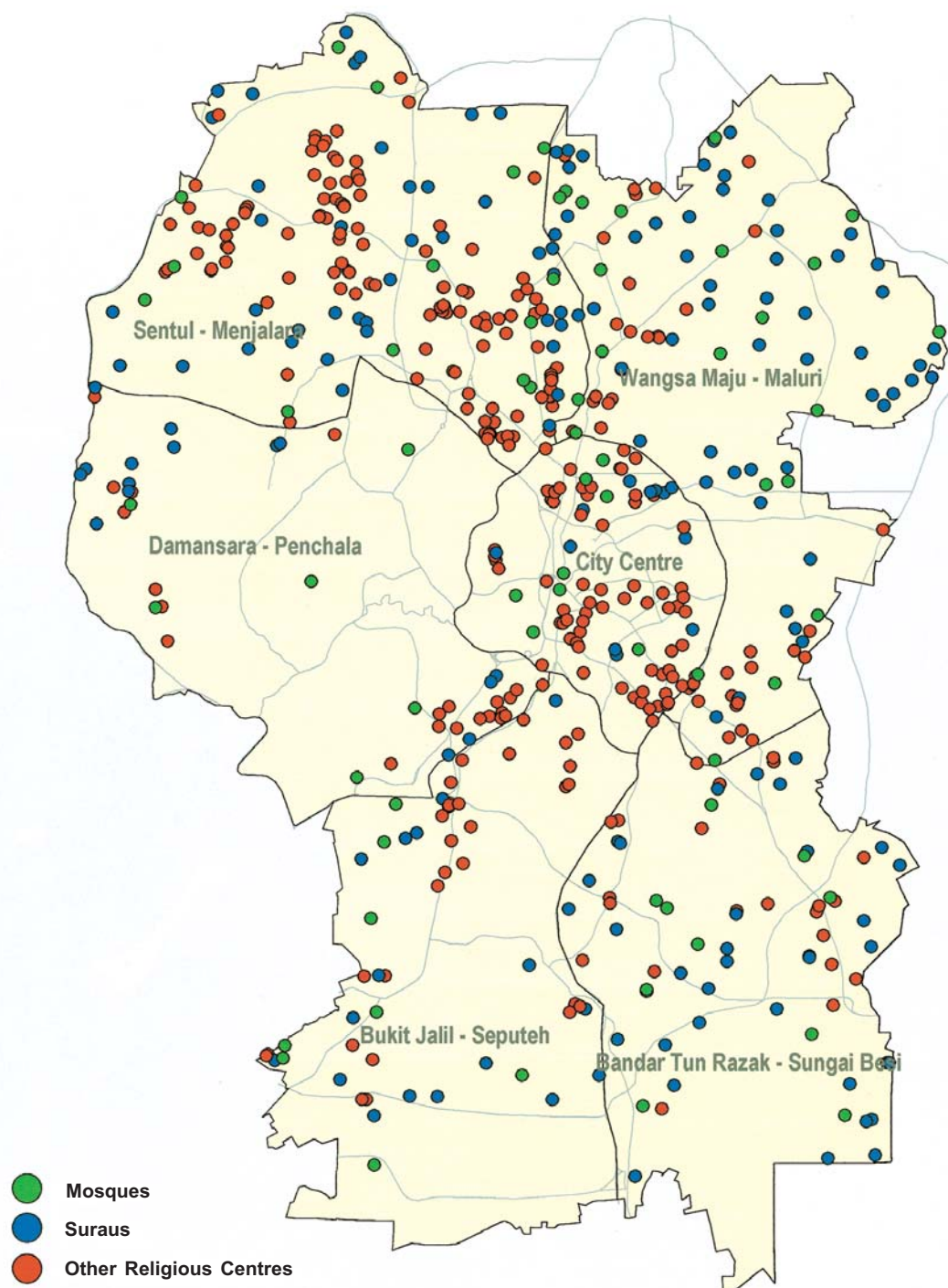


FIGURE: 13.6
DISTRIBUTION OF RELIGIOUS FACILITIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020





Table 13.9: Planning Standards for the Provision of Community Facilities, 2020

Types of Facilities	No. of unit per 10,000 population	Land Area per 10,000 population (hectare)	Minimum Land Area per unit (hectare)	Standard Area (hectare) per population
Public Community Facilities				
Community Centre	0.50	0.40	0.80	0.80 ha. / 20,000
Market	0.40	0.16	0.40	0.40 ha. / 25,000
Public Library	0.25	0.05	0.20	0.20 ha. /40,000
Open Spaces, Recreational and Sports Facilities				
District Park	0.05	2.00	40.0	40.0 ha. /20,0000
Neighbourhood Park	0.20	2.00	10.0	10.0 ha. /50,000
Local Park	0.50	1.00	2.00	2.00 ha. /20,000
Local Play Area	2.00	1.00	0.50	0.50 ha. /5,000
Sports Complex	0.20	0.50	2.50	2.50 ha. /50,000
Educational Facilities				
Secondary School	0.50	1.00	2.00	2.0 ha. /20,000
Primary School	1.00	1.20	1.20	1.2 ha. /10,000
Kindergarten	2.00	0.10	0.05	0.05 ha. /5,000
Public Health Facilities				
Hospital	0.20	0.30	1.50	1.5 ha. /50,000
Clinic	0.40	0.20	0.50	0.50 ha. /25,000
Security and Emergencies Facilities				
District Police HQ	0.05	0.10	2.00	2.00 ha. /200,000
Police Station	0.20	0.50	2.50	2.50 ha. /50,000
Police Post	0.50	0.01	0.02	0.02 ha. /20,000
Fire Station	0.07	0.05	0.70	0.70 ha. /140,000
Neighbourhood Watch Centre	0.67	0.10	0.15	0.15 ha. /15,000
Religious Facilities				
Mosque	0.40	0.52	1.30	1.30 ha. /25,000
“Surau”	1.00	0.20	0.20	0.20 ha. /10,000
Other Religious Use	1.00	0.40	0.40	0.20 ha. /5,000
Cemeteries				
Muslim	2.00	2.00	1.00	1.00 ha. /5,000
Non-Muslim	2.00	2.00	1.00	1.00 ha. /5,000
Crematorium	0.40	0.05	1.25	1.25 ha. /250,000

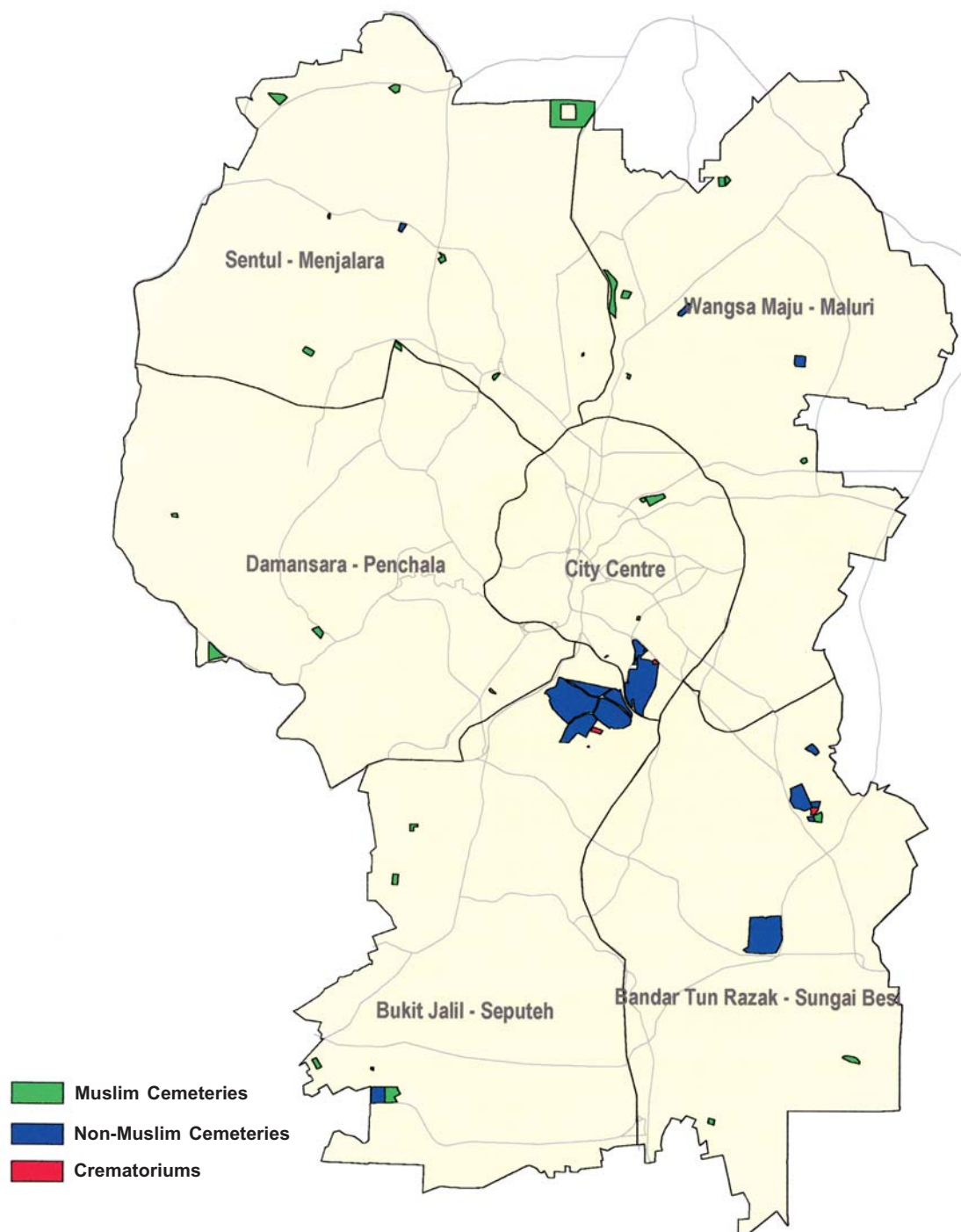


FIGURE: 13.7
DISTRIBUTION OF CEMETERIES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

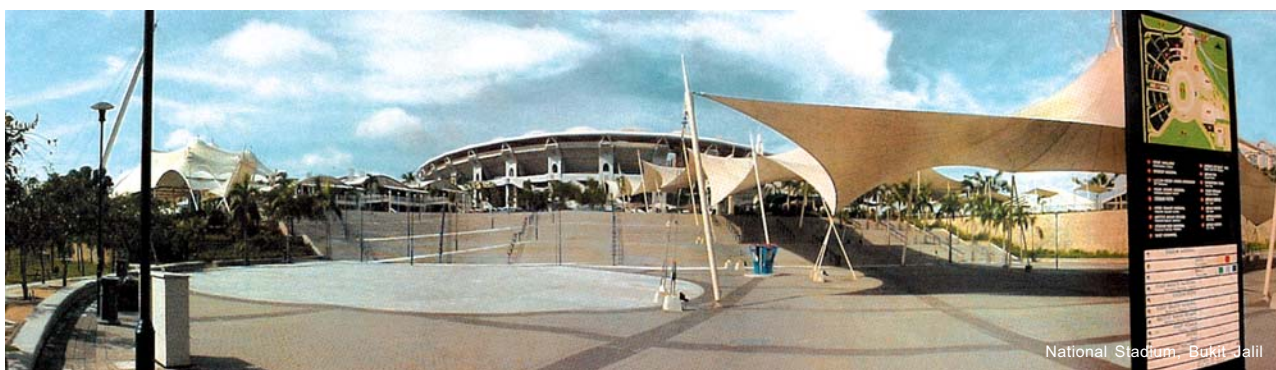


Photo 13.4: Kuala Lumpur, in its capacity as the capital city of the nation has responsibilities to facilitate the provision of certain community facilities that serve the nation as a whole. This is particularly relevant in the case of major cultural, educational and sports facilities.

Policy:

CF 1: *CHKL shall implement the new planning standards for the provision of community facilities and review the same on a regular basis.*

CF 2: *CHKL shall, in consultation with the appropriate authorities and agencies ensure that community facilities are adequately planned and provided for in accordance with the new planning standards.*

CF 3: *CHKL shall ensure that all government land are used for government or public facility purposes.*

b) Innovative Design

639. Due to the limited availability of land, innovative designs for community facilities that optimise land use will be encouraged. Facilities can be incorporated into mixed-use development or amalgamated together to form larger complexes which can become focal points for the communities they serve.

Policy:

CF 4: *CHKL shall encourage the innovative design of community facilities to optimise available land.*

c) Accessibility and Distribution of Community Facilities

640. In the interests of optimising resources and ensuring social harmony, it is important that there is an equitable distribution of facilities throughout Kuala Lumpur according to the needs of the population.

641. Adequacy of provision should not only be related to a greater number of more widely distributed facilities. Larger and better-equipped facilities, which are conveniently accessible to a wider catchment area by public transport, would, in many cases, be of more benefit to the community. This approach, which complements the transit oriented planning strategy, would apply to public community facilities such as community centres, markets and libraries; sports and recreational facilities and public health facilities such as polyclinics, maternity and children's clinics and dental clinics. Accessibility to existing community facilities such as the major cultural buildings in the City Centre that cannot be relocated must be improved.

Policy:

CF 5: *CHKL shall, in consultation with the appropriate authorities, ensure that all community facilities and services are adequately distributed according to the needs of the population, and that they are conveniently accessible to all members of the public.*

d) Community Facilities Provided at National Level

642. Kuala Lumpur, in its capacity as the capital city of the nation has the responsibility of facilitating the provision of certain community facilities that serve the nation as a whole. This is particularly relevant in the case of major cultural, educational and sports facilities.

Policy:

CF 6: *CHKL shall, in consultation with the appropriate agencies, ensure that there is adequate provision of community and cultural facilities to fulfill its national obligations.*

e) Improved Quality of Community Facilities

643. The public has become increasingly sophisticated and demanding of a higher quality of provision of community facilities. CHKL must meet these aspirations and aim to provide facilities that are of a standard comparable to other world-class cities.

Policy:

CF 7: *Community facilities provided by CHKL are to be designed and constructed to a high level of quality of provision and the facilities provided shall commensurate with the best achievable standards.*

f) Maintenance of Community Facilities

644. Maintenance strategies and programmes need to be reviewed to be more pro-active so as to ensure that community facilities remain in the best possible condition at all times.

Policy:

CF 8: *CHKL shall ensure that new and existing community facilities for which it is responsible are properly maintained at all times.*

g) Private Sector Participation

645. In addition to the provision of community facilities by the public sector, private sector can take opportunities as an investment alternative in provision of various types of high quality community

facilities. This investment alternative in social infrastructure development offers diverse choice of facilities and business and employment opportunities. The potential investment alternatives in the provision of facilities includes day care centres for the specific groups such as the elderly and eco-based resorts for health rehabilitation and beauty health farms.

Policy:

CF 9: *CHKL shall encourage the provision of diverse community facilities by private sector as an investment alternative.*

13.4.2 PUBLIC COMMUNITY FACILITIES

a) Community Centres

646. The earlier concept of community hall is less appropriate to the changing needs and aspirations of the discerning population. A new design concept of the community centre is to be more comprehensive in the provision of facilities to adequately serve the needs of all groups of the community. This new design provides spaces for information and Internet centre, library, women activities centre, kindergarden, exhibition, gymnasium, theatre, recreation, centres for the young and the aged and cafeteria or food kiosk.

Policy:

CF 10: *CHKL shall implement a programme to construct community centres to incorporate a comprehensive range of activities and services to serve the community.*

13.4.3 OPEN SPACES, RECREATIONAL AND SPORTS FACILITIES

a) Open Spaces

647. The existing open spaces and those to be identified shall be gazetted to ensure the continuity of its use.

Policy:

CF 11: *CHKL shall gazette all existing and future open spaces to ensure the continuity of its use.*



Photo 13.5: The hierarchy of parks needs to be expanded to provide a greater variety of type and size of park and ensure a better distribution of amenity.

b) Recreational Facilities

648. The hierarchy of parks needs to be expanded to provide a greater variety of type and size of park and ensure a better distribution of amenity. Local parks and neighbourhood parks have been added to the hierarchy of open spaces and the metropolitan parks have been redesignated as district parks. The new hierarchy of open space and recreational and sports facilities is indicated in Table 13.9.

Policy:

CF 12: *CHKL shall establish a hierarchy of parks and implement a programme to develop more district parks, neighbourhood parks, local parks and local play areas.*

649. There is an opportunity to enliven the district parks by incorporating a variety of compatible sports and recreational activities. These activities could help to popularise the parks and raise their profile both with the residents of Kuala Lumpur and also outside visitors and tourists. The activities could generate revenue for the parks to help finance improvements and offset some of the operational expenses.

Policy:

CF 13: *CHKL shall implement promotional programmes to encourage*

sponsoring of appropriate sports and recreational activities associated with parks by individuals, groups or organisations.

c) Sports Facilities

650. In order to provide a wider range of sports facilities of the best possible quality, public sports complexes will be constructed in locations, which are conveniently accessible by public transport. These complexes will incorporate and consolidate various existing sports facilities as well as other suitable recreational activities orientated to attract young people.

Policy:

CF 14: *CHKL shall implement a programme to construct public sports complexes to include a wide range of sports facilities.*

13.4.4 EDUCATIONAL FACILITIES

651. Land in the City Centre is in short supply and it is, therefore, important that existing land uses within the City Centre are reviewed. Relatively there is an over provision of schools in the City Centre for its local catchment, where there are 49 schools in existence compared to the required number at 37. This has contributed in a way to

traffic congestion especially during peak hours due to increased school travel demand originating from outlying sub-urban residential areas. The requirement, therefore, for these schools to continue to be located in the City Centre should be reviewed while bearing in mind the needs of the inner city population.

Policy:

CF 15: CHKL shall review the retention of primary and secondary schools in the City Centre.

652. The needs for special school for the disabled children must be planned to meet the criteria such as suitable location and good design with adequate provision of facilities and equipment.

Policy:

CF 16: CHKL shall, in consultation with the relevant agencies, ensure that there is adequate provision of schools for disabled children.

13.4.5 PUBLIC HEALTH FACILITIES

653. Adequate public health care facilities must be made available to the community as a whole. The government and its agencies are principally responsible for ensuring that those in the lower income groups are able to easily access affordable health care facilities. Recent policy of the Ministry of Health is not to build new hospitals in Kuala Lumpur due to shortage of land. New hospitals that are currently constructed outside the City are in Serdang, Ampang and Sungai Buloh. However, two specialised hospitals namely Women and Children Hospital and Rehabilitation Hospital will be developed as additional complexes to the existing Hospital Kuala Lumpur (the General Hospital) which provide services at the national level.

654. CHKL shall identify suitable sites in the City for such facilities that are well located in terms of the targeted population as well as being conveniently accessible by public transport.

Policy:

CF 17: CHKL shall liaise with the relevant authorities to provide for adequate government health facilities in appropriate locations.

13.4.6 SECURITY AND EMERGENCY FACILITIES

655. In order to make adequate provision for facilities to maintain a safe and secure environment for the residents of the City, CHKL must obtain input from the appropriate authorities and agencies.

Policy:

CF 18: CHKL shall, in consultation with the appropriate authorities, ensure that sufficient police stations, police posts and neighbourhood watch centres are provided and adequately distributed.

13.4.7 SOCIAL WELFARE FACILITIES

656. To ensure that the provision of suitable and adequate welfare facilities and services for the disabled, the poor, the homeless and the aged, CHKL and respective authorities and agencies need to work together in planning and implementing programmes for these special groups.

Policy:

CF 19: CHKL shall, in consultation with the relevant authorities and agencies, implement programmes to provide for appropriate facilities and services to cater for the needs of the special groups.

13.4.8 CULTURAL FACILITIES

657. In order to establish Kuala Lumpur as a city with a strong cultural and artistic base, the development of performing arts groups and other artistic groups will be encouraged. At the same



time, an appreciation of culture among the wider community will be fostered. This may be most effectively accomplished by bringing cultural activities to the people in community centres which are more accessible than venues in the City Centre.

Policy:

CF 20: CHKL shall encourage active participation by private sector and non governmental organisations in developing cultural facilities and promoting local cultural and arts activities.

658. The provision of cultural facilities will be intensified and diversified to include a wider variety of cultural venues such as museums, art galleries, theatres and theatrettes. These more specialised venues should be located in the City Centre so that they benefit from the widest possible exposure. CHKL shall identify more sites and programmes to create opportunities for cultural groups or individuals in expressing their artistic and cultural talent and ability.

Policy:

CF 21: CHKL shall encourage the development of diverse cultural venues.

13.4.9 CEMETERIES

659. Non-Muslim are encouraged to use crematorium. From the environment viewpoint, open cremation is not permitted. Hence, crematorium using gas system facilities shall be optimally used.

Policy:

CF 22: CHKL shall encourage the optimum use of crematorium.

660. After taking into consideration the balance of existing and committed burial land, Kuala Lumpur

requires additional land for burial within the next 20 years period. Hence, the planning for future requirement of cemetery land should be based on regional context of Kuala Lumpur and its conurbation, which shall involve the coordination among government agencies both at Kuala Lumpur and Selangor State Government.

Policy:

CF 23: CHKL shall, through consultation with related agencies, plan and ensure adequate provision of cemetery land for Kuala Lumpur and its conurbation.

13.5 FUTURE REQUIREMENT

661. Future requirements for community facilities are based on the population figure of 2.2 million for Kuala Lumpur in the year 2020, and their distribution is also in accordance with the general distribution of the residential population.

662. Requirements for the provision of community facilities from the year 2000 through 2020 are set out in *Tables 13.10 to 13.16*.

Table 13.10: Projected Public Community Facilities Requirement, 2020

Strategic Zone	Facilities Required (in units)		
	Community Hall	Market	Library
City Centre	12	10	6
Wangsa Maju - Maluri	22	18	11
Sentul - Menjalara	22	18	11
Damansara - Penchala	13	10	6
Bukit Jalil - Seputeh	23	19	12
Bandar Tun Razak - Sungai Besi	17	14	9
Total	109	89	55

Table 13.11: Projected Open Spaces, Recreational and Sports Facilities Requirement, 2020

Strategic Zone	Facilities Requirement (in hectare)				
	District Park	Neighbourhood Park	Local Park	Local Play Area	Sports Complex
City Centre	40.0	50.0	24.0	24.5	12.5
Wangsa Maju - Maluri	80.0	90.0	44.0	44.5	22.5
Sentul - Menjalara	80.0	90.0	44.0	44.5	22.5
Damansara - Penchala	40.0	50.0	26.0	26.0	12.5
Bukit Jalil - Seputeh	80.0	90.0	46.0	46.5	22.5
Bandar Tun Razak - Sungai Besi	80.0	70.0	34.0	34.0	17.5
Total	400.0	440.0	218.0	220.0	110.0

Table 13.12: Projected Educational Facilities Requirement, 2020

Strategic Zone	Facilities Required (in unit)		Kindergarten
	Secondary School	Primary School	
City Centre	12	25	49
Wangsa Maju - Maluri	22	44	89
Sentul - Menjalara	22	45	89
Damansara - Penchala	13	26	52
Bukit Jalil - Seputeh	23	46	93
Bandar Tun Razak - Sungai Besi	17	34	68
Total	109	220	440

Table 13.13: Projected Public Health Facilities Requirement, 2020

Strategic Zone	Facilities Required (in unit)	
	Hospital	Clinic
City Centre	1	10
Wangsa Maju - Maluri	0	18
Sentul - Menjalara	0	18
Damansara - Penchala	1	10
Bukit Jalil - Seputeh	0	19
Bandar Tun Razak - Sungai Besi	1	14
Total	3	89



Table 13.14: Projected Security and Emergency Facilities Requirement, 2020

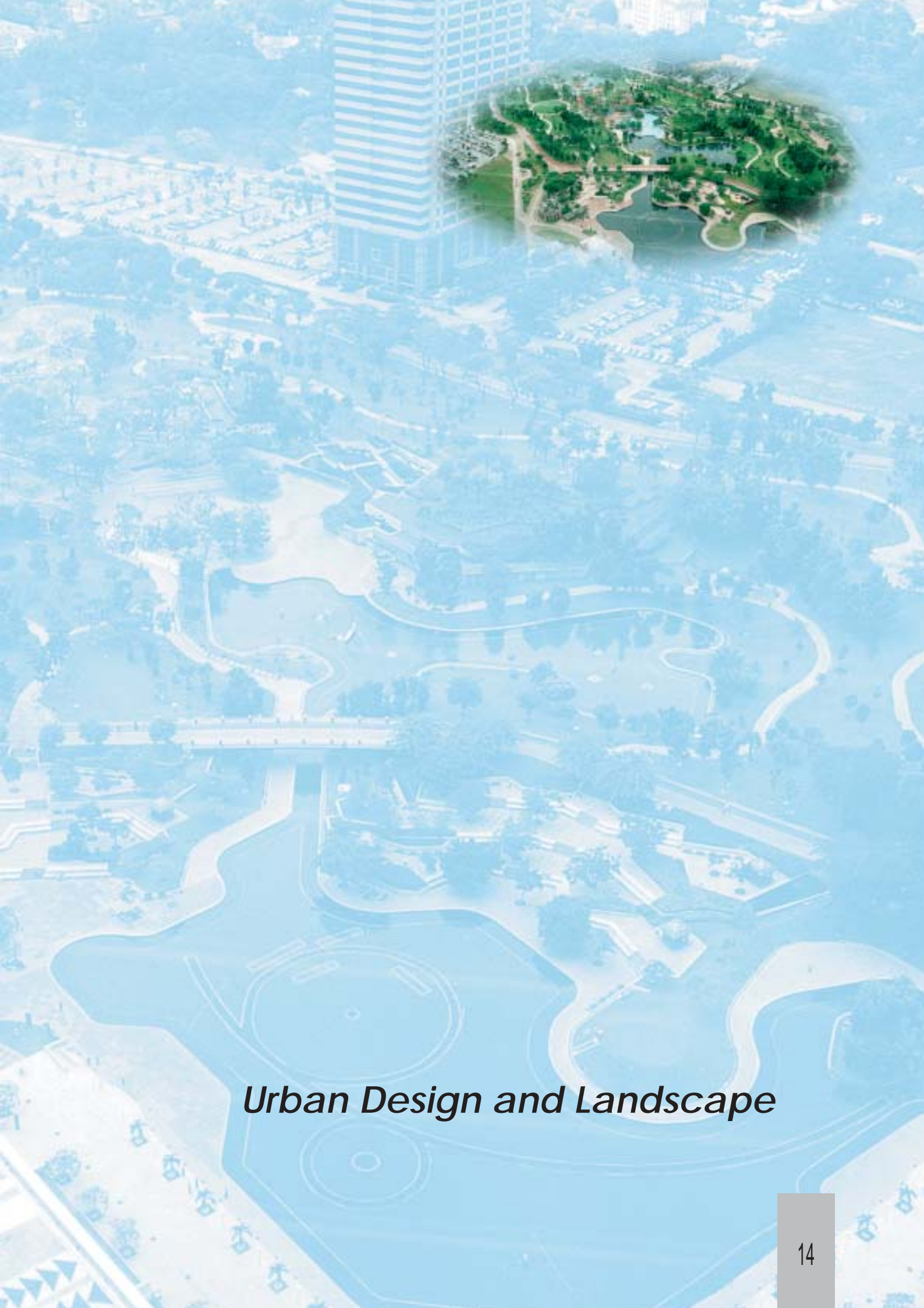
Strategic Zone	Facilities Required (in unit)				
	District Police HQ	Police Station	Police Post	Fire Station	Neighbourhood Watch Centre
City Centre	1	5	12	2	16
Wangsa Maju - Maluri	2	9	22	3	30
Sentul - Menjalara	2	9	22	3	30
Damansara - Penchala	1	5	13	2	17
Bukit Jalil - Seputeh	2	9	23	3	31
Bandar Tun Razak - Sungai Besi	2	7	17	2	23
Total	10	44	109	15	147

Table 13.15: Projected Religious Facilities Requirement, 2020

Strategic Zone	Facilities Required (in unit)		
	Mosque	'Surau'	Other Religious Use
City Centre	10	25	25
Wangsa Maju - Maluri	18	44	44
Sentul - Menjalara	18	45	45
Damansara - Penchala	10	26	26
Bukit Jalil - Seputeh	19	46	46
Bandar Tun Razak - Sungai Besi	14	34	34
Total	89	220	220

Table 13.16: Projected Cemetery Land Requirement, 2020

Strategic Zone	Cemetery Land (in hectare)		Crematorium (in unit)
	Muslim	Non Muslim	
City Centre	9.9	0.0	0
Wangsa Maju - Maluri	6.5	18.1	2
Sentul - Menjalara	0.0	19.8	1
Damansara - Penchala	6.7	11.8	1
Bukit Jalil - Seputeh	9.7	0.0	1
Bandar Tun Razak - Sungai Besi	10.1	0.0	0
Total	43.0	49.8	5



Urban Design and Landscape



14.1 INTRODUCTION

663. **U**rban design addresses both the functional and aesthetic aspects of the City's built environment. Aesthetics, being the traditional concern of urban design can only be more meaningful when combined with other considerations to generate an environment that is visually pleasant, convenient, comfortable and which conveys a sense of place, pride and belonging. Urban design activities and efforts will seek to develop a policy framework and guidelines so as to create a desirable living environment and an appropriate city image and identity.

664. Like most cities in the developing world, Kuala Lumpur has grown at a phenomenal rate driven primarily by the need to create wealth. As Malaysia moves toward a developed status, Kuala Lumpur has experienced rapid development which has left a city that is, in many respects, disjointed and lacking in visual and physical coherence. Consequently there has been a decrease in the legibility of the city structure together with a certain loss of historical continuum and sense of identity.

665. The ethnic and cultural composition of a city determines its character as much as, if not more than, its physical manifestations, and should therefore form urban design considerations. Kuala Lumpur's vibrant multi-ethnic and multi-cultural society will provide the stimulus to guide urban design initiatives to create a distinct and unique city identity, which will enable people to identify more closely with the City and each other, thus fostering a sense of community and social harmony.

14.2 EXISTING SITUATION AND ISSUE

14.2.1 URBAN FORM

a) View Corridors and Gateways

i. Existing Situation

666. Six main view corridors from major roads leading into Kuala Lumpur have been identified as illustrated in *Figure 14.1*. Main gateways or arrival

points are also identified together with important city landmark buildings, which are the focal points of views of the City. These gateways are not properly defined and, therefore, their potential as significant arrival points has not been realised.

ii. Issue

- *Some City gateways lack sufficient definition as points of arrival.*

b) Streetscape

i. Existing Situation

667. The road system has been developed in a piecemeal fashion and therefore, linkages between major and minor roads lack clarity in movement pattern. Similarly, piecemeal development has adversely affected the quality of streetscapes, that is the overall character and continuity of streets as represented by pavements, building frontages, street lighting and other forms of street furniture.



Photo 14.1: Piecemeal development has adversely affected the quality of streetscapes...

ii. Issue

- *A lack of clarity in the movement pattern particularly in relation to on / off ramps and one-way systems; and*
- *Lack of streetscape consistency and landscape amenity along major roads.*

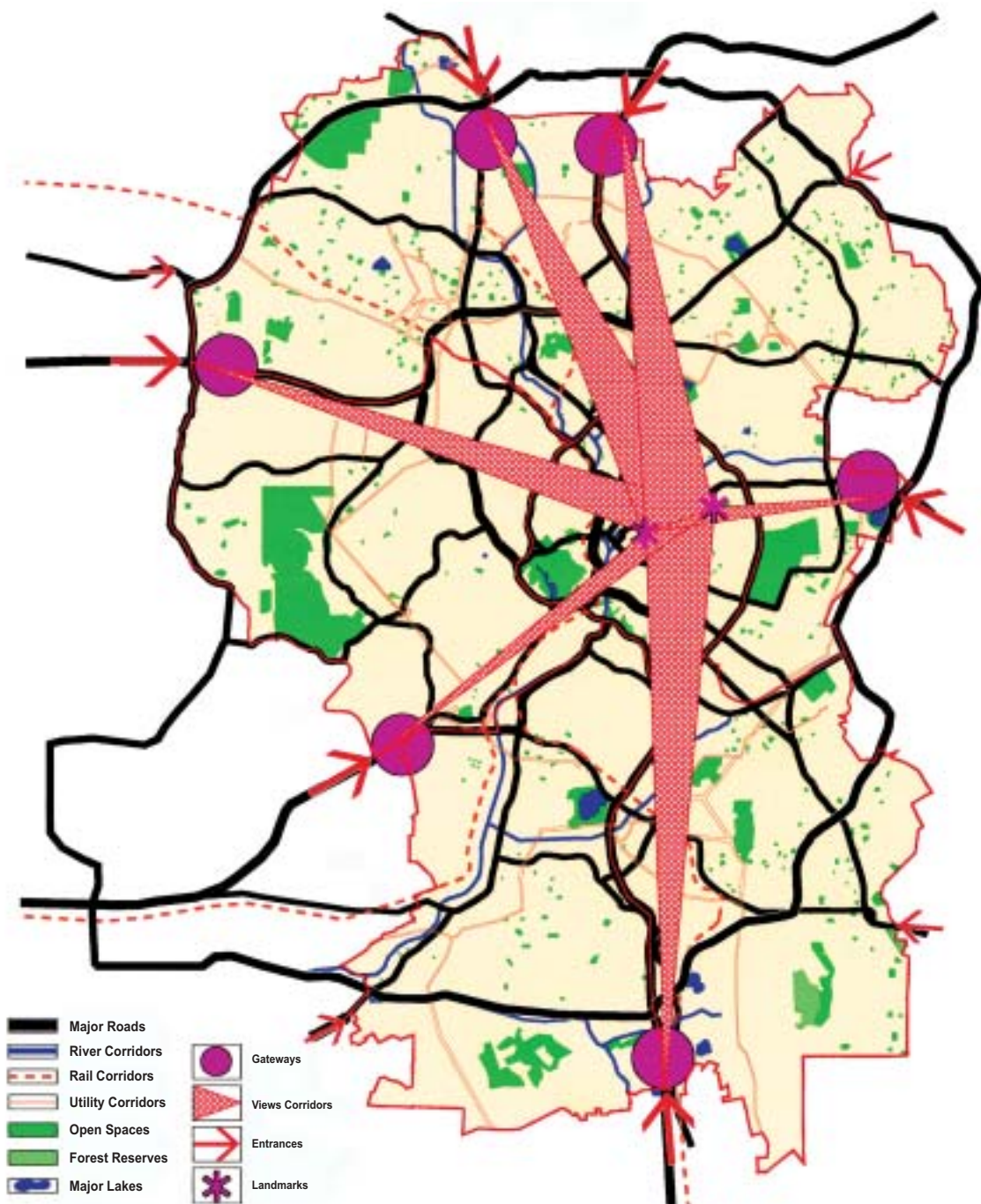


FIGURE: 14.1
MAIN GATEWAYS

KUALA LUMPUR STRUCTURE PLAN 2020



c) Skyline and Landmarks

i. Existing Situation

668. In recent years, a few important structures, notably the Petronas Twin Towers and KL Tower, have been added which have significantly altered the character of Kuala Lumpur's skyline. However, the organic growth of Kuala Lumpur and particularly the recent rapid growth and scattering of new urban development within the City Centre has resulted in a city, which has no planned formal large-scale visual structures.

ii. Issue

- *Lack of planned formal large-scale visual structures.*

d) Visual Linkages in the City Centre

i. Existing Situation

669. The identified main visual corridors and linkages within the City Centre together with its landmark buildings are shown in *Figure 14.2*.

670. The linear nature of the old city and its small-scale grid patterns have created some smaller view corridors and axes. Generally, for the City Centre, the broader visual linkages are not well developed.

ii. Issue

- *Lack of broad visual linkages in the City Centre.*

14.2.2 URBAN LINKAGES

a) Green Network

i. Existing Situation

671. A continuous network of open spaces was envisaged by the KLSP 1984. Major open spaces were created by linking together a network of smaller open spaces with river and drain reserves. In addition to providing more landscaped open spaces, CHKL has also successfully implemented a programme of tree planting along major roads. However, there are still areas where the network is incomplete.

ii. Issue

- *Incomplete green network.*

b) Urban Spaces, Nodes, Plazas and Parks

i. Existing Situation

672. Apart from the larger scale metropolitan parks and forest reserves, there are some plazas and smaller parks such as Merdeka Square and the KLCC parklands that are major contributors to the amenity of the City. However, there are many areas in the City where there is a lack of such spaces especially within the City Centre, district and neighbourhood centres.

ii. Issue

- *Lack of urban parks and open spaces in the City Centre, district and neighbourhood centres.*

673. Places for informal civic uses and cultural performances can help to bring life back onto the streets and provide opportunities for street artistes to display their skills. There are a few such places notably at Taman Titiwangsa and Jalan Masjid India but generally, the facilities are inadequate and unsuitable.

- *Lack of informal places for civic and cultural uses in the City Centre.*

c) Pedestrian Linkages

i. Existing Situation

674. A major deficiency, especially in the City Centre, is the lack of pedestrian linkages. Activities such as unlicensed hawkers and vendors encroach into pedestrian walkways while some buildings do not permit public access across their property boundaries thus, leaving little or no space for pedestrian movement. In recent years, there has been a gradual improvement in the provision of pedestrian linkages in newer buildings but the shortcomings of earlier development remain. Similarly, not many buildings provide pedestrians with proper protection from the sun and rain.

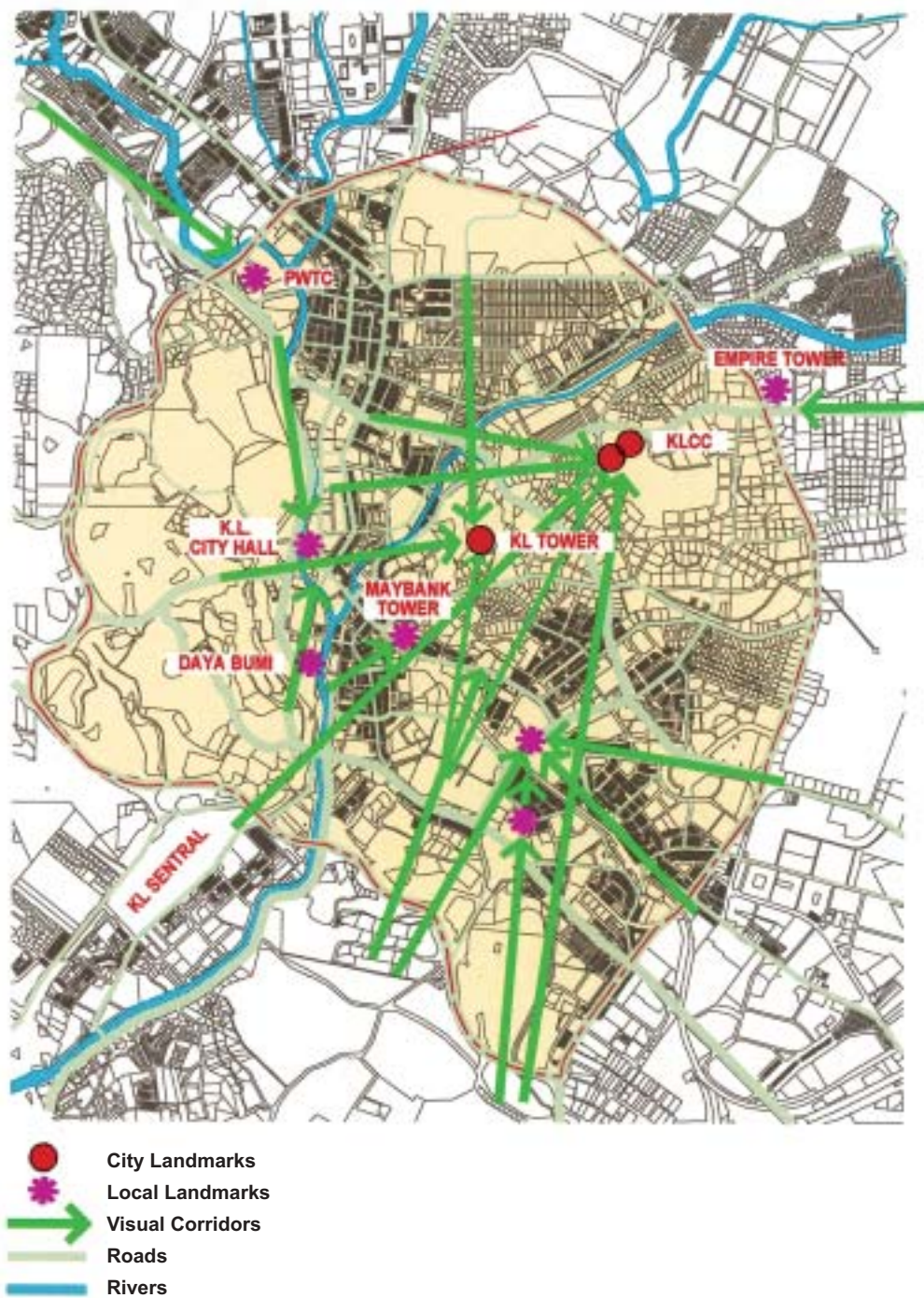


FIGURE: 14.2
VISUAL LINKAGES IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020





675. To overcome some of these problems, a pedestrian network is progressively being implemented for the City Centre intended to facilitate pedestrian movement at activity centres, encourage transit usage and provide restraint to private vehicles in certain areas by giving priority to pedestrian movement rather than cars. In addition, footpath widening, landscape treatment including tree planting, the provision of safer road crossings, the removal of high kerb obstacles and other enhancement projects within the City Centre have been initiated to facilitate and promote pedestrianisation.

ii. Issue

- *Lack of legible pedestrian patterns;*
- *Lack of continuity of pedestrian and open space linkages; and*
- *General lack of amenity and provision for pedestrians.*

676. Elsewhere, major road and rail infrastructure has, in many places, effectively divided adjacent areas or neighbourhoods that remain physically close but virtually inaccessible to each other.

- *Major road and rail infrastructure have disconnected links between adjacent areas.*

14.2.3 URBAN IDENTITY

a) Urban Character Areas

i. Existing Situation

677. The main identity areas in the City Centre are broadly defined as eight sectors, each with their own specific characteristics. These areas have grown partly as a consequence of natural landform, the hills and the river valleys and partly, as a consequence of human intervention, notably the eastern area. The main identity areas are indicated in *Figure 14.3*.

678. Over time, development has led to a gradual deterioration in the definition of these identity areas. In particular, new infrastructure such as roads and the LRT system have not been sensitively integrated into established character areas.



Jalan Tuanku Abdul Rahman



Jalan Masjid India

Photo 14.2: The main identity areas in the City Centre are broadly defined as eight sectors, each with their own specific characteristics.

ii. Issue

- *Lack of definition of identity areas; and*
- *Major new infrastructure which is not, in some instances, sensitively integrated with the overall urban design pattern.*

b) Conservation Areas

i. Existing Situation

679. At present, the preservation and conservation programme covers historic buildings and landmarks through the formulation of policies and guidelines, evaluation of planning applications and advice to developers, owners and agencies involved in conservation works. The programme has been successful in preserving and conserving important buildings, but the maintenance of the character of conservation areas has been less successful.

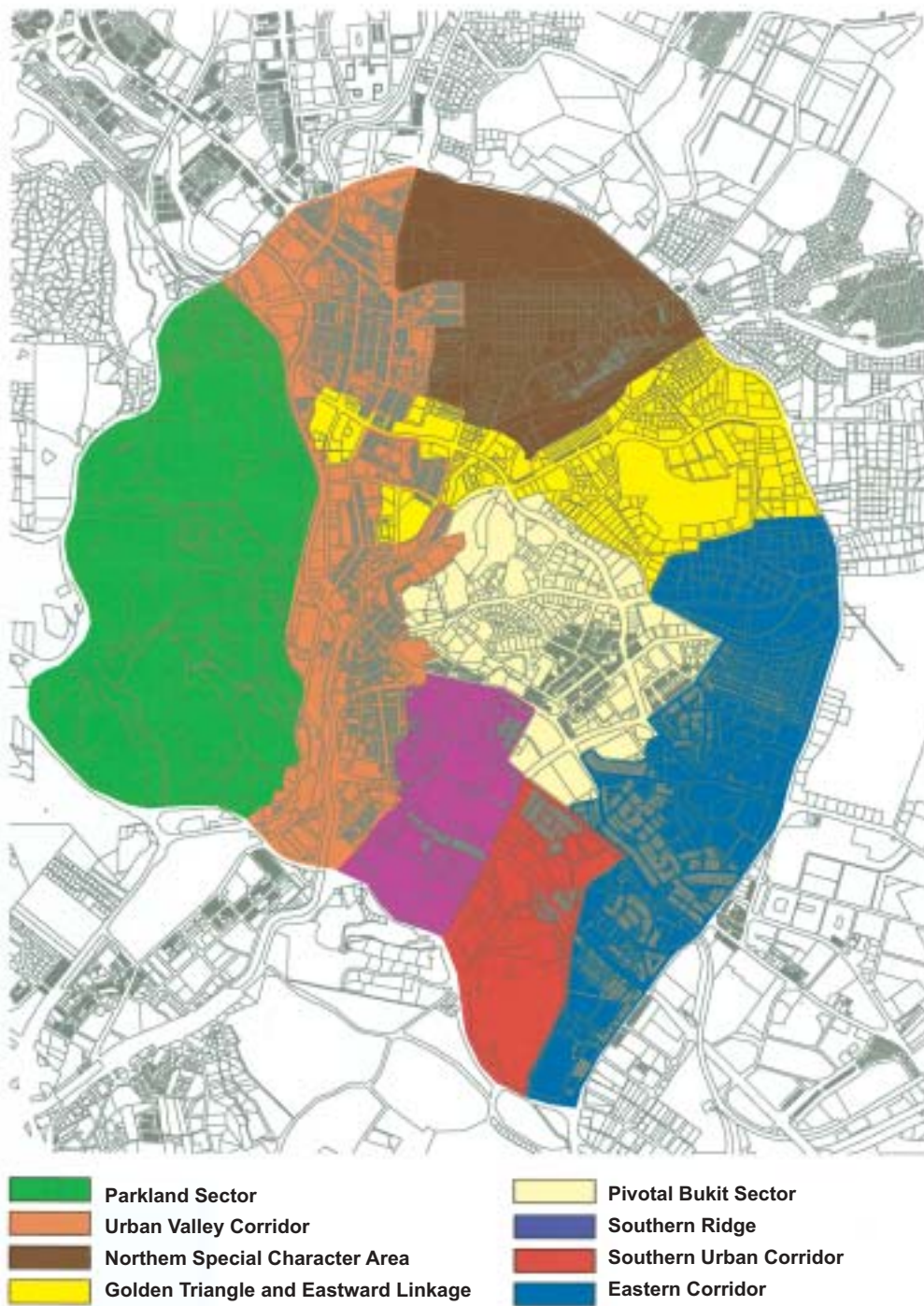


FIGURE: 14.3
URBAN CHARACTER AREAS IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020



ii. Issue

- *Deterioration in the character of conservation areas.*

c) Architectural Character

i. Existing Situation

680. The rapid recent growth of the City has resulted in many exciting new developments with a wide range of architectural expression. However, the developments have often been insensitive to their context and have not integrated successfully with the surroundings. This lack of harmony and awkward juxtaposition of buildings is particularly noticeable at street level.

681. Many of the new high-rise buildings also pay scant regard to the tropical climate or take appropriate measures to conserve building energy. Architectural expression is, with a few notable exceptions, neither evocative of Malaysia's cultural background nor its tropical environment.

ii. Issue

- *Unsympathetic intrusion of new development into traditional character areas and the awkward juxtaposition of new development in relation to each other and existing development; and*
- *Design of many new buildings is not sympathetic to the climate.*

14.2.4 URBAN DESIGN POLICIES

i. Existing Situation

682. The KLSP 1984 formulated general policies related to landscape, townscape and conservation which were generally appropriate. However, implementation of these policies was limited by the lack of follow-up instruments such as Local Plans as well as urban design plans and development guidelines.

ii. Issue

- *Absence of an overall urban design framework and guidelines.*

683. Currently there is no single body with overall responsibility for devising or implementing urban design policies. The responsibilities are variously divided among the architectural, landscaping, conservation and urban transport departments.

- *Absence of a single body with overall responsibility for devising, coordinating and implementing urban design policies.*

14.3 OBJECTIVE

684. To enhance the city living environment, CHKL aims to:

- *create a memorable and highly imageable city which engenders a strong sense of ownership and pride and gives appropriate expression to its vision as A World-Class City;*
- *create a city which is highly legible and comprehensible to its users to enable more effective use of its facilities and a fuller appreciation of its visual and other environmental qualities;*
- *create an environment which is functional and liveable, safe, clean, aesthetically pleasing and user friendly, offering a high level of climatic comfort and sense of well being; and*
- *create a city that is highly accessible for all its occupants and users, in particular one that is pedestrian and handicapped friendly.*

685. To create a distinctive city identity and image for Kuala Lumpur, CHKL aims to:

- *create a Tropical Garden City sensitive to its natural site and appropriate to its tropical regional location;*
- *create an environment which is rich in its diversity of both built and natural forms and spaces and in the range of inspirational, visual and sensual experiences; and*
- *create a city which conserves the best of its architectural and cultural heritage and which offers a rich blend of both the modern and traditional.*

14.4 POLICY AND PROPOSAL

14.4.1 URBAN FORM

a) View Corridors and Gateways

686. Prominent hills and landmark buildings are the prime elements for the orientation and establishment of scale within Kuala Lumpur. The major view corridors in the City relative to hill and landmark buildings must be identified, preserved and enhanced.

687. Gateways are transitional zones on the City's perimeter that enhance the sense of arrival for those entering the City. Similarly, vistas of the City, together with sequential visual experiences along major road corridors leading towards the City Centre, assist in orientation.

Policy:

UD 1: CHKL shall ensure the protection and enhancement of the City's gateways and major vistas.



Photo 14.3: CHKL shall ensure the protection and enhancement of the City's gateways and major vistas.

UD 2: CHKL shall maintain and enhance the character and sequence of visual experiences along the major road corridors in particular those that focus on the City Centre.

688. The major road corridors need to be enhanced and augmented by establishing new corridors, especially in the City Centre, to further aid orientation.

Policy:

UD 3: CHKL shall enhance the definition of existing view corridors and where practicable establish new corridors within the City Centre.

689. There are important views and vistas from rail-based transportation, which enable passengers to appreciate the City as they travel. These views are important as orientating devices and also as a means of comprehending the City as a whole and should therefore be preserved and enhanced.

Policy:

UD 4: CHKL shall maintain and enhance the sequence of orientating views from rail-based transport routes.

690. The implementation of transport and utility systems has not taken into account urban design considerations and has adversely affected the appearance of some areas of the City.

Policy:

UD 5: CHKL shall ensure that urban design considerations are taken into account in the planning, design and implementation of transportation and utility service systems and structures.

b) Streetscape

691. The legibility of a city is very important to help people orientate themselves both from within and outside the city. Streetscape treatments that create memorable urban corridors and nodal spaces can help to reinforce the basic legibility of the road system. The treatment of roads and their frontages



could include, amongst other devices, the theming of planting, hardscape, street furniture and signage. The pattern of major road linkages that will provide greater coherence and legibility for the City Centre is shown in *Figure 14.4*.

Policy:

UD 6: CHKL shall implement measures to improve the visual definition, continuity and streetscape character of the major road network, to provide greater coherence and legibility within the urban areas.

c) Skyline, Landmarks and Building Heights

692. A distinctive skyline gives identity to a major city. Landmark buildings that are instantly recognisable and unique, further reinforce this identity. The City skyline and landmarks serve not only as orientating devices but also impart a sense of identity, belonging and pride to the people of Kuala Lumpur. The skyline of the City Centre must be developed in a co-coordinated way that avoids visual congestion and clutter while retaining and enhancing important vistas and views of major landmarks (refer *Figure 14.5*).

Policy:

UD 7: CHKL shall ensure the retention and enhancement of important views of the City's skyline and landmarks visible from urban centres and public open spaces outside the City Centre.

693. Additional strategically located landmark buildings or structures particularly in the south of Kuala Lumpur will further help to accent the City Centre skyline and provide important visual references from major view corridors.

Policy:

UD 8: CHKL shall encourage the development of additional major landmark buildings or complexes at key locations.

694. The height of buildings needs to be controlled in certain critical areas of the City so as

to protect views of important landmarks, vistas and view corridors. Higher buildings may be used to accent important nodal points and major entry/arrival zones, while other buildings should be scaled appropriately to harmonise with existing traditional or proposed lower rise development or particular special character precincts.

Policy:

UD 9: CHKL shall control building heights to ensure the visual primacy of certain designated areas in the City Centre, the protection of special character areas and the accenting of entry gateways and activity nodes.

695. The hills surrounding Kuala Lumpur provide important visual backdrops to the City. The contrasting heavy vegetation growth and landmark hills in Wangsa Maju, northern Setapak, Damansara, Penchala and parts of Bukit Indah, Bandar Tun Razak and Bukit Jalil need to be identified, enhanced and maintained by improved definition, use and perception of their edges and slopes.

Policy:

UD 10: CHKL shall ensure the retention and enhancement of major treed areas and hill ridges as visual backdrops, orientating elements and landscape amenity.

14.4.2 URBAN LINKAGES

a) Green Network

696. The continuous open space network policy of the KLSP 1984 will be expanded and intensified. A framework of landscaped connections utilizing road, rail and river corridors, infrastructure and utility reserves, parks, plazas and widened landscaped street verges will connect major parks and provide a focus for the residential communities through which it passes (refer *Figure 14.6*).

Policy:

UD 11: CHKL shall provide a continuous green network of open spaces.

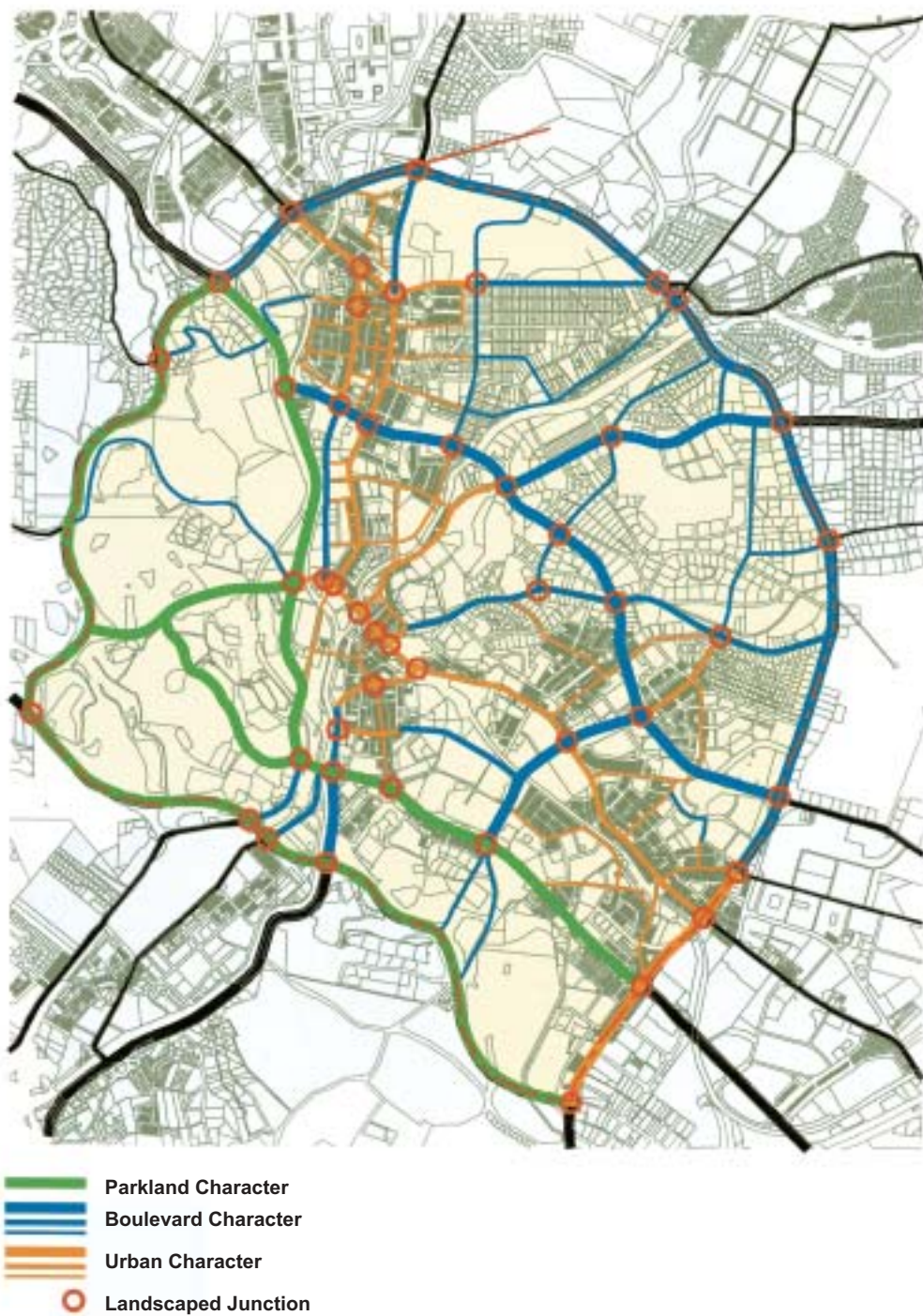


FIGURE: 14.4
PROPOSED STREETScape IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020

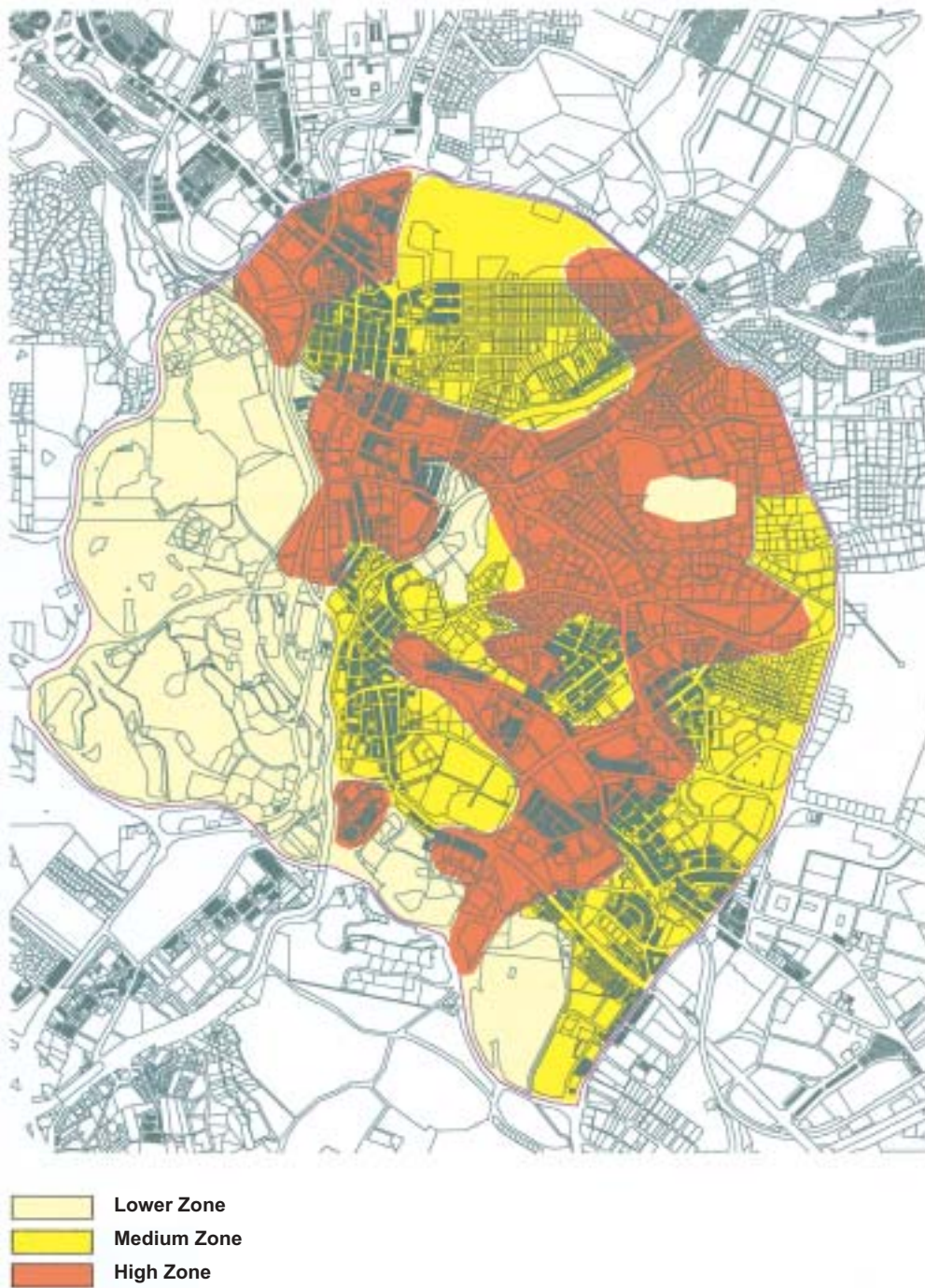


FIGURE: 14.5
PROPOSED BUILDING HEIGHT ZONE IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020

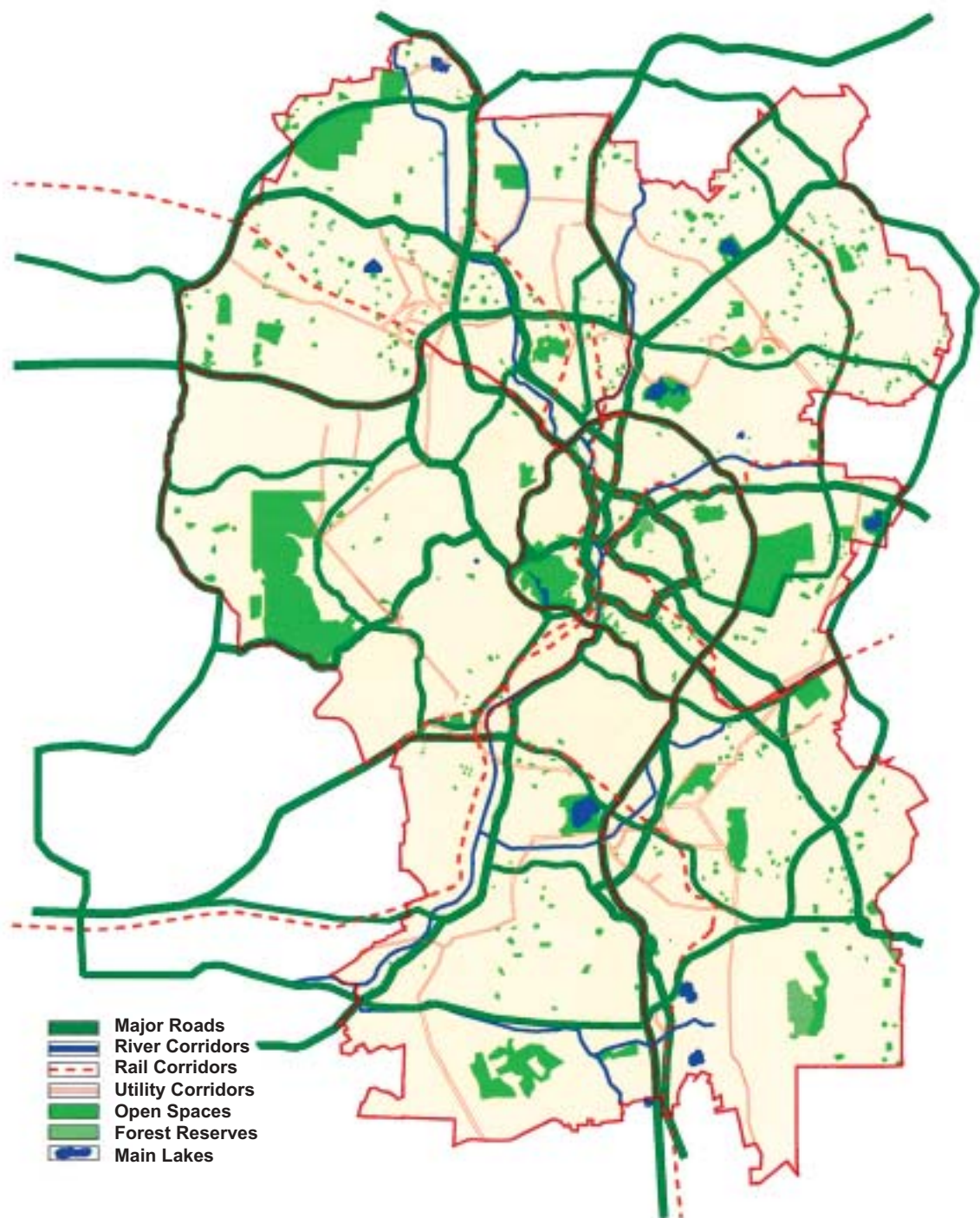


FIGURE: 14.6
PROPOSED GREEN NETWORK

KUALA LUMPUR STRUCTURE PLAN 2020



Photo 14.4: A framework of landscaped connections utilizing road, rail and river corridors, utility reserves, parks, plazas and widened landscaped street verges will connect major parks...

b) Urban Space, Nodes, Plazas and Parks

697. Urban space, nodes, plazas and pocket parks are important in providing identity, structure and landscape amenity to the City. Some spaces such as pocket parks are passive in nature and provide breathing spaces in the City while others such as plazas can be more dynamic and mark major nodal activity areas where there is a confluence of people. Additional parks and plazas will be created in areas where there is a deficiency and which are likely to be developed.

Policy:

UD 12: *CHKL shall develop pocket parks and plazas in the City Centre and urban centres.*

698. Places where informal cultural performances can take place add to the richness of city living by bringing life back onto the streets.

Policy:

UD 13: *CHKL shall provide and designate places for informal civic and cultural use in the City Centre.*

699. Certain areas, for example high-class residential areas, have a predominantly wooded character. Development within these areas must



Photo 14.5: ...plazas and pocket parks are important in providing identity, structure and landscape amenity to the City.

be carefully controlled to ensure that their character is maintained. There are also small groups of isolated mature trees occurring in many parts of the City that are landmarks in their own right and which must be preserved.

Policy:

UD 14: *CHKL shall retain and maintain mature trees found in all areas and ensure that the character of designated areas which have a preponderance of mature trees is preserved.*

c) River Corridors

700. Sungai Klang and Sungai Gombak provide an opportunity to create a significant amenity, which also need to be recognised as one of the symbolic element to the historical existence of Kuala Lumpur. A comprehensive plan for the river corridors shall be prepared to maximize their amenity value. The plan will incorporate pedestrian walkways, cycle ways, pocket parks and other urban spaces that connect to the green and pedestrian networks. Guidelines will be formulated for development along the river corridors, together with measures to make the rivers more attractive.



Photo 14.6: CHKL shall designate river corridors, implement measures to improve the amenity value of the rivers...

Policy:

UD 15: CHKL shall designate river corridors, implement measures to improve the amenity value of the rivers and implement guidelines for developments within or abutting the river corridors.

d) Pedestrian Linkages

701. The pedestrianisation policy will be continued and extended in the City Centre and other urban centres in a more comprehensive manner including creating pedestrian master plans for new and existing areas. In the City Centre, two major pedestrian networks are proposed which are illustrated in *Figure 14.7*. This system, together with the road linkage opportunities indicated in *Figure 14.4*, forms the pedestrian and landscape structure for the City Centre.

702. An urban street network using active street frontages will link the existing major shopping areas together with pedestrian linkages which are clearly identified, convenient and enlivened by shops, restaurants, outdoor eating areas and tourist activities. The urban network will include pedestrian malls inside buildings linking activity nodes, transport

stops and interchanges, parks, plazas and historical areas to provide continuity of access throughout the City.

703. A parallel 'green' pedestrian network, away from the main streets and utilising parts of the green network (refer *Figure 14.6*); will provide slower paced and more informal alternative routes.



Photo 14.7: An urban network using active street frontages will link the existing major shopping areas together with pedestrian linkages...

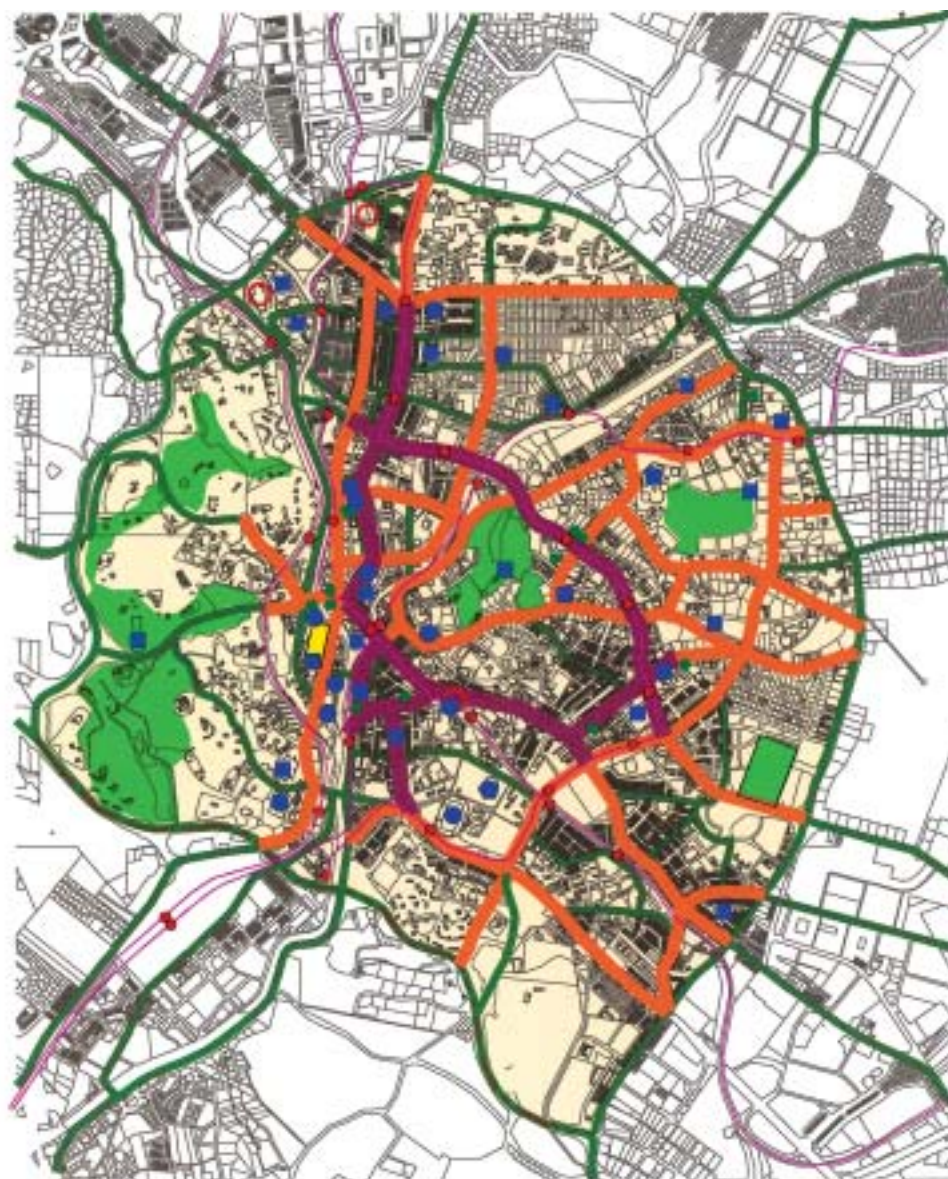
704. At a local precinct scale, these networks will be integrated into a highly permeable system radiating from the existing and proposed transit interchanges and terminals and activity centres.

705. Within this overall structure, landscaping and the design of street and park furniture will be themed and varied to give character and emphasis to the various linkages and elements of the system.

706. The handicapped and the aged must be able to negotiate the pedestrian network with relative ease. The use of drop kerbs, ramps, textured surfaces and other devices will be extended throughout the pedestrian network. CHKL will ensure that new development connected to the pedestrian network also incorporate such measures.

Policy:

UD 16: CHKL shall designate and implement pedestrian friendly street networks and green pedestrian networks within the City Centre, urban centres, major activity nodes and areas surrounding transit nodes which also cater for the needs of the aged and the handicapped.













- | | |
|--|--|
|  Major Pedestrian Network |  Public Transport Nodes |
|  Primary Pedestrian Network |  Pocket Gardens |
|  Secondary Pedestrian Network |  Seasonal Activity |
|  Rail Corridors |  Daily Activity |
|  Parks | |
|  Plaza | |



FIGURE: 14.7
PROPOSED PEDESTRIAN LINKAGES IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020

707. Shelter from the sun and rain must be provided wherever possible and in particular, in areas of high pedestrian activity and around transit stations. Such protective shelters need to be fully integrated into the general streetscape.

Policy:

UD 17: CHKL shall construct a system of continuous covered walkways linking major activity centres in the City and in areas of high pedestrian activity.

708. In areas separated by major road or rail infrastructure, pedestrian connections will be provided at key crossover points selected to be of greatest benefit to the residents on both sides. Such connections must be comfortable, attractive and properly designed to provide shelter from the sun and rain and be easily accessible to all users.

Policy:

UD 18: CHKL shall ensure the adequate provision of pedestrian connections where major road or rail infrastructure has disconnected linkages between adjacent areas.

14.4.3 URBAN IDENTITY

a) Distinctive Urban Areas

709. The character and distinctiveness of districts and local precincts are important in providing interest, texture and structure to the urban form as well as increasing the sense of belonging. This character can result from particular activities or from attractive historic, cultural, architectural, landscape or townscape features.

710. Areas with an attractive character and strong sense of identity must be maintained and enhanced and, where practicable, other areas are upgraded to provide an improved sense of identity and place. Within the City Centre in particular, there is a rich diversity of identity areas and it is important that these should be knit together into a vibrant, coherent and highly imageable city form.

Policy:

UD 19: CHKL shall define, conserve and enhance distinctive identity areas in the City Centre, district and local precincts.

b) Conservation Areas

711. Preservation and conservation of the best of the City's architectural and cultural heritage will be continued so as to retain the diversity and distinctiveness of the different ethnic precincts. Conservation guidelines will be extended to cover new development in the vicinity of conservation areas to make sure that it is complementary in scale and character (refer *Figure 14.8*).

Policy:

UD 20: CHKL shall designate the conservation of areas, places, landscapes and structures of historical and architectural value and significance, and ensure that all developments in their vicinity are sympathetic in form, scale and character.

c) Architectural Character

712. The architecture of a city can tell much about its climate as well as its people and their values. While urban design and planning provides the framework for the city, its buildings are the dominant physical presence. The architecture of Kuala Lumpur should not only reflect its technological and global aspirations but also its tropical location by responding in meaningful ways to the need to provide comfort both inside and outside and to be energy efficient. Buildings should also be responsive to the built and natural environment and contribute positively to the urban landscape.

Policy:

UD 21: CHKL shall ensure a high standard of architectural design appropriate to the City's regional tropical setting and sympathetic to the built and natural context.

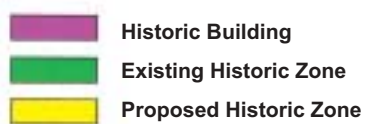


FIGURE: 14.8
PROPOSED HISTORICAL ZONE IN THE CITY CENTRE

KUALA LUMPUR STRUCTURE PLAN 2020

713. The Malay Reservation Areas, traditional kampungs and new villages are areas with a distinctive history, culture and ethnic composition. New development and improvement initiatives should reflect the special status of these areas in the fabric of the City by incorporating design elements that are reflective of their traditional character.

Policy:

UD 22: CHKL shall ensure that the redevelopment of Malay Reservation Areas, traditional kampungs and New Villages incorporate design elements that are reflective of their historical and traditional character.

14.4.4 URBAN DESIGN GUIDELINES

714. A complete urban design framework for the whole of Kuala Lumpur with particular reference

to the City Centre and other urban centres will be formulated. This framework will form the basis for a comprehensive set of urban design guidelines to direct improvement initiatives and future development in the City.

715. As urban design will assume a new significance in the planning and design of the City, it is appropriate that a special administrative body is formed with the purpose of coordinating with all related internal and external departments.

Policy:

UD 23: CHKL shall draw up an Urban Design Framework together with a comprehensive set of Urban Design Guidelines to ensure public safety and health and designate a body responsible for implementation and coordination with other relevant authorities.



Environment



15.1 INTRODUCTION

716. **T**he City environment includes, on the one hand, the quantifiable aspects of the ambient environment such as air, water quality and noise level and, on the other hand, the less measurable visual and sensual aspects of cityscape and amenity. It is also an important component of the quality of life that the City can afford its population and contributes to the overall image and identity of the City.

717. The environmental objective of the KLSP 1984 was 'to secure the best achievable environmental standards through a judicious balance between development, ecology and national heritage'. The strategies supporting this objective were to promote a high standard of environmental amenity in terms of townscape and landscape and to attain an environment free from the major forms of pollution.

718. Environmental programmes subsequent to the KLSP 1984 have placed greater emphasis on amenity rather than the ambient environment. The emphasis has changed because of the realisation that environmental considerations should not be limited to concerns about pollution control but should be more positive in aiming to create more comfortable, pleasant and stimulating surroundings. In addition, standards on matters such as water quality, air quality, noise level, industrial emissions and effluent discharge are determined at a national level, while CHKL has been able to exercise more direct control over such matters as tree planting and cityscape.

719. Although it remains important to respond to the environmental issues faced by the City by taking appropriate preventive, mitigative or remedial measures, a parallel approach should be to direct action and programmes towards creating the particular city character and image arising from the vision for Kuala Lumpur to become a World-Class City. Furthermore, as the nation's capital, Kuala Lumpur may have the potential and, perhaps the responsibility, to enhance nationally determined standards.

15.2 EXISTING SITUATION AND ISSUE

15.2.1 PHYSICAL ENVIRONMENT

a) Steep Slopes

i. Existing Situation

720. Kuala Lumpur is between 30 and 200 metres above mean sea level (AMSL), and comprises extensive flat river plains in the north and east, steep sided hills to the west, north east and south and a narrow river valley to the south west, where Sungai Klang flows towards the coast (refer *Figure 15.1*).

721. Until recently, development on slopes exceeding 30 degrees still occurred, which has led to potentially serious instability of slopes especially in high rise and high density development.

ii. Issue

722. Inadequate measures to stabilise slopes or to cover disturbed ground in new development are the main causes of soil erosion. The KLSP 1984 addressed the issue of soil erosion and slope stability and provided guidelines for development. However, soil erosion from construction sites still occurs.

- *Soil erosion from construction on steep slopes.*

b) River Water Quality

i. Existing Situation

723. Two of the three primary rivers in Kuala Lumpur, namely Sungai Klang and Sungai Gombak, flow through the heart of the City. All three rivers originate from the highland areas in the northern part of Kuala Lumpur (refer *Figure 15.2*) and have massive suspended solid loading as is evident from their muddy colour. A major contribution to the situation is the discharge of silt from construction sites.



FIGURE: 15.1
TOPOGRAPHY, 2000

KUALA LUMPUR STRUCTURE PLAN 2020



FIGURE: 15.2
RIVERS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

724. Debris in the rivers is also a serious problem caused principally by the indiscriminate dumping of solid waste from squatter settlements along the riverbanks. The direct discharge of domestic wastewater into the rivers still occurs in some areas, further adding to the rivers' pollution problems. As recorded in the Malaysia Environmental Quality Reports of 2000, Water Quality Index (WQI) showed that water quality for Sungai Klang and Sungai Gombak is still polluted (WQI Class III 51.9- 76.5) which requires extensive treatment .

ii. Issue

- *Poor water quality of the City rivers.*

c) Flood Prone Areas

i. Existing Situation

725. Flooding has been a regular occurrence in Kuala Lumpur whenever there is a heavy downpour, especially in the City Centre and downstream areas (refer *Figure 15.3*). These frequent flash floods disrupt the City's functioning, damage property and threaten human lives.

ii. Issue

726. General issues regarding flooding are highlighted in *Chapter 11: Infrastructure and Utilities*.



Photo 15.1: Flooding has been a regular occurrence in Kuala Lumpur whenever there is a heavy downpour, especially in the City Centre...

727. The development of structures within the river reserves has further reduced the flow capacity of the City's rivers thus, increasing the likelihood of flooding.

- *Obstruction of storm water flow by structures in river reserves.*

d) Sinkholes

i. Existing Situation

728. The underlying bedrock for most of the northern part of Kuala Lumpur varies from marble limestone and granite to a mixture of schist-phylite and quartzite-phylite. Marble limestone and quartzite-phylite are predominantly found in the central part of the City, especially in the City Centre. The southern part of Kuala Lumpur is principally made up of granite (refer *Figure 15.4*).

729. Areas with marble or limestone under layers are susceptible to underground structural collapse due to the formation of hollows or sinkholes. Most sinkholes occur within fault lines where permeation of underground water from major waterways reaches the marble or limestone and dissolves them by acidic reaction.

ii. Issue

730. Sinkholes have occurred mainly in areas close to the two major rivers as they pass through the City Centre, where rapid development involving large-scale projects have disturbed the water table. These sinkholes have, in some cases, disrupted building construction.

- *Disruption of construction by sinkholes.*

15.2.2 FLORA AND FAUNA

i. Existing Situation

731. There are three forest reserves in Kuala Lumpur namely the Bukit Nanas Forest Reserve (10.52 hectares), Bukit Sungai Putih Forest Reserve (7.41 hectares) and Bukit Sungai Besi Forest Reserve (42.11 hectares) (refer *Figure 15.5*). Bukit

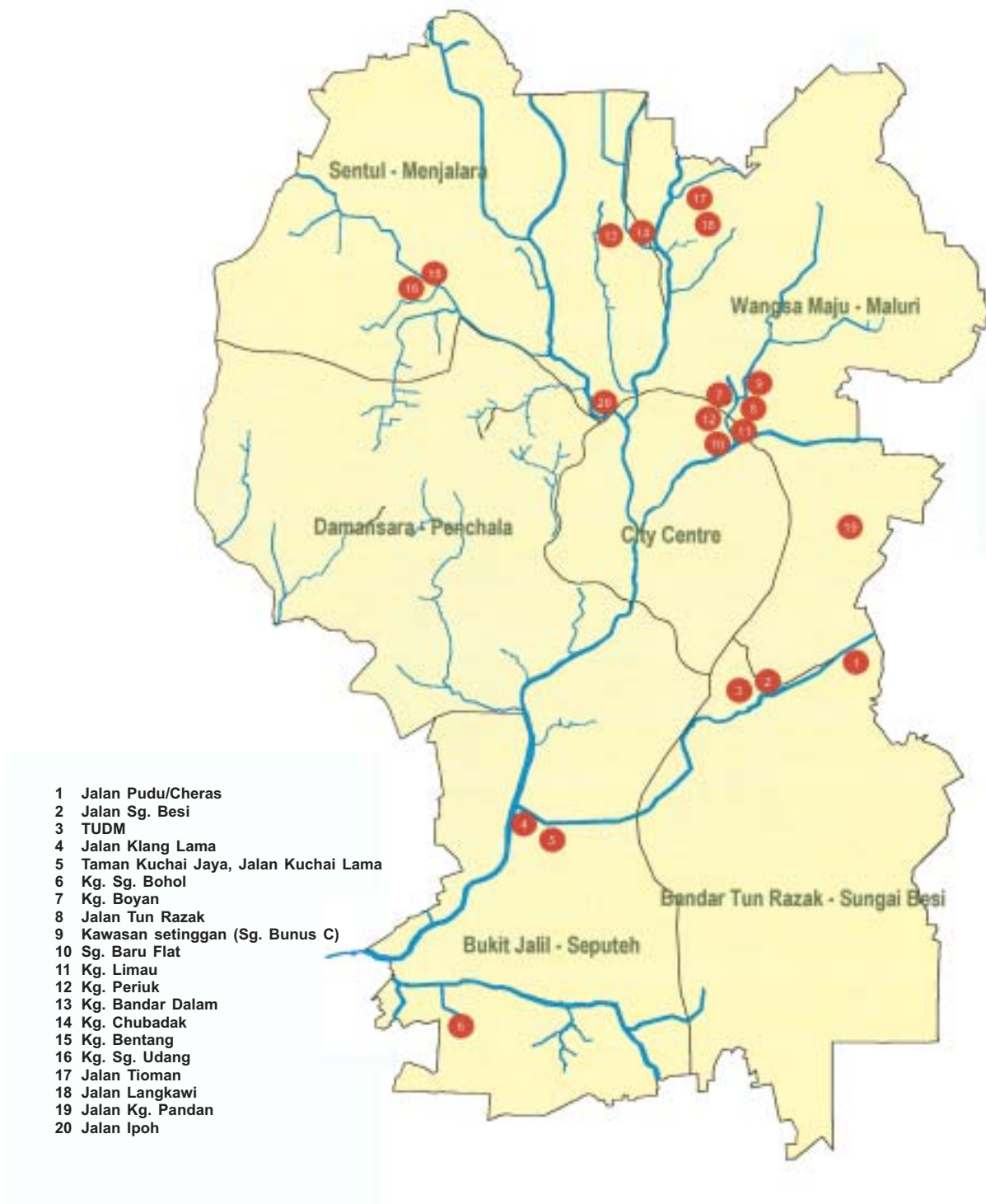


FIGURE: 15.3
FLASH FLOOD AREAS, 2000

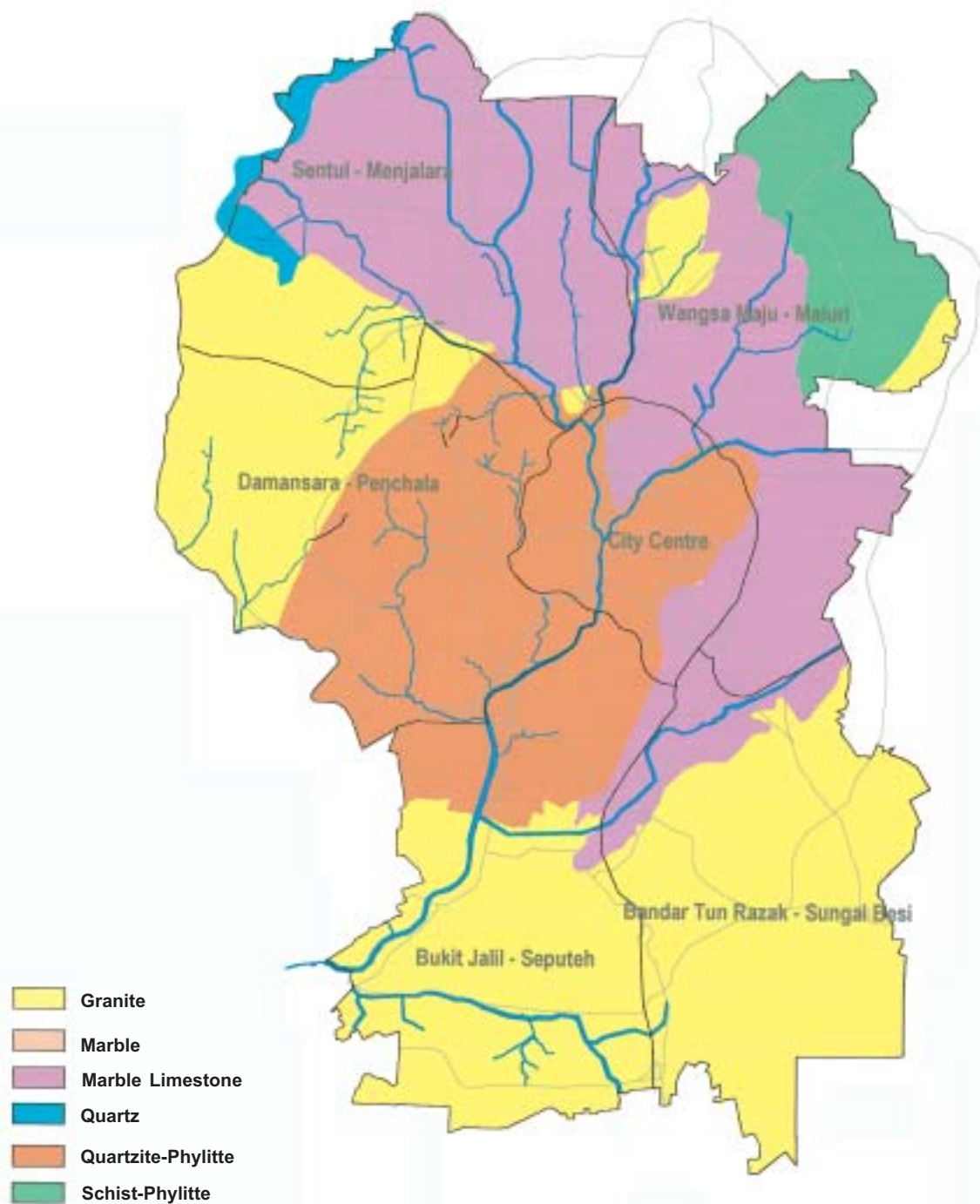


FIGURE: 15.4
UNDERLYING BEDROCKS, 2000

KUALA LUMPUR STRUCTURE PLAN 2020





FIGURE: 15.5
FOREST RESERVES, 2000

KUALA LUMPUR STRUCTURE PLAN 2020

Nanas, in the heart of the City Centre, is one of the oldest virgin forests in the region. These residual forest areas are home to a number of fauna species particularly monkeys, tree shrews, squirrels and birds.

732. There are also several isolated tracts, including parts of Kampong Sungai Penchala and Damansara, which contain forest vegetation. Although substantial in size, most of these forested areas are located on hill slopes and are surrounded by development projects.

ii. Issue

733. Some of the remaining forest areas are under threat of development. The encroachment of development has, in most cases, made the forest areas no longer sustainable as self-contained habitats for indigenous species. In some areas, whole colonies have disappeared while in others, they have been reduced to scavenging thus, bringing them into conflict with residents in adjoining housing areas.

- *Threat to residual forest areas.*

15.2.3 POLLUTION

a) Air Quality

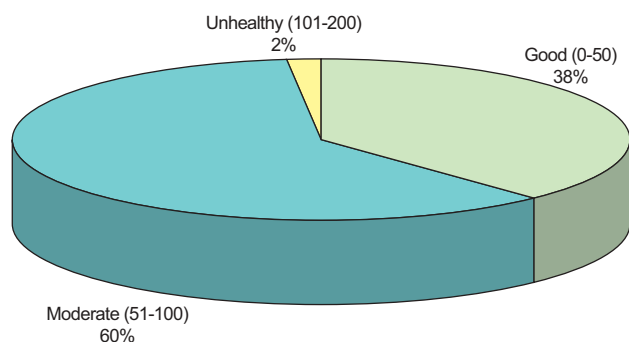
i. Existing Situation

734. Based on the Malaysia Environmental Quality Report 2000, the Air Pollutant Index (API) showed that air quality for Kuala Lumpur was between good (API 0-50) to moderate (API 51-100) most of the time, except for a few unhealthy days experienced during the drier months of May and July (refer *Figure 15.6*). However, 'unhealthy' air quality conditions were occasionally recorded in Kuala Lumpur and were mainly due to the presence of high levels of ozone, formed by the reaction of nitrogen oxides (NO_x) and volatile compounds (VOCs) emitted from motor vehicles and industrial sources, react in the presence of sunlight and heat.

ii. Issue

735. The main sources of air pollution in the City are open burning, emission from motor vehicles and construction work, together with a minor contribution from industries in the fringe areas of the City. The deterioration of air quality can be a serious hazard to human health leading to respiratory diseases as well as a reduction in visibility.

Figure 15.6: Air Pollutant Index (API), 2000



- *Deterioration of air quality.*

b) Noise Level

i. Existing Situation

736. Based on the Malaysia Environment Quality Report 2000, noise monitoring concentrated mainly on assessing the impact of noise exposure to sensitive noise receivers at premises such as schools and hospitals in Kuala Lumpur were found to be between 57.8 decibels to 71.8 decibels during day time (7 am to 10 pm) which exceeded the limit of 55 decibels recommended by the World Health Organisation (WHO). The main source of noise is vehicular traffic while other noise sources, such as those from industrial machinery and the LRT, affect localised areas.

ii. Issue

737. Development guidelines do not stipulate adequate buffer zones between residential areas and potential pollution sources. In some cases, highways and major roads cut through densely



populated residential areas. High noise levels apart from causing discomfort can lead to health problems.

- *High noise levels in many parts of the City.*

c) Contaminated Land

i. Existing Situation

738. Existing disposal site in Taman Beringin and the ex-solid waste disposal sites near Sri Petaling and Jinjang Utara are considered as contaminated land due to the unsystematic disposal solid waste and treatment. Methane gas, chemical and toxic waste and leachate from these sites contaminate the land, surface water and underground water as well as the air quality.

ii. Issue

739. Rapid development has created pressure for the need to redevelop these contaminated areas. Rules and special regulations in controlling the usage of contaminated land need to be formed based on suitable standards, procedures and technologies.

- *No control and regulation in the usage of contaminated land areas*

15.2.4 ENVIRONMENTALLY SENSITIVE AREAS

i. Existing Situation

740. Environmentally sensitive areas can be defined as areas that need special attention or consideration before any development can be approved in the area and its proximity. Environmentally sensitive areas such as those that are susceptible to erosion, flooding, steep slopes, sinkholes, air, water and noise pollution as well as forested and heritage areas are not well documented.

741. Due to the lack of guidelines, the impact of development on environmentally sensitive areas has not been given adequate attention, leading to degradation of the City's natural environment.

ii. Issue

742. Existing planning guidelines are not comprehensive enough to gauge the impact of development projects on environmentally sensitive areas.

- *Lack of development guidelines for environmentally sensitive areas.*

15.3 OBJECTIVE

743. In order to enhance the quality of life in the City to a level commensurate with its vision to be a World-Class City, CHKL aims to:

- *create a Tropical Garden City sensitive to its natural site and appropriate to its tropical regional location;*
- *continue to maintain a judicious balance between development, ecology and national heritage;*
- *enhance the city living environment; and*
- *attain an environment which is free from the major forms of pollution.*

15.4 POLICY AND PROPOSAL

15.4.1 TROPICAL GARDEN CITY

744. Landscaping and beautification programmes carried out in recent years have proved to be extremely successful and have helped to transform the City environment especially in the City Centre. These programmes must now be intensified and broadened to cover all residential, commercial and industrial areas of Kuala Lumpur in order to fully realise the objective of creating a Tropical Garden City.

Policy:

EN 1: CHKL shall promote landscaping and beautification programmes in residential, commercial and industrial areas.

EN 2: CHKL shall intensify the programmes of roadside and streetside planting and landscaping of open spaces and recreational areas.

745. Some privately owned open spaces, vacant sites and other undeveloped areas in the City, particularly those which are in public view or which are close to landscaped open space, should be properly landscaped to improve environmental amenity.



Photo 15.2: Landscaping and beautification programmes will be intensified and broadened in order to fully realise the objective of creating a Tropical Garden City

Policy:

EN 3: CHKL shall ensure the provision of proper landscaping of existing private open spaces and other vacant areas.

746. Strategies need to be formulated to incorporate the rivers and ex-mining ponds into the environmental amenity of the City through the use of landscaping and other improvement measures.

Policy:

EN 4: CHKL shall ensure the landscaping of rivers and the rehabilitation of ex-mining lands.

EN 5: CHKL shall initiate an appropriate strategy for integrating the major rivers and abandoned mining ponds as an amenity and feature of the City's urban design.

15.4.2 PHYSICAL ENVIRONMENT

a) Steep Slopes

747. Development on hillside shall be given serious attention in accordance with the prevailing rules and regulation and policies adopted by the government. In particular, the 'fit to terrain' concept in layout design should be applied in all developments in hilly locations.

Policy:

EN 6: CHKL shall not permit development on hillside with slope that exceeds the allowable level, rules and regulations set by the Federal Government.

EN 7: CHKL shall ensure that geo-technical study is carried out for all hillside developments.

b) River Water Quality

748. An essential prerequisite for improving the water quality of the rivers is to ensure that all wastewater from local sewers is properly treated before being discharged into the river and drainage system.

Policy:

EN 8: CHKL shall, in co-operation with the sewerage concessionaire, ensure that there shall be no further discharge of untreated domestic wastewater into the rivers and drainage system.

749. The squatter resettlement programmes will help to improve water quality by eliminating a major source of pollution. However, alternative methods of cleaning up the City's waterways by adopting advanced but cost effective technologies should be investigated. Such methods could include the use of cascades to increase oxygenation and aeration of the rivers and improve their capacity to support aquatic life.

Policy:

EN 9: CHKL shall investigate the feasibility of new approaches to increase oxygenation, aeration and water quality of the City's rivers to support aquatic life in rivers.



Photo 15.3: The use of cascades to increase oxygenation and aeration of the rivers and improve their capacity to support aquatic life.

c) Flood Prone Areas

750. CHKL shall continue to cooperate with the Federal Department of Irrigation and Drainage (DID) in maintaining the flow capacity of the rivers and ensuring that there is no clogging. The feasibility of constructing gross suspended solid traps upstream and at other strategic locations to collect waste and reduce clogging should be investigated to provide more effective long-term measures to prevent flooding.

Policy:

EN 10: CHKL shall re-activate the rehabilitation programme of Sungai Klang and Sungai Gombak.

751. The existing flow capacity of the rivers must not be allowed to be reduced any further by the construction of permanent structures in the river reserves.

Policy:

EN 11: CHKL shall not approve development involving permanent structures in river reserves.

d) Sinkholes

752. In order to minimise the danger of structural collapse and the potential disruption of construction activities in areas of limestone formation, geotechnical reports should be submitted together with development applications.

Policy:

EN 12: CHKL shall require development applications in areas of limestone formation be accompanied by geotechnical reports.

15.4.3 FLORA AND FAUNA

753. The indigenous flora and fauna of the City are precious resources that must be conserved and, where possible, encouraged to proliferate for the benefit of the City's population and ensuing generations.

754. An interconnected network of green spaces will be created by linking major parks, forest reserves with river, road, rail and utility reserves. This continuous belt of green areas will help to create sustainable living environments for wildlife. Programmes should be formulated to give greater in-depth attention to the conservation of the City's natural elements including indigenous plants and trees, animals and birds thus, reinforcing to the City's tropical character. These programmes could include the enhancement of food resources for wildlife such as planting fructiferous trees and providing feeding stations.

Policy:

EN 13: CHKL shall conserve residual forest areas and maintain a sustainable variety and population of wildlife within the City boundaries.

15.4.4 POLLUTION CONTROL

a) Air Quality

755. Reducing the amount of road traffic has a direct effect on reducing air pollution. Transportation policies, therefore, that promote the use of public transport over private transport not only assist in traffic demand management, but also reduce air pollution. Other programmes to reduce the effects of pollution from vehicles will be implemented such as the building of natural and man-made buffers alongside roads using dense tree planting, hedges and bunds as dust traps.

Policy:

EN 14: CHKL shall ensure the provision of adequate landscaped buffer areas between highways and other built-up areas.

756. The Department of the Environment is responsible for enforcement measures related to air pollution and it will be necessary for CHKL to coordinate closely with the department in order to reduce air pollution.

Policy:

EN 15: CHKL shall, in co-operation with the Department of Environment, undertake measures to reduce air pollution in the City.

b) Noise Levels

757. The transportation policy of promoting public transport and reducing private vehicles on the road is also a crucial strategy in lowering noise levels. In addition, the need to increase setback standards between residential dwellings and major roads should be examined.

Policy:

EN 16: CHKL shall implement measures to reduce noise levels in the City.

c) Contaminated Land

758. Contaminated lands need to be treated so that they can be used again for suitable activity. The treatment of contaminated land is estimated to take a period of more than 20 years. During the period, these areas shall be made as sensitive green areas. Hence suitable treatment regulations and procedures need to be prepared.

Policy:

EN 17: CHKL shall ensure that contaminated land be treated and designated as sensitive green areas.

15.4.5 ENVIRONMENTALLY SENSITIVE AREAS

759. Measures must be introduced to create a sustainable environment which maintains a judicious balance between development, ecology and national

heritage. To avoid compromising the City's natural and built heritage, environmentally sensitive areas should be designated and properly documented. Guidelines should also be formulated to guide, control and manage development in and around these areas.

Policy:

EN 18: CHKL shall designate environmentally sensitive areas and prepare guidelines for their control and management.

15.4.6 PUBLIC PARTICIPATION

760. Economic activities with involvement of the public should be implemented within the context of Local Agenda 21. The public participation should assist in achieving sustainable development in optimal utilisation of available resources.

761. The concept of eco-partnership, which places emphasis on the concerted efforts of various stakeholders such as private enterprises, various government agencies and community based and non governmental organisations (CBOs and NGOs) to carry out study activities aimed at increasing public awareness on sustainable environment, should be promoted and enhanced. 'Clean street', 'clean air' and 'clean water' campaigns, in which CHKL in collaboration with NGOs and privatization concessionaires, can take the lead to extend the concept of eco-partnership. The public should also be encouraged to adopt the 3R concept of 'Reduce, Reuse, Recycle'. Such programmes can be organised at a neighbourhood level.

Policy:

EN 19: CHKL shall, in collaboration with other government agencies, the public and the private sector, undertake pro-active measures to ensure sustainability in economic, physical and social development in congruence with existing environment.

15.4.7 ENVIRONMENTAL MANAGEMENT

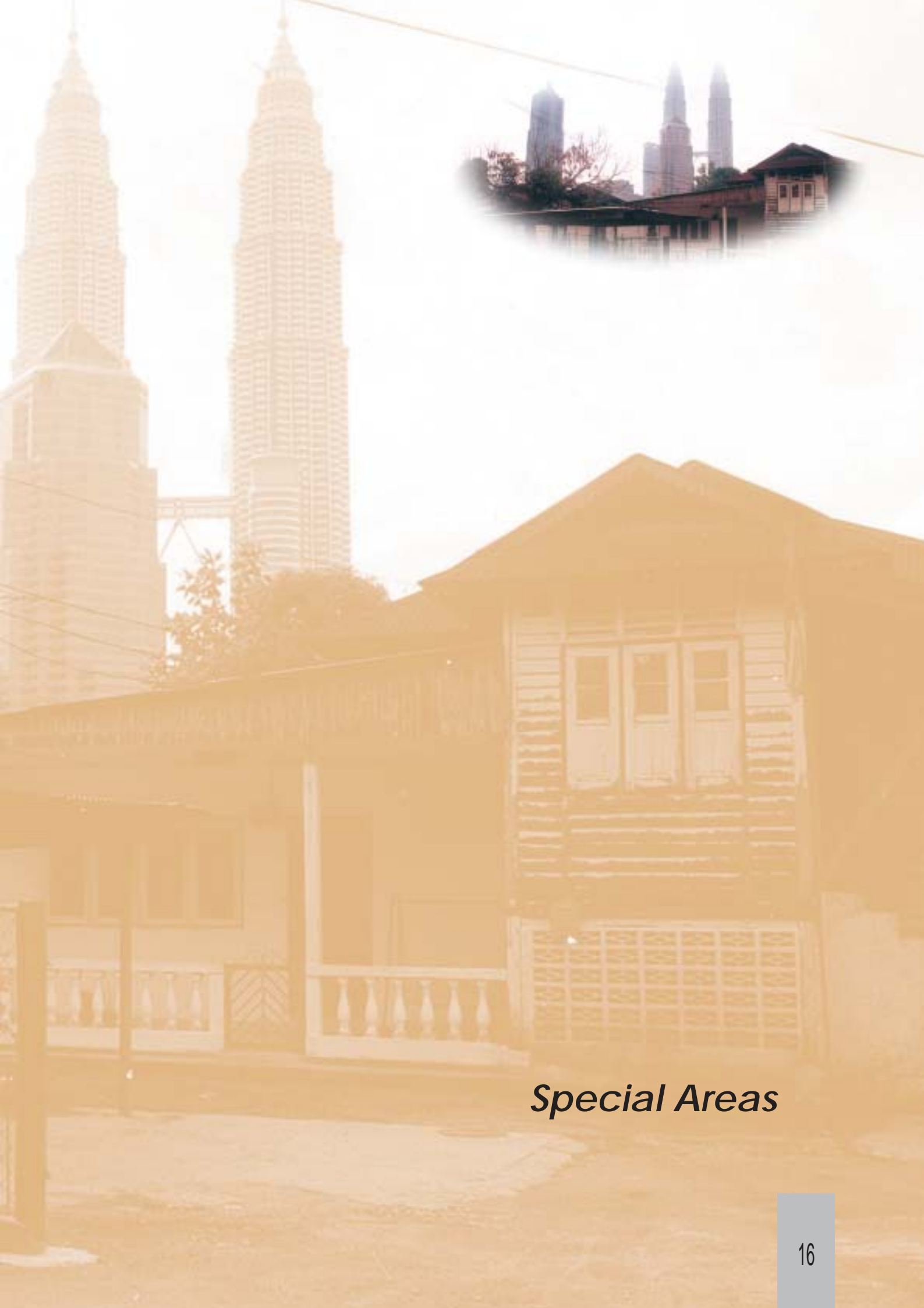
762. The policies that have been formulated and the guidelines to be drafted, shall form the basis for a comprehensive framework to guide, control



and manage new development and improvement works in Kuala Lumpur. In order to implement these measures, the Environment Unit under the Health Department of CHKL should be strengthened to regulate and facilitate coordination with other stakeholders as well as all related departments both inside and outside CHKL.

Policy:

EN 20: CHKL shall coordinate with other relevant stakeholders to implement the policies and guidelines of environmentally sensitive areas.



Special Areas



16.1 INTRODUCTION

763. **S**pecial Areas are those that need special attention in terms of planning and development implementation. These areas have generally fallen behind in development and are associated with complex developmental problems, relative poverty, poor living conditions and inadequate infrastructure. Three types of areas are identified as Special Areas namely the Malay Reservation Areas (MRAs), traditional kampungs and new villages.

764. In its goal to create an efficient and equitable city structure and to enhance the city living environment, CHKL intends to bring these areas into the mainstream of development. It is imperative to encourage and facilitate the development of these areas so that they can help to achieve the vision of Kuala Lumpur to be A World-Class City.

16.2 EXISTING SITUATION AND ISSUE

16.2.1 MALAY RESERVATION AREAS

a) Background and Legal Status

i. Existing Situation

765. The MRAs were created under the Malay Reservation Enactment of 1913 and the Land Enactment of 1987. The objective of the legislation was to ensure that the Malays would be able to own land, especially in urban areas, and a provision of the enactment is that an MRA may not, either through sale or lease, be transferred to non-Malays.

766. *Table 16.1* Indicates the population, land area and density of the six MRAs in the City.

ii. Issue

767. The MRA is a familiar but complex subject that elicits considerable public interest, in particular the potential for developing Kampong Bharu into a modern commercial area because of its location within the City Centre. Although a few development

Table 16.1: Malay Reservation Areas - Area and Population, 2000

Area	Area (in hectare)	Population	Density (person per hectare)
1. Kampong Bharu	101.02	45,000	446
2. Kampong Datok Keramat	87.58	25,000	286
3. Segambut	293.97	2,500	9
4. Kampong Sungai Penchala	291.65	5,000	17
5. Gombak	320.61	20,000	62
6. Selayang	87.78	4,000	46
Total	1,182.61	101,500	-

plans have been prepared for the MRAs, to date, little progress has been achieved and the issue on slow development process of the MRAs remains unresolved.

- *Underdevelopment of Malay Reservation Areas and traditional kampungs.*

768. Legal restrictions imposed on property and the land ownership are the major factors that have reduced the financing potential and the marketability of these areas. Other constraints include the lack of capacity of individual owners to develop their properties and the absence of clear implementation programmes.

- *Difficulty in initiating development in Malay Reservation Areas.*

b) Physical Environment

i. Existing Situation

769. The MRAs were originally conceived and planned as traditional villages comprising individual dwelling units with associated lands sufficient to provide agricultural smallholdings. This explains the relatively small lot sizes in these areas. As the City has grown, the MRAs which were originally located on the outskirts of the City have become surrounded by urban development, none more so



Aerial view of Kampong Bharu



Apartment in Kampong Bharu



Narrow road in Kampong Bharu

Photo 16.1: ... a few attempts to prepare development plans for the MRAs, to date, little has been achieved...

than Kampong Bharu which is now completely within the City Centre. Consequently, many of the original buildings and settlements are no longer compatible with their surroundings.

770. While Kampong Bharu, Kampong Datok Keramat and Selayang are well laid out with internal roads, utilities and community facilities, Gombak, Segambut and Kampong Sungai Penchala have retained their original agricultural sub-divisions and have consequently developed in a haphazard manner. In term of land usage, the MRAs are essentially residential although almost 40 percent

of Segambut and Kampong Sungai Penchala, mainly the hilly areas, are still undeveloped or used for agricultural purposes.

771. Kampong Bharu and Kampong Datok Keramat are the most developed among the MRAs, followed by Gombak, Kampong Sungai Penchala and Segambut. In the case of Selayang, owing to its condition as ex-mining land, only a small portion has been developed. Generally, the changes that have taken place in the MRAs over the last 15 years have been minimal.

ii. Issue

772. Ad-hoc additions and alterations have been carried out to existing buildings. To cater for the growth of extended families, single dwellings have been converted to multiple dwelling units. In addition dwellings have been converted to incorporate shops, workshops and light industries which are incompatible with the residential component. Buildings have been also expanded to occupy the full extent of their sites leaving little or no room for setback area. These haphazard developments have resulted in substandard living conditions.

- *Substandard living conditions due to ad-hoc individual development.*

773. A consequence of the haphazard development of the MRAs has been to render the existing infrastructure obsolete and inadequate. The provision of community facilities has also been inadequate due to the shortage of available land.

- *Substandard infrastructure and inadequate community facilities.*

16.2.2 TRADITIONAL KAMPUNGS

774. The traditional kampungs experience the same environmental, economic and sociological problems and face the same difficulties in initiating development as the MRAs.

775. However traditional kampungs are not gazetted in the same way as the MRA and therefore, there are no restrictions on property ownership. Table 16.2 indicates the 12 traditional kampungs in the City.



Table 16.2: Traditional Kampung - Area and Population, 2000

Areas	Area (in hectare)	Total Population	Density (person/hectare)
1. Kampung Batu Muda	52.51	2,220	42
2. Kampung Cheras Baru	13.34	870	65
3. Kampung Delima/Sri Delima	13.08	460	35
4. Kampung Malaysia Raya	27.90	1,965	70
5. Kampung Melayu FRI	12.74	810	64
6. Kampung Pasir	21.51	530	25
7. Kampung Petaling Bahagia	33.74	570	17
8. Kampung Segambut Dalam	5.42	115	21
9. Kampung Segambut Tengah	33.23	285	9
10. Kampung Segambut Bahagia	17.81	535	30
11. Kampung Pasir Segambut	34.71	545	16
12. Kampung Pandan	25.20	4,283	170
Total	291.19	13,188	—

16.2.3 NEW VILLAGES

a) Background and Legal Status

i. Existing Situation

776. The new villages, which are predominantly populated by Chinese, were created as a result of the forced resettlement from rural areas of a section of the population by the British Colonial government in the early 1950s in an effort to curtail linkages with the banned Malayan Communist Party. There are four such settlements in Kuala Lumpur as shown in Table 16.3.

Table 16.3: New Villages - Area and Population, 2000

Areas	Area (in hectare)	Total Population	Density (person/hectare)
1. Kampung Air Panas	60.7	3,475	57
2. Kampung Cheras Baru	60.7	3,100	51
3. Jinjang Utara and Jinjang Selatan	445.2	15,000	34
4. Kampung Salak Selatan	121.4	4,800	39
Total	688.0	26,375	-



Photo 16.2: The traditional kampungs experience the same environmental, economic and sociological problems and face the same difficulties in initiating development as the MRAs.

777. The new villages were created solely for residential purposes and located outside of the City. The standard plot size is 50' x 80', with some instances of smaller plots of 30' x 80'. The areas are characterised by lack of development, poor housing and inferior standards of infrastructure, utilities and facilities. In the period 1992/93, land in the new villages was only issued with Temporary Occupation Licenses (TOL). This led to uncertainty regarding future prospects for the residents' properties resulting in areas of dilapidation and ad-hoc development.

778. Land titles notably in mid-nineties, have been issued with 99-year lease and replacement of the old dwellings with more permanent construction is taking place. Nevertheless, the new villages still suffer the consequences of hurried resettlement based on the earlier military imperatives. Roads are narrow and in some areas

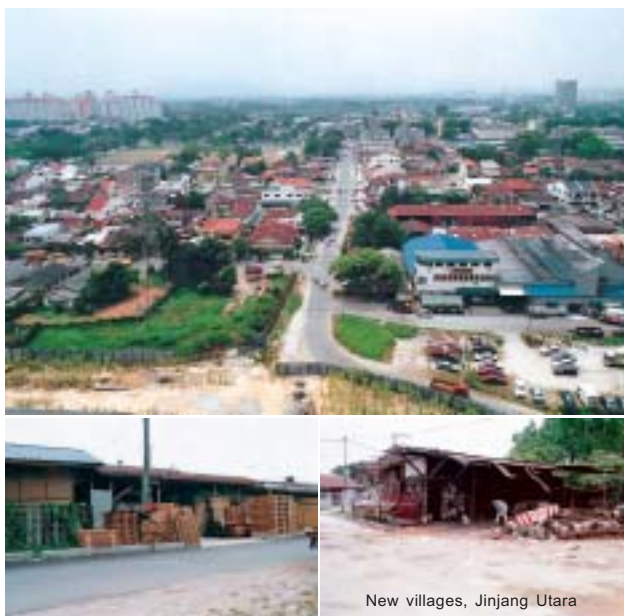


Photo 16.3: The rapid development surrounding the new villages has put great pressure on them to develop in tandem.

terrain conditions are virtually ignored in the street pattern. There is also limited land available for new amenities. These conditions make it difficult to correct many of the inadequacies in the physical environment.

ii. Issue

- *Underdevelopment of new villages.*

b) Physical Environment

i. Existing Situation

779. The rapid development surrounding the new villages has put great pressure on them to develop in tandem. However, when they were originally conceived and planned, insufficient provision was allowed for economic activity, which has resulted in illegal cottage industries being located in residential properties.

ii. Issue

- *Incompatible usage of land and building.*

780. Illegal ad-hoc additions and alterations carried out without adherence to planning or building regulations have resulted in sub-standard housing conditions.

- *Sub-standard housing conditions due to the illegal renovation and extension of dwelling units.*

781. The growth in private vehicle ownership has placed increasing demands on the road infrastructure which cannot be met due to difficulties in carrying out road widening and other improvements.

- *Insufficient road capacity to cope with additional vehicular traffic.*

782. Flooding in some areas is commonplace due to deficiencies in the drainage systems including unlined drains.

- *Frequent flooding due to inadequate drainage system.*

783. These areas were solely designed for residential use without considering provision for utilities and community facilities. As the new village populations have grown so has the need for facilities such as markets, hawker centres, government clinics and sports facilities.

- *Inadequate utilities and community facilities*

16.3 OBJECTIVE

784. In order to bring the MRAs, traditional kampungs and new villages into the mainstream of the City's development so as to create an efficient and equitable city structure and an image consistent with the vision of Kuala Lumpur as A World-Class City, CHKL aims to:

- *rationalise and optimise the use of land within the Malay Reservations Areas, traditional kampungs and new villages; and*
- *promote Bumiputera participation in the City's urban economy through the development of the Malay Reservation Areas and traditional kampungs.*

785. In order to enhance the city living environment in the MRAs, traditional kampungs and new villages, CHKL aims to:

- *improve the quality of housing and housing environment;*



- *provide a clean and pleasant living environment supported by efficient infrastructure, facilities and services; and*
- *ensure they are provided with adequate high quality community facilities.*

16.4 POLICY AND PROPOSAL

a) Institutional Framework

786. The difficulties in development process faced by the Special Areas cannot be resolved by merely proposing specific developments or attempting to resolve specific issues. These development difficulties related to legal, physical and financial, require effective coordination and promotion which need to be undertaken by a dedicated body.

787. This dedicated body is responsible for the planning, development and management of Malay Reservation Areas and traditional kampungs. This body shall coordinate public and private sectors' initiatives.

Policy:

SA 1: *CHKL shall set up a dedicated body to initiate and co-ordinate the planning, development and management of Malay Reservation Areas and traditional kampungs.*

788. The creation of Development Corporations involving landowners and residents of new villages, to carry out improvements to infrastructure and facilities as well as to initiate and manage new development, will be encouraged.

Policy:

SA 2: *CHKL shall promote the setting up of community corporations by appropriate groups, involving landowners and residents, to develop the new villages.*

b) Physical Development

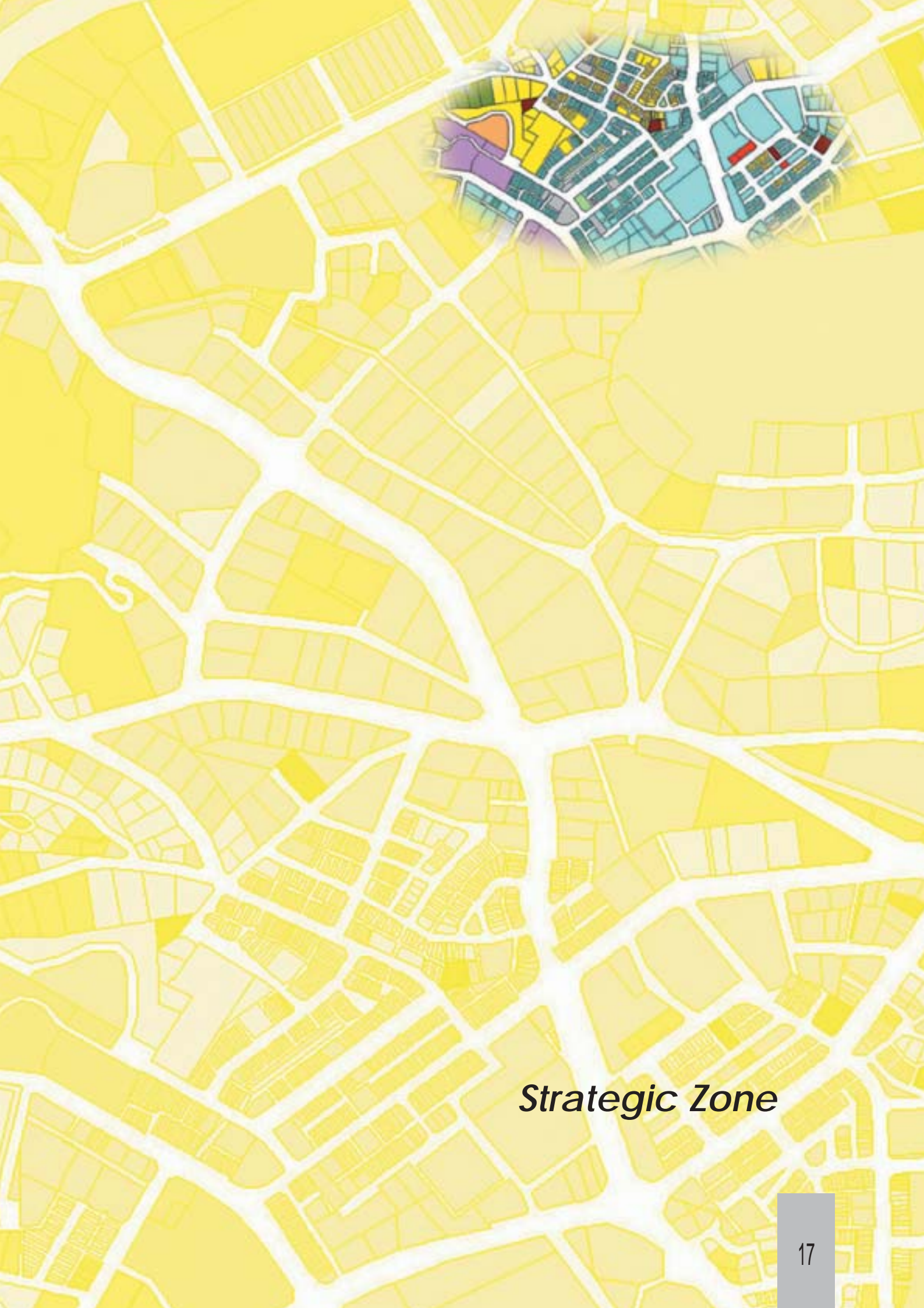
789. Development constraints are interlinked and most specific issues cannot be resolved in isolation. For example, the upgrading of infrastructure to improve living conditions is constrained by the difficulty of enlarging utility reserves because of the small lot sizes. It follows that the improvement of conditions in the MRAs, traditional kampungs and new villages cannot be achieved by piecemeal development but only through the implementation of comprehensive plans for redevelopment.

790. Comprehensive development plans setting out the overall framework for development must be prepared. Of immediate concern will be the improvement of living standards through the upgrading of infrastructure and provision of community facilities.

Policy:

SA 3: *CHKL shall implement comprehensive development plans for Malay Reservation Areas, traditional kampungs and new villages.*

SA 4: *CHKL shall implement measures to accelerate development and upgrade living standards in Malay Reservation Areas, traditional kampungs and new villages.*



Strategic Zone



17.1 INTRODUCTION

791. **T**o develop the spatial strategies set out in *Chapter 6.0 Land Use and Development Strategy* in further detail as well as to translate the sectoral policies and requirements into specific areas, the City has been divided into six strategic zones whose boundaries align with major roads, rails and river corridors. Specific spatial strategies and major sectoral proposals relating to each zone are described in the subsequent sections. The zones are identified below, viz:

- *The City Centre (previously the Central Planning Area)*
- *Wangsa Maju - Maluri*
- *Sentul - Menjalara*
- *Damansara - Penchala*
- *Bukit Jalil - Seputeh*
- *Bandar Tun Razak - Sungai Besi*

17.2 CITY CENTRE

17.2.1 DEFINITION AND CHARACTERISTICS

792. This strategic zone is the city centre of Kuala Lumpur. The zone which covers 1,813 hectares is bounded by major highways namely Jalan Tun Razak from the east to the north, Mahameru Highway to the west and the Middle Ring Road 1 to the south (refer *Figure 17.1*). The zone covers the hills of Bukit Nanas, Bukit Ceylon, Bukit Tunku and the river valleys of Sungai Klang and Sungai Gombak.

793. To create a lively city, both day and night, it is intended to increase the population of the City Centre to 245,600 people in 2020 from 128,721 in 2000. The employment of the City Centre in 2000 was 396,036 and is projected to be about 438,010 by 2020.

794. The City Centre comprises a number of historic and recent major business, tourist and

commercial nodes interspersed with residential, recreation and cemetery areas. The symbolic centre of the nation, Merdeka Square, is located within the City Centre as are the City's most notable landmarks, the Petronas Twin Towers at the KLCC and the KL Tower.

795. The City Centre's traditional role as the major residential and commercial areas of the Kuala Lumpur and its conurbation (KLC) has been eroded by new development in other urban and suburban centres in the KLC and the relocation of federal government offices to Putrajaya. Forward-looking strategies are essential to bring people back to the City Centre and create a quality working and living environment that will capitalise upon the recent investment in modern infrastructure for the City.

17.2.2 DEVELOPMENT AREAS

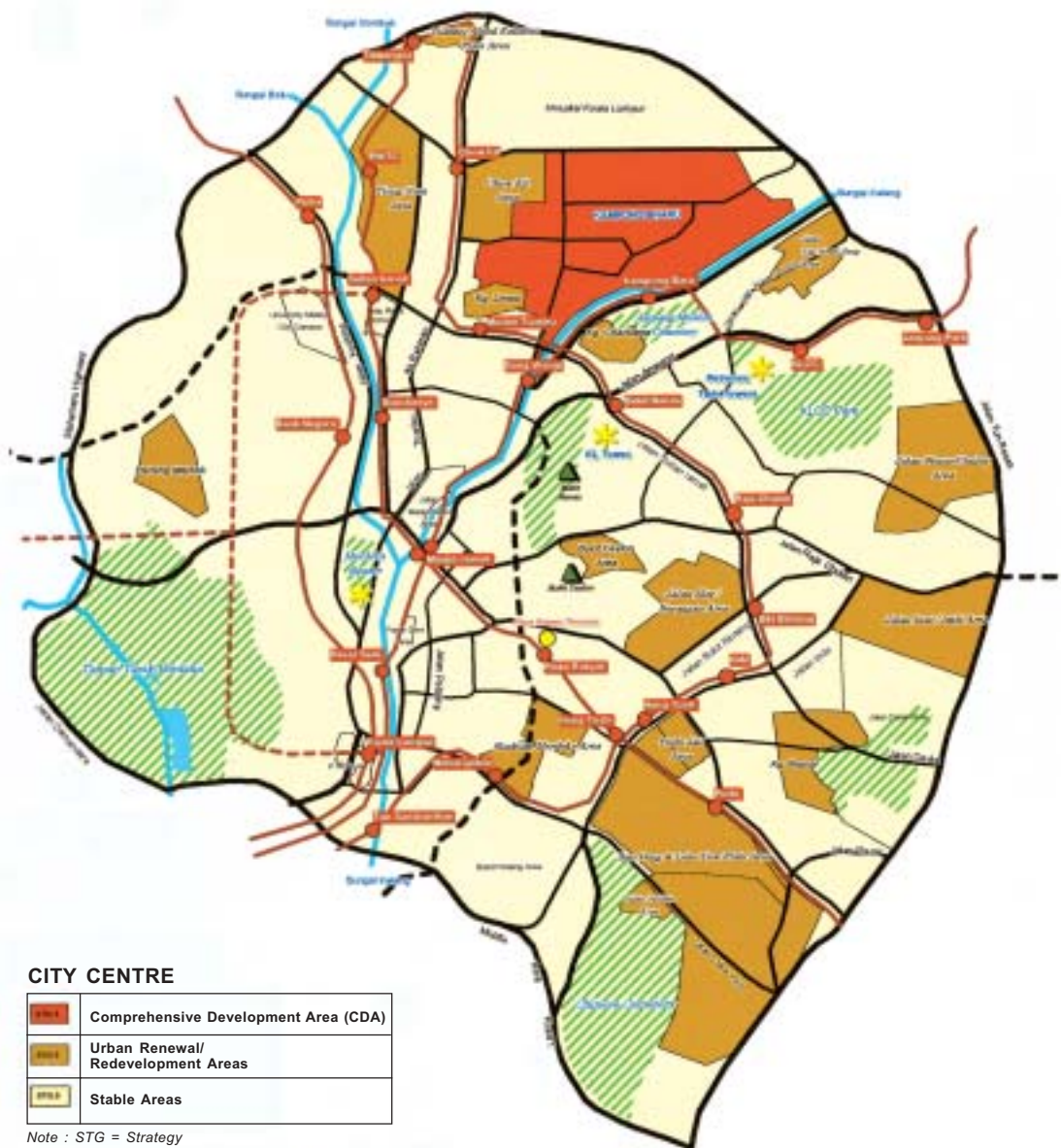
a) Intensification of Residential Development

796. Intensified residential development shall be encouraged in order to attract people back to the City Centre. Emphasis shall be given to the provision of high density, high quality residential development within 250 metres of rail stations and existing residential areas shall be upgraded.

797. High density and high quality residential development shall be encouraged in dilapidated housing areas such as those around Jalan Tiong Nam, Jalan Masjid India and Jalan Alor / Berangan. To complement the surrounding areas, medium density high quality residential development will be designated in the areas around the KLCC, Jalan Yap Kwan Seng, Bukit Ceylon, Jalan Inai / Imbi and Jalan Stonor / Conlay.

798. Because of high land costs and in order to be able to ensure a high quality of built environment befitting a world-class city, residential areas in the City Centre will be geared towards providing medium to high cost accommodation.

799. The existing low rise residential character featuring mature trees of Bukit Petaling around the Istana Negara should be maintained and consolidated.



**FIGURE: 17.1
DEVELOPMENT STRATEGY
CITY CENTRE**



KUALA LUMPUR STRUCTURE PLAN 2020



b) Moderate Commercial Growth

800. In order to moderate commercial development in the City Centre, land use changes to accommodate new commercial development to the exclusion of other uses shall not be encouraged. New commercial or mixed-use development shall be considered in areas where high quality residences are proposed.

801. Emphasis shall be placed on upgrading existing office and commercial areas to include high quality residential accommodation and the creation of comprehensive mixed development precincts incorporating commercial, financial, hotel, entertainment and cultural uses with a high residential component.

802. Major commercial activities shall be regularised and rationalised into special precincts. The area within KLCC shall be developed as the main commercial hub, and the area around Jalan Bukit Bintang enhanced as a premier tourist precinct. Part of the area on the former government quarters, next to the existing temporary market at Jalan Davis shall be developed into a comprehensive market, hawkers and food centre which will also be a major tourist attraction. It shall also include a district park.

c) Review and Rationalise Incompatible Land Uses

803. Incompatible land uses in the City Centre are primarily the consequence of the historical development of the City. The changing circumstances of the City Centre and the City as a whole has meant that the continuing presence of certain uses can no longer be justified.

804. A number of schools have been or are being relocated as part of the school relocation programme so that they can better serve the residential population and free up City Centre land for more appropriate development. The Batu Road School shall be redeveloped as a landmark, high intensity, commercial development and integrated with the Sultan Ismail LRT station. A comprehensive shopping-cum-entertainment development shall be developed at the former Bukit Bintang Girls School together with the nearby swimming pool located at the end of the premier shopping street of Jalan

Bukit Bintang. The former St. Mary School of Jalan P. Ramlee / Jalan Tengah shall be redeveloped as a high density and high quality residential development.

d) Diversification of Economic Activities

805. The City Centre contains the most significant historic buildings, sites and streets in the City. Besides improving the general environment of the older areas, urban renewal initiatives shall be directed towards capitalising upon the existing assets and comparative advantages of Kuala Lumpur to create new tourist facilities. Boutique hotels in heritage buildings shall be encouraged and civic precincts such as those around the KTM Railway Station and Pasar Seni be enhanced.

806. The character of the traditional shopping precincts of Chow Kit, Jalan Tuanku Abdul Rahman, Jalan Masjid India and Jalan Pasar will be enhanced and upgraded to be more attractive and comfortable to shoppers. Jalan Tuanku Abdul Rahman, Jalan Masjid India and Jalan Pasar shall be further developed as specialised shopping precincts. Beautification projects in the traditional shopping precincts such as at Jalan Petaling which is near completion and at Jalan Masjid India under construction, will become as attraction centres to both local and foreign tourists.

807. Kuala Lumpur will build on its existing tourism potential and create new avenues for tourism development. New tourism products aimed at attracting educational tourism such as a city university for the Universiti Malaya in the former Public Service Department (JPA) complex shall be developed. Additional MICE facilities such as the new convention centre at KLCC and the building of facilities for health tourism such as specialist hospitals shall be encouraged. Efforts shall be made to introduce heritage and other tourist trails in the City Centre and specialised precincts for informal dining such as that along Jalan Alor shall be developed.

e) Comprehensive Development Area (CDA)

808. Kampong Bharu, located in the heart of the City Centre, will build on its traditional Malay character to be a centre for the collection, distribution, marketing and exhibition of Malaysian

culture, arts and artefacts. The area will be consolidated as one of the major residential precincts in the City Centre while at the same time more modern developments incorporating commercial facilities will be encouraged so as to bring a measure of prosperity to the residents. Kampong Bharu will also serve as an important cultural and commercial bridge linking the northern, western, and eastern parts of the City Centre.

f) Development Around Transit Stations

809. To help reduce vehicular traffic within the City Centre, office and commercial employment clusters at the outer edges of the City Centre adjacent to rail station transit nodes at the KLCC, Kampong Bharu, Chow Kit and Titiwangsa shall be created. Development shall include public transport interchanges and cultural and community facilities.

810. The Stadium Merdeka represents the historical proclamation of Malaysia's Independence. However the areas in its vicinity can be developed for residential and commercial purposes in which its design concept should take sympathetic consideration of the historical values.

811. The site of the former Pudu Jail shall be developed as a high density and high quality residential development incorporating service apartments. Part of the site which is closely linked to the Hang Tuah LRT and the PRT stations shall be developed as a neighbourhood park.

812. Some of the older public housing areas now occupying valuable inner city land are under pressure for redevelopment. A comprehensive development plan for San Peng and Loke Yew Flats shall be implemented to create an integrated high technology mixed development catering for the needs of the New Economy and incorporating medium density, high and medium cost housing. The development shall be closely integrated with the Hang Tuah and Pudu LRT stations and incorporating open space connections between the cemetery to the south and the new neighbourhood park at the former Pudu Jail site. The site is on the prominent axis from the south of the City and the redevelopment shall be a significant landmark building to complement the Petronas Twin Towers and KL Tower.

813. The Tuanku Abdul Rahman flats at Jalan Tun Razak, another area of dilapidated public housing which extends to cover an area to the north of the City Centre, shall be developed to create a self-contained comprehensive mixed development closely integrated with the Titiwangsa LRT and PRT stations.

g) Urban Character of The City Centre

814. To create a city identity that is both attractive and unique, the distinctive characteristics of the City Centre shall be identified and enhanced. The distinctive valley and hill landform and major landmark buildings of the City Centre are vital to the creation of its sense of place as well as aiding orientation. To maintain and accentuate important views, building height controls shall be adopted that, as a general principle, start at low rise from the edge of the City Centre and rising towards the centre. This shall be supported by urban design guidelines defining visual corridors where building height shall be controlled in order to maintain citywide views of the principal landmark buildings and of the major hills both within and beyond the City Centre.

815. The character of the older urban areas in the City Centre such as Chow Kit, Jalan Petaling, Jalan Bukit Bintang, Bukit Ceylon and Pudu shall be preserved and the infrastructure and building quality and general living and working environment upgraded. Conservation and preservation plans for heritage areas will promote a pedestrian friendly ambience and maintain the rich diversity of street pattern and building vernacular that these areas display.

816. The main commercial district will showcase Kuala Lumpur as A World Class City and the financial precinct should contain only the highest quality buildings. However the contrasting character of the low density area with mature trees at Bukit Tunku shall be retained and enhanced.

17.2.3 LINKAGES

a) Pedestrian Network

817. By promoting the use of public transport and facilitating pedestrian movement CHKL aims



to reduce traffic congestion and improve the overall environmental quality of the City Centre. To this end, a safe, continuous, pedestrian-friendly system, accessible to all including the disabled, and complemented by a bicycle network will link all major activity centres and be fully integrated with public transit nodes. The network will combine with an off-street green network utilising the river corridor linking activity centres to existing open spaces, parks and nodes distributed throughout the City Centre.

818. Developments adjacent to rivers shall promote river frontage facilities that are accessible to the public. New development and urban renewal projects will provide public open space. These civic spaces will be the key features of the overall urban design and shall be integrated into a comprehensive landscaped pedestrian network.

819. An integrated landscape network including major rivers, existing open spaces, pedestrian friendly streets and new urban parks shall be provided that links residential areas with employment and commercial centres and community facilities.

820. Existing pedestrian routes shall be enhanced and extended and new routes shall be developed to form the pedestrian network. Jalan Tuanku Abdul Rahman and other main pedestrian thoroughfares that are to be developed as specialty shopping spines shall be linked with each other and to other major mixed development precincts.

821. Kampong Bharu shall be developed as a catalyst to create a cultural corridor linking the cultural precincts of Jalan Tun Razak and Jalan Conlay with the shopping precincts of KLCC and Chow Kit. To the west of the City Centre, a pedestrian mall shall be created linking Bandaraya and Bank Negara station to Taman Tasik Perdana, thus providing more convenient access to this major park for City Centre residents.

b) Green Network and Open Spaces

822. The green network shall connect major open spaces or heavily treed areas radiating from outside the City Centre. Existing open spaces, road, river and utility corridors and mature tree coverage in low density residential areas shall be utilised to form the green network. In addition future open

spaces and landscaped areas shall be created to enhance the network.

823. Taman Tasik Perdana shall be enhanced as the premier park of the City. The predominantly treed areas around the Mahameru Highway and the federal government offices nearby shall be preserved as a western green area for the City Centre. These areas will have a high proportion of landscaped open space to create a parkland setting with green pedestrian networks linking to the adjacent low density residential areas of Bukit Tunku, Taman Duta and Bukit Persekutuan (Federal Hill).

824. The existing mature tree coverage in Bukit Petaling, Kampong Attap and the Chinese cemetery areas shall be preserved as a southern green area for the City Centre by means of long-term conservation and replanting programmes which will aid the establishment of flora and fauna biodiversity. This green area shall be further extended into the City Centre via the Stadium Negara and Stadium Merdeka institutional and sports precinct and the proposed new neighbourhood park at the former Pudu Jail site.

825. The new district park at the former government quarters at Jalan Davis and the KLCC park, shall be maintained as extensions of the green character stretching from the golf course of the Royal Selangor Golf Club (RSGC) and green curtilages of Taman U-Thant. Future development around Jalan Stonor / Jalan Conlay should be planned to allow more green area to complement the green character.

826. A green corridor linking from the cultural precinct along Jalan Tun Razak and Taman Tasik Titiwangsa with Kampong Bharu into the City Centre shall be created by utilising Sungai Bonus corridor as a linear open space. Building height controls shall apply to these areas in order to maintain the visual corridor from the district park of Taman Tasik Titiwangsa towards the Petronas Twin Towers at KLCC.

c) Public Transportation

827. The City Centre is well served with a comprehensive inter-city rail network where the KTM and LRT rail systems are integrated with each other to serve the major residential, commercial

and tourist attraction areas. The inter-city rail systems will be linked with the PRT system which is an intra-city rail network.

828. The Puduraya bus terminus shall be redeveloped and integrated into the Plaza Rakyat rail station to create a multi-modal interchange incorporating taxi, rail and intra-regional bus services.

829. A priority programme shall be dedicated to the improvement of transit interchanges integrating rail, bus and taxis services to ensure that the public transport system is user friendly and efficient. These interchanges shall be comprehensively integrated to pedestrian systems which can safely accommodate and disperse large volumes of travellers and commuters to residential, shopping and office destinations.

17.2.4 PROVISION OF COMMUNITY FACILITIES

830. Existing community facilities in the City Centre shall be upgraded and additional community facilities shall be provided in residential and comprehensive mixed-use development.

17.3 WANGSA MAJU - MALURI

17.3.1 DEFINITION AND CHARACTERISTICS

831. The Wangsa Maju - Maluri zone is defined in the north by the boundary of Kuala Lumpur, which separates the City from Batu Caves, Gombak, Melawati and Ampang areas in Selangor. The Kuala Lumpur-Karak Highway forms the western boundary of the zone, while Jalan Tun Razak and a part of Sungai Kerayong demarcate the southern boundary of the zone (refer *Figure 17.2*).

832. The population in 2000 was 347,432 and is projected to be 443,700 people by 2020. The employment in 2000 was 90,125 and is projected to grow to 169,654 over the next 20 years.

833. The terrain of the eastern area is hilly, culminating in Bukit Dinding, at 247 metres above average mean sea level (AMSL), the second highest hill in the City. To the south of the hills lie Sungai Klang, the RSGC golf course and the residential

areas of Titiwangsa, Kampong Datok Keramat and Taman U-Thant. The zone contains the growth area of Wangsa Maju and is predominantly residential. Industry is spread across the zone and, to the north, is contiguous with the industrial estate in Batu Caves. Two institutes of higher learning are located in the zone namely Universiti Teknologi Malaysia and Tunku Abdul Rahman College.

834. The southern part of the zone contains the district park of Taman Tasik Titiwangsa, the cultural precinct along Jalan Tun Razak and Malay Reservation Area of Kampong Datok Keramat. An important feature of the zone is that two major rivers namely Sungai Gombak and Sungai Klang flowing through the zone and make it prone to flooding.

17.3.2 DEVELOPMENT AREAS

a) International Zone

835. The existing international character of the high quality and low density residential areas around Jalan Ampang / Jalan U-Thant shall be enhanced. Low density control and prohibition of high rise development shall be applied to Taman U-Thant, Jalan Damai, Jalan Semarak and Titiwangsa residential areas. An international food and cultural precinct shall also be designated and developed in the area.

b) Malay Reservation Areas and New Villages

836. The Malay Reservation Areas of Gombak and Kampong Datok Keramat along with the Air Panas new village require revitalisation through improvement of infrastructure, provision of community facilities and redevelopment initiatives.

c) Urban Renewal / Redevelopment Areas

837. The former government quarters at Jalan Cochrane shall be redeveloped into a medium density residential neighbourhood focusing on providing medium cost housing. The Tuanku Abdul Rahman Flats, part of which lies within the City Centre, shall also be redeveloped as described in 17.2.2(f). Comprehensive development plans for



FIGURE: 17.2
DEVELOPMENT STRATEGY
WANGSA MAJU - MALURI



the upgrading and improvement of the cluster houses at Taman Setapak Jaya shall be drawn up.

d) Stable Areas

838. Major development in the zone shall be focused on completion of the development programme for the Wangsa Maju growth area and intensification of development around transit nodes. Opportunities for the development of industrial tourism focusing on the existing Royal Selangor pewter factory at Setapak shall be promoted.

17.3.3 LINKAGES

a) Green Network and Open Spaces

839. The existing extensive open spaces of RSGC golf course, district park of Taman Tasik Titiwangsa and Bukit Dinding shall be preserved. The natural features of Bukit Dinding shall be protected and parts of the hill preserved as a park. New neighbourhood parks shall be developed at Ampang Hilir and Taman Melati and in the vacated squatter area of Jalan Semarak located to the south of the Air Panas new village.

b) Public Transportation

840. The PUTRA LRT serves the eastern area of this strategic zone connecting the City Centre in the south-west to Putra Terminal Station at Gombak in the northern boundary, while the STAR LRT runs along the southernmost boundary of the zone.

841. The Gombak bus terminus which is located next to the Putra Terminal Station is to be designed to integrate with the latter as a multi-modal interchange incorporating taxi, rail and inter-regional bus services.

17.3.4 URBAN CENTRES

842. The major district centre at Wangsa Maju shall be intensified and connections with the LRT transit node at Wangsa Maju Station strengthened. A new district centre shall be developed at Kampong Datok Keramat around the Dato' Keramat Station.

843. Intensified residential and commercial development shall be encouraged at the existing neighbourhood centre adjacent to the LRT station at Maluri. The provision of community facilities shall be improved in the existing neighbourhood centres of Air Panas, Gombak, Danau Kota, Desa Pandan and Setiawangsa.

17.3.5 PROVISION OF COMMUNITY FACILITIES

844. Community facilities will be developed in the district centres of Wangsa Maju and Kampong Datok Keramat and in the neighbourhood centres of Air Panas, Gombak, Danau Kota, Setiawangsa and Desa Pandan to meet the needs of the local population (refer *Table 6.6*).

17.3.6 VISUAL LINKAGES

845. Two visual corridors along which building height control applies, shall be created across the zone towards the Petronas Twin Towers and KL Tower. One axis shall be from Jalan Ampang in the east and the other from the Karak Highway approaching towards the City Centre.

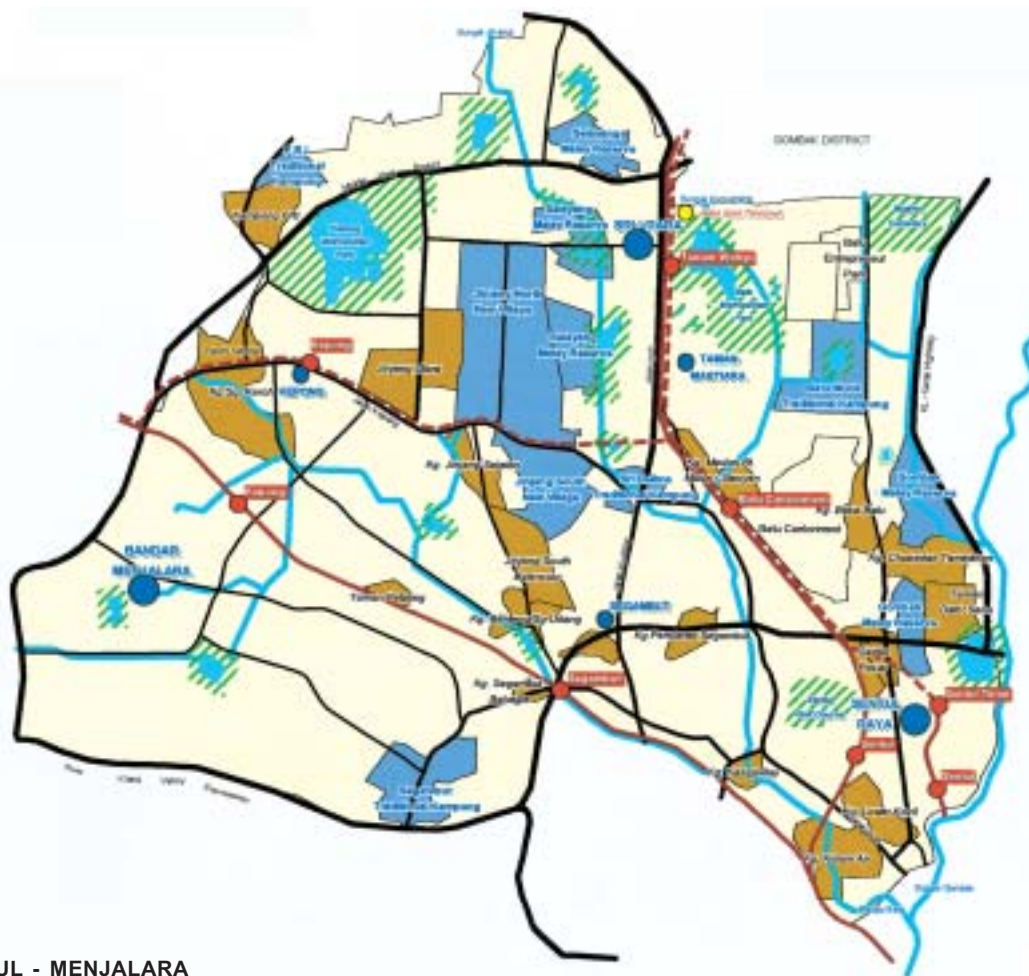
17.4 SENTUL - MENJALARA

17.4.1 DEFINITION AND CHARACTERISTICS

846. The zone is defined in the north by the boundary of Kuala Lumpur which separates the City from the town of Batu Caves, Selangor. The Kuala Lumpur-Karak Highway forms the eastern boundary of the zone while the New Klang Valley Expressway demarcates the southern boundary (refer *Figure 17.3*).

847. The population in 2000 was 297,595 and is projected to be 445,000 by 2020. The employment in 2000 was 83,829 and is projected to grow to 211,717 over the next 20 years.

848. To the north the terrain is generally level and crossed by Sungai Kemuning and Sungai Jinjang. This area comprises established residential areas at Menjalara and Sentul which are developed around the neighbourhood centres of Kepong,



SENTUL - MENJALARA

STG.1	Malay Reservation, Traditional Kampung & New Villages
STG.2	Urban Renewal/Redevelopment Areas
STG.4	Stable Areas

Note : STG = Strategy

Existing/Committed Major Roads	District Centres
Proposed Roads	Neighbourhood Centres
Existing Rail Lines	Hills
Proposed Rail Lines	Multimodal Terminals
Green Areas	Rail Terminals
Rivers & Lakes	



FIGURE: 17.3
DEVELOPMENT STRATEGY
SENTUL - MENJALARA



Taman Mastiara and Segambut and are intermixed with large industrial areas and estates. The industrial areas are mainly located in the north of the zone at Kepong, Jinjang and Segambut and are contiguous with the industrial estates in Batu Caves.

17.4.2 DEVELOPMENT AREAS

a) Malay Reservation Areas, Traditional Kampung and New Villages

849. The Malay Reservation Areas of Selayang and Gombak and the traditional kampung of Segambut, Sri Delima, Batu Muda and Kampung Melayu FRI shall be improved to include the upgrading of infrastructure, community facilities and utilities.

850. The development plans for the new villages at Jinjang North and Jinjang South shall include measures to redevelop the dilapidated industrial areas and upgrade the infrastructure, community facilities and utilities in the residential areas.

b) Urban Renewal / Redevelopment Areas

851. Comprehensive development plans for Pekan Kepong and Jinjang South Extension shall be prepared for mixed-use development incorporating community facilities and utilities. The dilapidated areas around the Sentul Pasar shall be developed to complement the nearby Sentul Raya development. Development shall capitalise on the area's strategic location close to the City Centre and its proximity to both the LRT station at Sentul Timur and the KTM station at Sentul. The plan shall include the redevelopment of Sentul market, the provision of medium density of medium and high cost housing including service apartments and commercial components. All squatter areas shall be redeveloped as mixed-use development of self-contained residential neighbourhoods. A study on the problems relating to overcrowding and inadequate infrastructure of the residential area of Taman Datuk Senu shall be carried out to identify remedial measures for the improvement of the living environment including the physical and infrastructural quality.

c) Stable Areas

852. Major development in the zone shall be focused on the completion of the development programme for the proposed large-scale commercial and residential centre in Sentul Raya.

853. Redevelopment of area to the south of Taman Batu Muda shall complement the adjacent Batu Entrepreneur Park which provides premises and resources for small and medium sized industries.

854. Batu Cantonment may be retained as a military logistic and supply centre. However this area has the potential to be developed as a CDA and development in the future could focus on industries that complement the nearby Malaysian second car plant in Serendah and the proposed Proton City in the Bernam Valley. An automobile business park could also be developed as part of the CDA that would include industries supplying parts to the automobile industry as well as service industries associated with the automobile industry such as accessory dealers, car showrooms and vehicle servicing. The remainder of the CDA could contain medium density and medium cost housing and commercial development associated with the new district centre.

855. In many cases industrial areas in the northern part of the zone are surrounded by residential development. Urban renewal in these areas should provide landscaped buffers between incompatible uses. High technology driven and information-based clean industries shall be introduced together with supportive office and other commercial uses with open spaces for workers.

17.4.3 LINKAGES

a) Green Network and Open Spaces

856. The extensive open spaces of the Kepong Metropolitan Park and the Batu Metropolitan Park shall be enhanced.

b) Public Transportation

857. The Sentul-Port Klang and Rawang-Seremban KTM commuter lines pass through the



zone affording good overall rail coverage but there are relatively few stations. The STAR LRT lines running from the south through the City Centre extend the service for the southern part of this zone terminating at the Sentul Timur Terminal.

858. The feasibility of extending the LRT line further northwards from Sentul Timur towards Taman Wahyu and westward towards Kepong shall be examined. Both northern and western extensions shall continue beyond the City boundary to serve the residential areas in the immediate catchment.

859. The Jalan Ipoh bus terminus is to be integrated with the proposed LRT terminus of the extended STAR LRT line to create a multi modal interchange incorporating taxi, rail and inter regional bus services.

17.4.4 URBAN CENTRES

860. New district centres shall be created in Bandar Menjalara, Sentul Raya and Sri Utara around the new LRT station on the northern LRT route extension.

861. Intensified residential and commercial development shall be encouraged at the existing neighbourhood centres at Kepong, Segambut and Taman Mastiara which are close to the existing or proposed rail stations.

17.4.5 PROVISION OF COMMUNITY FACILITIES

862. Community facilities will be developed in the district centre of Bandar Menjalara, Sentul Raya and Sri Utara and in the neighbourhood centres of Kepong, Segambut and Taman Mastiara to meet the needs of the local population (refer *Table 6.6*).

17.4.6 VISUAL LINKAGES

863. Other than the New Klang Valley Expressway visual corridor, another visual corridor along Jalan Ipoh towards the City Centre shall be established and building height controls shall be implemented.

17.5 DAMANSARA - PENCHALA

17.5.1 DEFINITION AND CHARACTERISTICS

864. The zone is defined to the west and south by the boundary of Kuala Lumpur, Federal Highway and Jalan Syed Putra. To the east it is bounded by Jalan Kuching and the Mahameru Highway while to the north it is defined by the New Klang Valley Expressway (refer *Figure 17.4*). The population in 2000 was 99,100 and is projected to grow to 259,100 by 2020. The employment in 2000 was 62,030 and is projected to grow to 183,011 over the next 20 years.

865. The majority of the zone is hilly terrain with predominantly low to medium density residential development around the district centre of Damansara and neighbourhood centre of Taman Tun Dr. Ismail. The zone also includes extensive recreation areas such as the golf courses of the Kuala Lumpur Golf and Country Club (KLGCC) and Civil Service Golf Club (KGPA), West Valley Park, Bukit Kiara Equestrian Park and a Botanical Garden, which, together with the campus of the University of Malaya, create a green crescent to the south of the zone.

866. Significant commercial office areas have recently become established at Bukit Damansara, Sri Hartamas, Bangsar and Mid Valley Mega Mall. In recent years a number of high quality citywide landmark buildings for example Malaysian External Trade Development Corporation (MALTRADE), Telecom Tower and Pantai Plaza have been erected.

17.5.2 DEVELOPMENT AREAS

a) International Zone

867. Damansara is designated as an International Zone and a variety of measures shall be introduced in order to maintain and enhance its existing international character, which offers a high quality living and working environment comparable to those of other world-class cities. This area shall be planned as a high end employment centre to incorporate institutes of higher learning and research centres to serve the local population as well as international students. Development shall include low-density

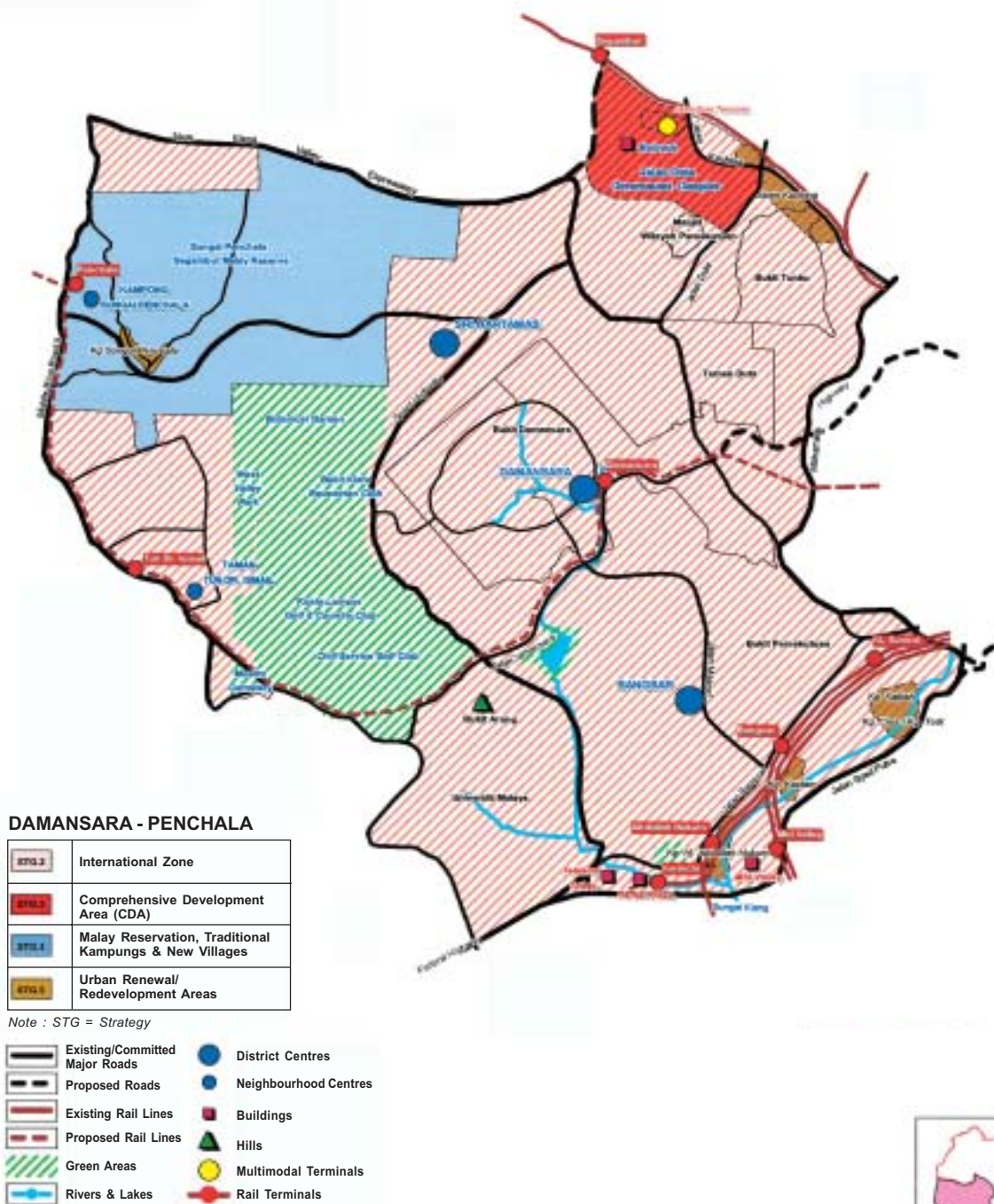


FIGURE: 17.4
DEVELOPMENT STRATEGY
DAMANSARA - PENCHALA





high cost housing and student accommodation so as to preserve the heavily treed and undulating character of the area.

868. Redevelopment of areas along Jalan Bangsar between KL Sentral and Telecom Tower shall be encouraged to take the advantage of road and rail infrastructure and large-scale retail and hotel development in the area. Commercial development such as high quality office and service apartments shall be encouraged.

869. High density and high-rise development in the Federal Hill, Taman Duta and Bukit Tunku shall not be encouraged so as to preserve the existing low density and high quality residential areas. Building heights and residential densities within Bangsar and Bukit Damansara shall be regulated. Where appropriate, moderate intensification of low density residential areas shall be permitted, provided that this does not affect the overall character of the areas in question.

870. The international standard of recreational facilities in Bukit Kiara and other facilities and institutions in Bukit Damansara shall be enhanced in order to cater for the international market.

b) Comprehensive Development Area

871. A Comprehensive Development Area shall be established in the northern part of the zone at the former federal government offices at Jalan Duta, which shall be developed to be a centre for the collection, distribution, marketing and exhibition of manufactured products that have been developed and patented in Malaysia.

872. The Jalan Duta CDA shall primarily consist of high-end office and other commercial as well as residential development, hotel and MICE facilities and shall also include a specialist healthcare precinct to serve the local population of Kuala Lumpur as well as to promote healthcare tourism. A district park is also proposed in the CDA.

c) Malay Reservation Areas and Traditional Kampung

873. Development plans for the Malay Reservation Areas at Kampong Sungai Penchala and Segambut shall take into consideration of the

predominantly hilly and green forest character. Encouragement shall be given to the development of eco-tourism and educational facilities that can capitalise on the special qualities of the areas and the proximity of the Forest Research Institute of Malaysia (FRIM) as well as the forested area at Bukit Kiara. Such development could include hobby farms, forest resort hotel and an international botanical research station associated with the new botanical garden at Bukit Kiara.

d) Urban Renewal / Redevelopment Areas

874. All squatter areas shall be redeveloped as mixed-use development or self-contained residential neighbourhoods.

e) Stable Areas

875. Urban renewal shall be focused in the south of the zone especially in Brickfields which will include the upgrading of infrastructure and community facilities and the introduction of new and innovative redevelopment that complements the impetus provided by KL Sentral. This shall also include the renovation and conservation of shop houses, the creation of pedestrian precincts and shopping streets, as well as the provision of youth hostels and good quality budget hotels.

17.5.3 LINKAGES AND URBAN CENTRES

a) Green Network and Open Spaces

876. The existing open spaces of Bukit Kiara, Taman Tun Dr. Ismail and the forested hills of Kampong Sungai Penchala shall be preserved together with the West Valley Park. A botanical garden shall be developed to the north of the West Valley Park thus creating a large contiguous area of open space, which includes the golf courses to the south, and the equestrian centre and the recreational facilities to the east.

b) Public Transportation

877. The PUTRA LRT and the KTM serve the south western edge of the zone connecting to the City Centre and the ERL rail terminus at KL Sentral which shall be developed as an integrated international rail-based transportation hub. The Segambut KTM rail station in the northwest corner

of the Jalan Duta CDA shall be upgraded and properly integrated into the development of the CDA.

878. The western spur of the proposed Damansara-Cheras LRT link shall serve the Damansara district centre and Taman Tun Dr. Ismail neighbourhood centre. The feasibility of extending this line to the new neighbourhood centre at Kampong Sungai Penchala and neighbouring urban centres in Selangor such as Bandar Utama, Sri Damansara and Sungai Buloh township shall also be investigated.

17.5.4 URBAN CENTRES

879. The existing district centre at Damansara shall be intensified. The Bangsar and Sri Hartamas district centres shall be enhanced and promoted as a tourist attractions and a neighbourhood centre shall be developed at Kampong Sungai Penchala. Intensified residential and commercial development shall be encouraged at the existing neighbourhood centres of Taman Tun Dr. Ismail and Kampong Sungai Penchala which are close to proposed rail stations.

17.5.5 PROVISION OF COMMUNITY FACILITIES

880. Community facilities will be developed in the district centre of Damansara, Bangsar and Sri Hartamas and in the neighbourhood centres of Taman Tun Dr. Ismail and Kampong Sungai Penchala to meet the needs of the local population (refer *Table 6.6*).

17.5.6 VISUAL LINKAGES AND GATEWAY

881. Building heights shall be controlled to ensure the visual primacy of the Petronas Twin Towers, KL Tower, the Kuala Lumpur Mosque and the green backdrop of Bukit Kiara, Bukit Arang and Kampong Sungai Penchala. Building height controlled visual corridors shall be along the New Klang Valley Expressway and along the axis of the Federal Highway and Jalan Bangsar.

882. A major gateway zone at the entry point of the New Klang Valley Expressway shall be

developed to reflect the high quality of housing and the living environment of this area. Another gateway zone shall be developed at the axis of the Federal Highway and Jalan Bangsar to portray Kuala Lumpur as an international shopping and business centre.

17.6 BUKIT JALIL - SEPUTEH

17.6.1 DEFINITION AND CHARACTERISTICS

883. The zone is typified by north south ridges of hills running the length of the zone between which lie the river valleys of Sungai Kerayong, Sungai Kuyuh and Sungai Klang.

884. The Middle Ring Road 1 and the Kuala Lumpur-Seremban Highway delineate the north-eastern boundary of the zone while the Federal Highway and Jalan Syed Putra form the north-western boundary. The western and southern edges of the zone are formed by the boundary of the City (refer *Figure 17.5*).

885. The population in 2000 was 352,100 and is projected to be 464,300 by 2020. The employment in 2000 was 132,149 and is projected to grow to 273,121 over the next 20 years. The zone is predominantly residential with the major growth area at Bukit Jalil. The nature of the residential development ranges from mature and dense as in Bukit Indah and along Jalan Klang Lama to newly developed and less dense areas at Bukit Jalil.

886. The industrial areas mainly lie in the western and southern peripheral areas, the latter including the Technology Park Malaysia (TPM) in Bukit Jalil. Large scale institutional areas in the zone are Sungai Besi Royal Malaysian Air Force Base in the north and the National Sports Complex at Bukit Jalil to the south.

17.6.2 DEVELOPMENT AREAS

a) International Zone

887. Bukit Jalil is designated as an International Zone and shall be developed as a high-class residential area. Development will build on the existing special attributes of the area especially

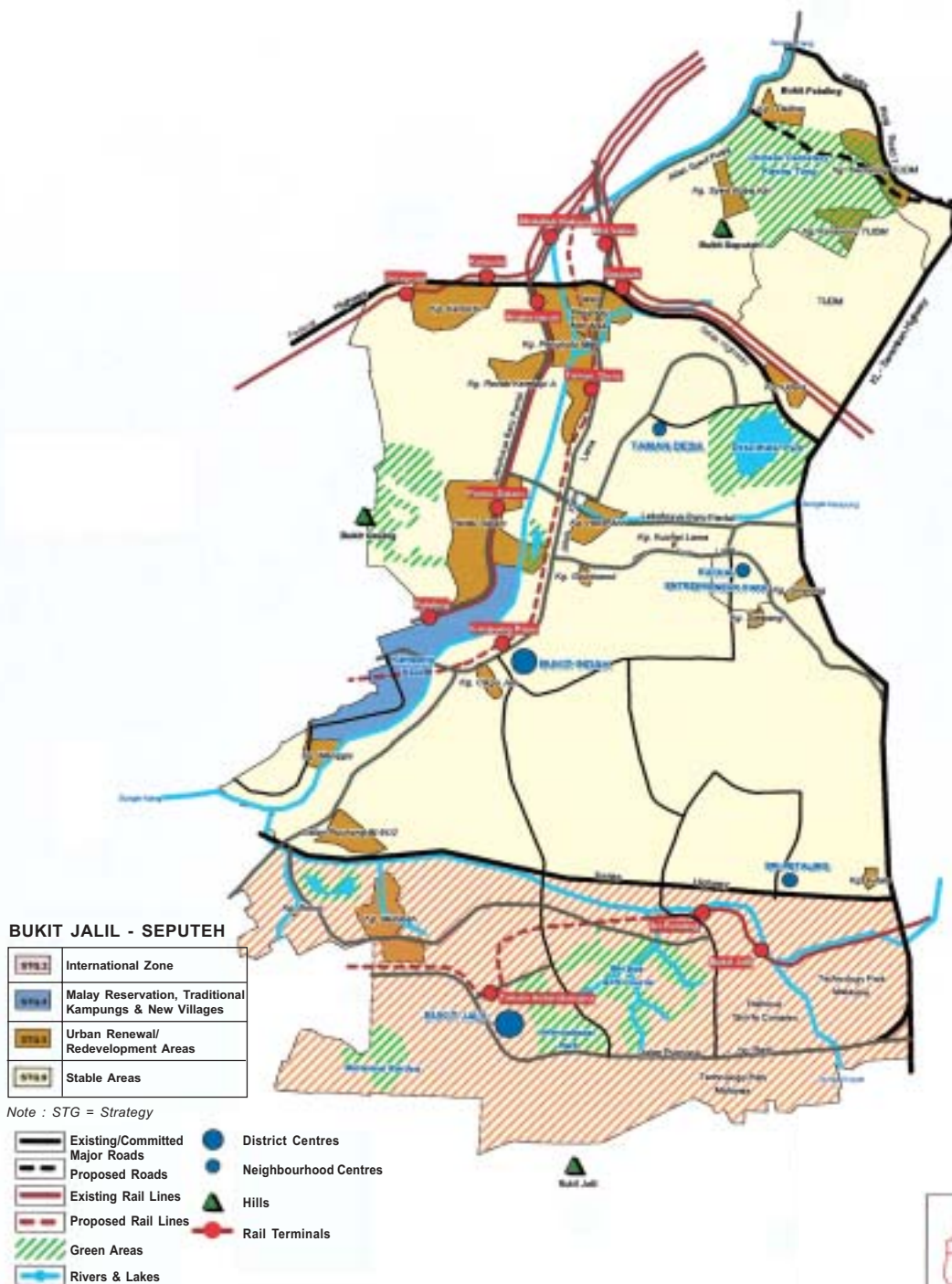


FIGURE: 17.5
DEVELOPMENT STRATEGY
BUKIT JALIL - SEPUTEH



the presence of major sports facilities and the area's proximity to the MSC, the KLIA and the City Centre.

888. The quality of the sports facilities and other facilities shall be improved to meet international standards and the zone shall be developed for commercial and tourist facilities as well as attractions related to sporting activities. MICE facilities shall also be developed to complement the existing nearby facilities at the Mines and Sunway Lagoon.

889. Because of its key location in relation to the MSC and the City Centre, it is anticipated that Bukit Jalil will attract many expatriates and local people who are involved in high technology industries. Research and development activities such as engineering, biotechnology and ICT shall be developed within Technology Park Malaysia.

b) Traditional Kampung

890. Urban renewal shall be undertaken through the upgrading of the environment and community facilities at Kampung Pasir which lies to the west of Sungai Klang. Infrastructural improvement shall be implemented and measures undertaken to eliminate the discharge of effluent and waste into Sungai Klang. Additional open spaces shall be provided and the enhancement of the river corridor and pedestrian linkages shall be made to connect to the KTM rail station at Pantai Dalam.

c) Urban Renewal / Redevelopment Areas

891. The squatter and long house areas such as those at Kampung Pasir, Kampung Pantai Dalam, Kampung Kerinchi and Kuchai Lama shall be redeveloped. Similarly the comprehensive development plan for the dilapidated areas at Jalan Penghulu Mat and Jalan Klang Lama to the south of Mid Valley Mega Mall will aim to revitalise this strategically located area by outlining measures for the redevelopment of dilapidated industrial areas and removal of squatters. All squatter areas shall be redeveloped as mix used development or self-contained residential neighbourhoods.

892. Being tightly confined on two sides by major roads and on a third by Sungai Klang, the area will require a combination of traffic management and river management measures in addition to infrastructural and environmental improvements.

d) Stable Areas

893. The principal aim will be to consolidate and improve the environment of the substantial number of residential developments in the zone and to increase residential densities around rail stations.

894. Areas shall be designated for training facilities in Kuchai Entrepreneur Park for high skills, high technology, high-end design and information based industries.

895. The Sungai Besi Royal Malaysian Air Force Base shall be retained as the air base.

17.6.3 LINKAGES

a) Green Network and Open Spaces

896. The green network in the zone shall comprise the green hills of Seputeh, the district park at the former government quarters at Jalan Davis and Taman Tasik Perdana and will be linked together by utilising the Chinese cemetery, as well as the river, rail and electric transmission corridors thereby providing a continuous green corridor into the City Centre.

897. The natural features of parts of Bukit Gasing shall be protected and developed as parks for recreational purposes. The Bukit Jalil International Park shall be conserved and enhanced.

b) Public Transportation

898. Rail services are generally available to the periphery of the zone. The LRT serves the east and Bukit Jalil in the south whilst the KTM commuter rail serves areas to the west of Sungai Besi.

899. The STAR LRT shall be extended to serve the district centre at Bukit Jalil and the feasibility of extending a spur from the PUTRA LRT or the PRT to connect to the new district centre at Bukit Indah and neighbouring urban centres in Puchong, Selangor via Jalan Klang Lama shall be examined. Another station along this spur shall be developed to connect to the new neighbourhood centre at Taman Desa.



900. In order to improve accessibility to the Mid Valley Mega Mall, a pedestrian connection shall be made to the LRT station at Abdullah Hukum utilising a pedestrian bridge over the Sungai Klang.

17.6.4 URBAN CENTRES

901. Emphasis will be placed on developing the district centre at Bukit Jalil and a new district centre shall be developed in Bukit Indah of Jalan Klang Lama.

902. Residential and commercial development at the existing neighbourhood centre at Sri Petaling, close to the existing rail stations shall be improved in terms of infrastructure, facilities and beautification. In addition, accessibility linkages between this centre to the Sri Petaling and Bukit Jalil LRT stations shall be strengthened.

903. Similarly, residential and commercial development at the existing neighbourhood centre at Taman Desa, which shall be served by a new rail station shall be improved. The Kuchai Entrepreneur Park shall be upgraded to become another neighbourhood centre.

17.6.5 PROVISION OF COMMUNITY FACILITIES

904. Community facilities will be developed in the district centre of Bukit Jalil and Bukit Indah and in the neighbourhood centres of Taman Desa, Kuchai Entrepreneur Park and Sri Petaling to meet the needs of the local population (refer *Table 6.6*).

17.6.6 VISUAL LINKAGES AND GATEWAY

905. Building height-controlled areas shall be established to ensure the visual primacy of the City Centre and the growth centre at Bukit Jalil from the Kuala Lumpur - Seremban Highway. A major gateway zone at the entry point of Kuala Lumpur - Seremban Highway shall capitalise on the existing sports and MICE facilities to portray Kuala Lumpur as a centre for sports and MICE.

17.7 BANDAR TUN RAZAK - SUNGAI BESI

17.7.1 DEFINITION AND CHARACTERISTICS

906. Sungai Kerayong delineates the northern boundary of the zone while the Kuala Lumpur - Seremban Highway forms the western boundary. The eastern and southern edges of the zone are formed by the boundary of the City (refer *Figure 17.6*).

907. The population in 2000 was 53,996 and is projected to be 340,700 by 2020. The employment in 2000 was 74,231 and is projected to grow to 144,087 over the next 20 years.

908. The terrain is generally hilly and incised by the flood plain of Sungai Kerayong. Bukit Sungai Besi, the highest hill in Kuala Lumpur, dominates the southern part of the zone.

909. The zone has an established residential base. Industry is well established throughout the zone and generally consolidated into eight industrial areas. Two large-scale institutions within the zone are the training college and school complexes in Bandar Tun Razak and the Sungai Besi Military Camp in south of the zone.

17.7.2 DEVELOPMENT AREAS

a) Traditional Kampung and New Villages

910. Urban renewal shall be undertaken through the upgrading of the general environment and community facilities of the Salak Selatan New Village and the traditional kampungs at Kampong Malaysia Raya and Kampong Cheras Baru.

911. High density residential and mixed-use development shall be encouraged at Kampong Malaysia Raya around the major transit node at Bandar Tasik Selatan. Similarly, connections to the LRT station at Salak Selatan shall be improved and intensification of residential development encouraged.

b) Urban Renewal / Redevelopment Areas

912. A comprehensive development plan shall be drawn up for the dilapidated industrial area at



FIGURE: 17.6
DEVELOPMENT STRATEGY
BANDAR TUN RAZAK - SUNGAI BESI





Chan Sow Lin. Revitalisation of this area shall require a combination of infrastructure and facility improvement together with comprehensive redevelopment.

913. A major part of the area shall be designated as an automobile business park which will include industries supplying parts to the automobile industry as well as service industries associated with the automobile industry such as accessory dealers, car showrooms and vehicle servicing. In addition, there shall be provision of supportive general amenities and office and other commercial development should be provided around the Chan Sow Lin LRT station. Open space facilities for workers including riverside walks and pedestrian links to adjacent residential areas should also be included in the development. A heavy-goods-vehicle lorry park will also be provided and accessibility for industrial vehicles shall be improved. Environmental measures shall include the elimination of effluent and waste discharges into the adjacent Sungai Kerayong.

914. Comprehensive development plans shall be drawn up for the dilapidated areas north of Salak Selatan New Village as well as the cluster houses of Jalan Jujur in Bandar Tun Razak and of Taman Ikan Mas. In addition, the Razak Mansion public housing at Jalan Sungai Besi shall be upgraded. Environmental and infrastructural improvement shall be made including the enhancement of the river corridor and improved connections to the LRT station at Bandar Tun Razak and the KTM station at Salak Selatan via the low cost housing development to the south.

915. All squatter areas shall be redeveloped as mix used development or self-contained residential neighbourhoods.

c) Stable Areas

916. Major committed development in the zone is focused on the completion of the development programme for the Bandar Tun Razak growth area. In other areas intensified residential development at neighbourhood and district centres especially around rail stations shall be encouraged.

17.7.3 LINKAGES

a) Green Network and Open Spaces

917. Taman Tasik Permaisuri and Taman Bandar Pudu Ulu shall be preserved and enhanced in terms of green network and open spaces. In addition, extensive tree planting shall be carried out in the older cemetery areas in the vicinity.

918. The natural features of Bukit Sungai Besi, Bukit Sungai Putih, Bukit Pudu and parts of steeper hill slopes of Alam Damai shall be protected and developed as parks for eco-tourism.

b) Public Transportation

919. The northern parts of the zone are served by a LRT system running towards the City Centre, while the southern and western parts served by both LRT and KTM systems. The two systems are connected to the ERL system at Bandar Tasik Selatan Terminal which runs from KL Sentral to Putrajaya and KLIA to the south. The Bandar Tasik Selatan Terminal is a major multi-modal integrated public transportation terminal, where the ERL, KTM and LRT systems intersect, which will be integrated with the southern inter-regional bus terminal.

920. The eastern spur of the proposed Damansara-Cheras LRT link extending from Taman Tun Dr. Ismail to Taman Segar in Cheras, will pass through the eastern part of this zone. The new line shall start from Maluri Station extending southward along Jalan Cheras to serve the Taman Midah neighbourhood centre, Taman Segar district centre and other urban centres up to Kajang.

17.7.4 URBAN CENTRES

921. The district centre at Bandar Tun Razak shall be intensified and its connections with the transit node at Tasik Selatan Station strengthened. The existing neighbourhood centre at Taman Segar shall be intensified and upgraded to a district centre around the planned new transit node on the Damansara-Cheras LRT line.

922. Intensified residential and commercial development shall be encouraged at the existing neighbourhood centres at Taman Midah and Bandar Tasik Selatan which are close to existing or proposed

rail stations. A new neighbourhood centre shall be created in Alam Damai.

17.7.5 PROVISION OF COMMUNITY FACILITIES

923. Community facilities shall be developed in the district centres of Taman Segar and Bandar Tun Razak and in the neighbourhood centres of Taman Midah, Taman Bukit Anggerik and Bandar Tasik Selatan to meet the needs of the local population (refer *Table 6.6*).

17.7.6 VISUAL LINKAGES AND GATEWAY

924. Building height controlled visual corridors shall be created across the zone to the Petronas Twin Towers at the KLCC and the KL Tower from the Kuala Lumpur-Seremban Highway. A major gateway zone at the entry point of the Kuala Lumpur-Seremban Highway shall capitalise on the existing sports and MICE facilities to portray Kuala Lumpur as a centre for sports and MICE.

17.8 FUTURE REQUIREMENT

925. Future land requirements are a summation of the sectoral land requirements as outlined in the preceding chapters and are based on a population target of 2.2 million and a projected employment of 1.4 million by the year 2020.

926. The future additional land required for each strategic zone is identified by comparing the land requirement and potential land available for future development. Table 17.1 shows additional land requirement for each strategic zone. The City Centre is expected to face a shortage of land at about 90 hectares to meet the development requirement up to the year 2020. In order to achieve the targeted population and employment in the City Centre, one of the development strategies is to encourage comprehensive development concept for redevelopment of dilapidated areas with high density and intensity.

Table 17.1: Additional Land Requirement, 2020

Strategic Zone	Land Requirement 2000-2020	Potential Land for Development (in Hectare)				Additional Land Requirement (in Hectare)		
		Undeveloped Land	Areas for Redevelopment/ Renewal	Land Granted with Approval	Total	Utilising Undeveloped Land only	Utilising Undeveloped Land and Areas for Redevelopment/ Renewal	Utilising All Potential Land
	A	B	C	D		B-A	(B+C)-A	(B+C+D)-A
City Centre	373.36	111.71	132.72	39.24	283.67	(261.65)	(128.93)	(89.68)
Wangsa Maju - Maluri	468.75	222.58	234.86	173.84	631.28	(246.17)	(11.31)	162.54
Sentul - Menjalara	338.43	265.05	549.62	278.18	1,092.84	(73.38)	476.24	754.42
Damansara - Penchala	789.73	957.07	136.30	150.61	1,243.98	167.34	303.63	454.25
Bukit Jalil - Seputeh	553.22	387.98	269.58	266.51	924.07	(165.24)	104.33	370.84
Bandar Tun Razak - Sg. Besi	397.63	496.16	173.10	159.30	828.56	98.53	271.63	430.93



Implementation



18.1 INTRODUCTION

927. **M**any challenges and opportunities face the city of Kuala Lumpur in this new millennium. The Kuala Lumpur Structure Plan 2020 will be the instrument to guide it over the next 20 years and will also form the basis for the preparation of the Kuala Lumpur Local Plan. Strategies and policies have been formulated in earlier chapters of this Plan, which are derived from the all-embracing vision of Kuala Lumpur as A World-Class City. In order to realise these strategies and policies, implementation measures encompassing the organisational, legal and financial aspects of CHKL must be determined.

928. These measures must be forward looking if they are to be effective and must be aimed at creating a world-class governance that can maintain the impetus necessary to keep Kuala Lumpur at the forefront of major cities both in the region and internationally.

18.2 EXISTING SITUATION AND ISSUE

18.2.1 ORGANISATION

i. Existing Situation

929. The responsibility of managing the development of Kuala Lumpur is entrusted to CHKL headed by the Mayor of Kuala Lumpur. The Federal Capital Act 1960 provides for the appointment of an Advisory Board to advise the Mayor. The Mayor is assisted by a Director General who heads the administration of CHKL, which comprises 23 departments. The existing organisational structure of CHKL is shown in *Figure 18.1*.

930. CHKL is one of the biggest employers in the City with over 8,000 employees of which more than 300 are professionals and managers. It is responsible for providing and maintaining roads, drains and community facilities such as public open spaces, parks and cemeteries. In addition, it performs other functions such as urban planning, traffic management as well as management and enforcement of business premises, hawkers and

petty traders and public housing. Ten branch offices have been established with the objective of improving the efficiency of its services and closer relation with the general public.

ii. Issue

931. Coordination problems have arisen with authorities both from within and outside Kuala Lumpur. Ineffective coordination has been evident in land use planning, urban design, implementation of infrastructural projects, traffic management, flood mitigation, housing and squatter management, waste collection and disposal, enforcement and monitoring of the environment.

932. The relocation of the federal government's administration from Kuala Lumpur to Putrajaya, together with other major developments in the region, notably the KLIA and Cyberjaya, has resulted in a substantial dispersal of the City's functions to areas outside the City. Each of these entities is separately administered and determines policies independent of each other. This situation may not be conducive for overall planning control and management in the long run and some form of coordination will be necessary to enhance effective development.

- *Lack of coordination with other government bodies and agencies.*

18.2.2 LEGAL

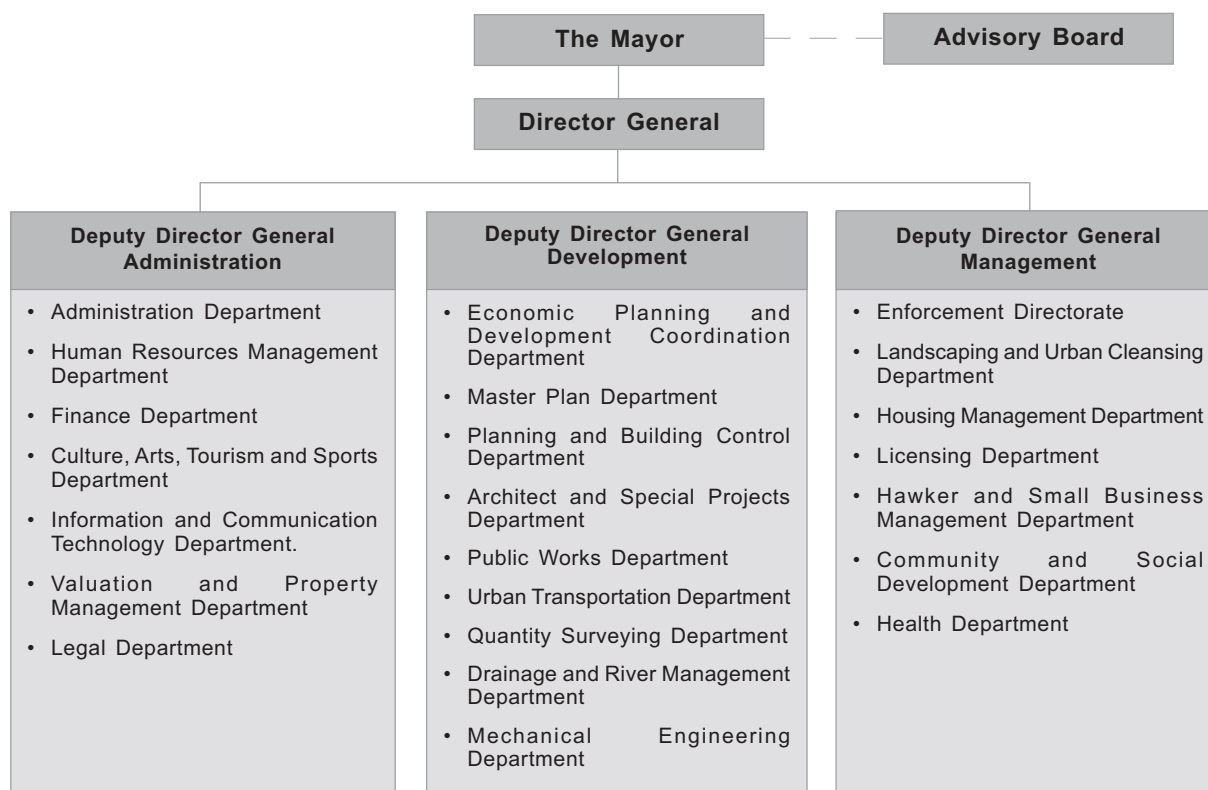
i. Existing Situation

933. The Federal Territory (Planning) Act 1982 introduced the structure and local planning systems for Kuala Lumpur. The Kuala Lumpur Structure Plan 2020 is prepared under the provisions of the Act.

934. The Planning (Development) Rules 1970 were enacted under the powers conferred by the Emergency (Essential Powers) Ordinance No. 46 of 1970. These set out in details the procedures for making applications for planning permission and the fees payable.

935. The City of Kuala Lumpur (Planning) Development Charges Rules 1979 and the City of Kuala Lumpur (Planning) (Use Classes) Rules 1980, which set out the permissible uses for the different

Figure 18.1: City Hall Kuala Lumpur Organisational Chart, 2003



categories of land use, were gazetted under the powers conferred by the City of Kuala Lumpur (Planning) Act 1973.

936. Both these rules and regulations were enacted prior to the Federal Territory (Planning) Act 1982 and are in urgent need of review.

ii. Issue

- *Rules and Regulations enacted prior to the Federal Territory (Planning) Act 1982 need to be revised.*

18.2.3 FINANCIAL

a) Background

i. Existing Situation

937. The major sources of operating revenue for CHKL in year 2000 are derived from property assessment (comprising approximately 62 percent of the total revenue), returns on investment (about

11 percent), charges for development planning and control (about 6 percent), rentals from public housing (about 6 percent), grants from the federal government (about 6 percent) and licences and fines (about 5 percent). About 58 percent of property assessment revenue is derived from commercial sector and the other 42 percent from residential sector (refer Figure 18.2).

938. CHKL's operating expenditures include costs relating to the provision of services (accounting for approximately 43 percent), public housing (18 percent), social, sports, recreation and culture (10 percent) and enforcement and licensing (9 percent) (refer Figure 18.3). Analysis of the operating accounts indicates that CHKL has had comfortable surpluses in net revenue from 1990 to 2000 (refer Table 18.1).

939. Development expenditure generally covers spending on projects such as construction and improvement of public facilities, sports complexes, public housing for the low income groups, road network, drainage and landscaping. Development expenditure was funded predominantly by

contribution from General Rate of Fund (50 percent), federal government grants (27 percent) augmented by loans (19 percent) and contributions from developers (2 percent) (refer to *Table 18.2*).

940. Past trends indicate that CHKL has been financially able, and has no difficulties in sourcing funds for its development projects.

b) Operating Expenditure and Revenue Growth Rates

i. Existing Situation

941. Prior to 1991, CHKL's operating expenditure always exceeded revenue and growth rates for expenditure were also much higher than those for revenue. The situation improved with the upward revision of the property assessment charges in 1992. Since 1997, CHKL has continued to experience a larger average annual growth rate for operating expenditure as compared to operating revenue (refer *Table 18.3*). This situation if left unchecked could lead to financial deficits, which, in turn, will affect the efficiency of CHKL's public services.

Figure 18.2: Operating Revenue, 2000

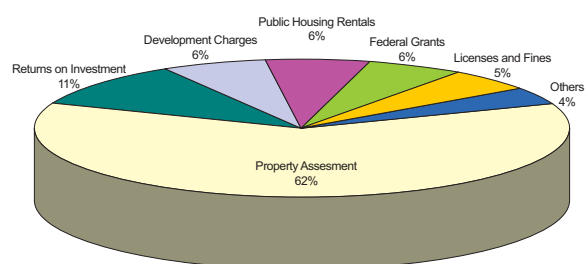


Figure 18.3: Operating Expenditure, 2000

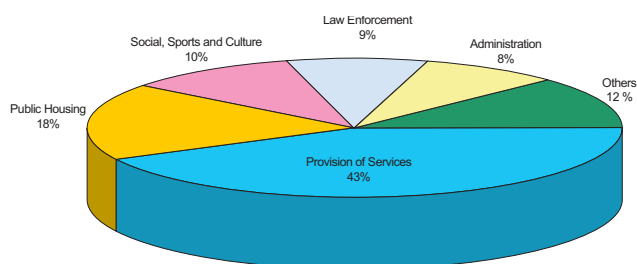


Table 18.1: CHKL Operating Revenue and Expenditure, 1980 - 2000

Particular	Year (in RM million)			Growth Rate Per Annum (%)		
	1980	1990	2000	1980-1990	1990-2000	1980-2000
Operating Revenue	83.1	241.7	752.1	11.3	12.0	11.6
Operating Expenditure	80.9	234.9	527.5	11.2	8.4	9.8
Operating Surplus/Deficit	2.1	6.8	224.6	—	—	—

Source: Actual revenue and expenditure based on CHKL's Annual Budget Reports (1980 - 2000)

Table 18.2: CHKL Sources of Fund for Development, 1995 - 2000

Sources of Funds	Year (in RM million and Percentage)					
	1995	1996	1997	1998	1999	2000
Contribution from General Rate of Fund and Surplus Accrued	110.0 (22.6%)	314.0 (46.9%)	301.4 (41.5%)	341.4 (55.6%)	335.5 (62.8%)	278.2 (49.7%)
Federal Government Grant	173.5 (35.7%)	252.7 (37.8%)	288.8 (39.7%)	213.0 (34.7%)	183.6 (34.4%)	149.5 (26.7%)
Loans	192.2 (39.6%)	0 (0.0%)	49.8 (6.8%)	10.6 (1.7%)	5.3 (1.0%)	106.5 (19.0%)
Developers Contribution	10.0 (2.1%)	10.0 (1.5%)	10.0 (1.4%)	10.0 (1.6%)	10.0 (1.9%)	10.0 (1.8%)
Others	0 (0.0%)	92.4 (13.8%)	76.9 (10.6%)	39.5 (6.4%)	0 (0.0%)	15.5 (2.8%)
TOTAL	485.8	669.1	726.9	614.6	534.4	559.8

Source: Expected sources based on CHKL's Annual Budget Reports (1995 - 2000)

942. Increases in development and operating costs in Kuala Lumpur have arisen as a consequence of rising land prices, higher construction costs, the accelerating deterioration of the urban fabric and difficulties involved in carrying out public works in the older, more congested areas of the City Centre.

ii. Issue

- Increasing growth rate of operating expenditure.

Table 18.3: CHKL Operating Revenue and Expenditure, 1995 - 2000

Particular	Year (in RM million)					
	1995	1996	1997	1998	1999	2000
Operating Revenue	650.5	845.1	912.0	848.3	799.1	752.1
Operating Expenditure	316.1	408.2	490.4	501.2	436.6	527.5
Operating Surplus/Deficit	334.4	436.9	421.6	347.1	362.5	224.6

Source: Data are based on actual CHKL's Annual Budget Report DBKL (1995 - 2000)

c) Costs, Income and Population

i. Existing Situation

943. The City's residents contribute to CHKL's revenue directly by way of payments of assessment rates on their properties and indirectly by spending on locally sold goods and services. The traders of these goods and services, in turn, pay higher rates on the enhancement of real property value and other local taxes due to growth of new businesses. Higher income groups are better able to pay for their properties and have a greater propensity to spend on goods and services sold or provided locally as compared to the lower income population. Business premises, in turn, will reflect a better turnover or profitability, thus, increasing the economic base of the City. Population movement in relation to income is, therefore, significant as a population with a larger personal income can maintain the City better than a population with a smaller income, as it is able to provide a better revenue base.

944. The declining proportion of high and middle cost housing and the generally high cost of living in the City are expected to affect the population profile of Kuala Lumpur. An outward movement of the urban population comprising a relatively high proportion of the middle and upper income groups will lead to a fall in the City's per capita income and a decline in economic activity leading to a fall in total revenue.

945. Already, many people work in Kuala Lumpur but stay in residential areas outside the City in the neighbouring townships of Petaling Jaya, Subang Jaya or even further afield in Klang or Seremban. People are attracted to these areas by the lower cost of living and because improvements in the road network and public transportation, in particular the LRT and the KTM commuter train services, have greatly facilitated commuting into the City.

946. If this trend continues, CHKL's resources will be significantly affected by the increasing need to meet the costs of maintenance and providing services in the City for both residents and non-residents alike, while at the same time suffering reduced revenue as a consequence of the decreasing proportion of middle and upper income groups residing in the City.

ii. Issue

- *Loss of revenue from residential population due to out-migration of middle and high-income group.*

d) Revenue and Expenditure

i. Existing Situation

947. The projection of revenue and expenditure (2000 - 2020) for CHKL is shown in *Table 18.4*. This projection takes cognisance of past financial growth trends, population growth, property value by sector (at current rates) and future requirements.

Table 18.4: Operating Revenue and Expenditure Projection, 2000-2020

Particular	Year 2000 (in RM million)	Projection (in RM million)	
		2010	2020
Revenue	752.1	1,005.4	1,344.0
Expenditure	527.5	819.1	1,334.3
Surplus/Deficit	224.6	186.3	9.7

Note: Assumed Annual Average Growth Rate (AAGR) of 2.9% for operating revenue and 4.5% (2000-2020) for operating expenditure.

948. Despite the differences in growth rates between revenue and expenditure CHKL is expected to have surplus budgets throughout the Plan period. However, the surplus is expected to diminish over the years due to increasing rates of expenditure.

ii. Issue

- *Decreasing surplus of revenue over expenditure.*

18.3 OBJECTIVE

949. In order to create a world-class governance which is able to meet the challenges of the 21st century and which is able to effectively implement



the Kuala Lumpur Structure Plan 2020, CHKL aims to:

- *enhance its organisational and management structure and practices;*
- *establish a proper legal framework to make enforcement more effective;*
- *ensure the sufficiency of funds available for development of programmes and projects; and*
- *ensure the optimal efficient and effective utilisation and management of all resources.*

18.4 POLICY AND PROPOSAL

18.4.1 ORGANISATION

950. The management of a world-class city requires a world class organisation. Such an organisation does not emerge by chance but is built by design, directed by visions, nurtured by ambitions and perfected by its actions. Such an organisation possesses a level of strategic and operational excellence which is at least on a par with similar organisations elsewhere in the world. It must have a clear vision, understand its functional obligations and place emphasis on quality. It must also be efficient, responsible, accountable and flexible enough to change with changing situations. In addition, management must be able to set its priorities clearly and manage available resources optimally.

951. The implementation of the Kuala Lumpur Structure Plan 2020 and the formulation of local plans require the best elements of organisation and management. This is to ensure that the management resources within CHKL are well in place to provide the necessary planning, monitoring and control of the City's development. Sufficient funds will have to be invested in new technology, manpower training and in research and development. There will also be the need to carry out regular reviews on systems and procedures and to introduce new management tools. Improvements to the system must be consciously introduced on a regular basis so as to ensure that it can cope with the changing demands of society.

952. Services must be customer oriented and leadership, which is mission driven, must be responsive and sensitive to the needs and values of the City's population while, at the same time, being pro-active in planning ahead to anticipate future needs and expectations.

953. Being a local government organisation, CHKL has to deal face to face with the City's residents and their everyday problems. Its decisions, or lack thereof, have profound and immediate effects on people's everyday lives. There are many ways that CHKL can improve the quality of its services including strengthening institutional coordination, improving its planning capabilities, promoting business development, encouraging public participation, enhancing its ICT capability, improving monitoring and enforcement, conserving resources and expanding departmental responsibilities.

a) Strengthen Institutional Coordination and Integration and Enhance Planning Functions

954. CHKL has to take a more effective holistic approach in addressing Kuala Lumpur's future needs. It is strategic that CHKL collaborates more effectively and closely with relevant outside organisations. This will involve institutional strengthening through a greater understanding of the capabilities and perspectives of other agencies in order to forge more effective working relationship.

955. In so far as Kuala Lumpur forms part of the wider Kuala Lumpur and its conurbation (KLC), Kuala Lumpur cannot be planned and managed in isolation. CHKL must interface with the local authorities of surrounding areas and, in terms of planning and development, it must also work closely with other governmental agencies and utility companies.

956. The services provided by CHKL may not yet be of a world-class standard, but most of the ingredients to produce good governance are in place, such as a strong organisational set up and a properly qualified workforce. However, in managing the increasing demand for better services, the departments in CHKL must be more pro-active in addressing the needs of the City's population. In this respect, there is a need to improve the planning functions of all departments in order to support the

control and operational functions. All departments in CHKL will place emphasis on proper planning prior to the implementation of programmes and projects.

957. The present CHKL organisational set up which consists of three major functions; administration, management and development shall be reviewed to strengthen its planning and coordination functions.

Policy:

IM 1: CHKL shall review its organisational set up to ensure that planning and coordination functions are more effective.

958. Tourism is destined to become the largest single industry worldwide. Malaysia and Kuala Lumpur in particular, as the main gateway to the nation, have benefited greatly in recent years from the growth in tourism. *Chapter 8: Tourism* covers policies and proposals related to tourism development. A dedicated department needs to be set up to implement policies and proposals related to tourism marketing and promotion, development of tourism resources, facilities, infrastructure and support services. This department will enhance the efforts of the Kuala Lumpur Tourism Council (KLTC) and other related agencies. In order to maximize the tourism potential in cultural and sports facilities, the department must also coordinate with other relevant authorities and agencies to promote the development of related facilities and activities.

959. Policies and proposals pertaining to the physical structure of Kuala Lumpur have been formulated in this Plan, which are intended to enhance the urban environment to be equivalent to that of a world-class city. In addition, other policies relate to the need to conserve and preserve Kuala Lumpur's unique historical and cultural elements as integral parts of the modern city. *Chapter 14: Urban Design and Landscape* covers policies and proposals related to urban design and landscape.

960. In order to ensure that greater emphasis is given to urban design and conservation, it is imperative that a dedicated department is set up. This department would be responsible for the overall planning and coordination of urban design,

landscaping and conservation including the drafting and implementation of urban design programmes and guidelines.

961. The provision of adequate and appropriate housing, particularly for the lower income group, is a matter of utmost importance in any city. Although various projects and programmes undertaken since 1984 have been relatively successful in providing sufficient low-cost housing, there is still a mismatch between the types of housing required and those that are being developed. *Chapter 12: Housing* covers policies and proposals related to housing development.

962. The challenge of addressing these new expectations requires the upgrading and expansion of the responsibilities of the Housing Management Department. Apart from ensuring that adequate housing for squatter relocation is provided and managing the process of relocation, the department will also need to concern itself with the availability of an adequate land bank to ensure that future housing needs can be fulfilled.

b) Initiate and Promote Development

963. Due to the ever changing needs of City businesses and the global influences of the City's operating environment, city managers can no longer afford to react to market forces, but must rather take a pro-active approach to face the impact of globalisation and increased competition. The challenges of globalisation must be met and full advantage must be taken of the opportunities presented. Development has to be initiated and actively promoted to attract businesses and, therefore, priority must be given to facilitate the economic development of the City. Particular attention shall be given to the development of the International Zones and Comprehensive Development Areas due to their strategic locations and economic importance.

964. The development of Kuala Lumpur is taking place at a rapid pace. In order to be efficient and pro-active in decision-making, CHKL must enhance its research and development programmes and also work closely with other related local, regional and international organisations. CHKL must also facilitate business partnerships, networking and marketing of the City's businesses. In addition, a



comprehensive depository of data and information on urbanisation needs to be collected, analysed, categorised and disseminated.

Policy:

IM 2: CHKL shall enhance its resources to develop and promote the City's economy.

c) Public Participation

965. CHKL must be sensitive to the needs of the City's population and take the initiative in finding quick and effective solutions to community needs and services. Public participation should be promoted via consultative committees to provide channels for people to express their views. Public hearings currently practiced provide valuable insights into public opinion regarding CHKL's policies and procedures and serve as avenues where the public's views are taken into account. Other methods of facilitating public participation such as dialogue sessions, meetings and exhibitions should also be utilised.

966. Currently the Social Development Division of the Economic Planning and Social Facilities Department plans and implements community development projects for managing current social issues related to urban poverty. Projects for education, health and youth are channelled through community development programmes involving bilateral processes between CHKL and voluntary bodies.

967. Improved partnerships, networking and cooperation must be developed with relevant agencies in order to implement planned programmes and projects. To this end, CHKL must work together with stakeholders including professionals, NGOs, CBOs, institutions of higher learning and voluntary organisations. Through such partnerships, a sense of communal responsibility can be inculcated together with a greater feeling of involvement and belonging. These community-based programmes could be redesigned to be in line with the structure of Local Agenda 21.

968. A neighbourhood matching fund will be established in CHKL's annual budget to provide grants to Kuala Lumpur neighbourhood groups and

organisations for a broad array of neighbourhood initiated improvement programmes and projects. Such neighbourhood groups may be established to undertake specific projects or programmes. Once a project has been approved, the community's contribution of volunteer labour, materials, professional services or cash will be matched by a grant from the neighbourhood matching fund.

Policy:

IM 3: CHKL shall promote greater public participation in decisions involving community needs and services.

d) Enhance Information Communication Technology Capability

969. In the age of information technology, computing capability and information management is essential in the management of cities. With the objective of increasing the quality of work and quality of life, the National Information Technology Council (NITC) has formulated the National Information Technology Agenda (NITA), an integral part of which is the E-Public Services (EPS). The main objective of EPS is to increase the efficiency and skill with which various public services are provided through the electronic medium.

970. CHKL shall provide services electronically to other government agencies, the private sector and the community as a whole. These services are intended to provide pro-active and high quality services, giving value for money while simultaneously increasing the productivity of the public services, the business community and the general public.

Policy:

IM 4: CHKL shall enhance its information communication technology capability in all city functions.

e) Enhance the Effectiveness of the Monitoring and Enforcement Capability

971. Improving CHKL's monitoring and enforcement capability is a vital factor in enhancing the quality of life in Kuala Lumpur. The need for

effective monitoring and enforcement is not only confined to development and building control but also relates to environmental control, industrial pollution control, maintenance of general cleanliness, illegal parking and the unauthorised usage of premises.

Policy:

IM 5: CHKL shall enhance the efficiency and effectiveness of its enforcement capability.

f) Promote Development Corporations

972. The use of dedicated bodies to facilitate development is well established in other countries. The development corporations, used to boost economic activities, have been a feature of planning since the 1980s. These corporations are essentially business enterprises in which the government owns most of the equity and but which are able to enter into partnerships with the private sector. They operate under company law and are, therefore, relatively free from the administrative constraints of government bureaucracy.

973. Section 49 of the Federal Territory (Planning) Act, 1982 provides the legal basis for the formation of a development corporation.

Policy:

IM 6: CHKL shall set up development corporations to undertake specific development programmes.

18.4.2 LEGAL

974. The current planning rules and regulations enacted under the Emergency (Essential Powers) Ordinance No. 46 of 1970 and the City of Kuala Lumpur (Planning) Act 1973 need to be updated comprehensively and regularised with the provision of the Federal Territory (Planning) Act 1982.

Policy:

IM 7: CHKL shall undertake to revise, amend and update all planning rules.

18.4.3 FINANCIAL

a) Revenue Sourcing

975. Acceptable means of financing economic and social activities by CHKL will include all existing sources such as property assessment, development charges, return on investment, licensing charges and fines, rental, grants and assistance from the Federal Government.

976. In addition, in order to be able to improve and expand the provision of the services by CHKL, other means of revenue sourcing will need to be investigated including widening the scope of current sources of revenue, introducing new taxes related to the conservation of resources and protection of the environment and expanding the scope of current user charges and user fees.

977. Whilst the present property tax structure and rates are already bringing in surplus operating revenue for CHKL, it would be prudent to investigate the need to restructure the rates and base values, as well as the valuation principles of the current tax system to determine whether they have kept pace with growth of the City. Other taxes and licenses could also be considered in relation to business and entertainment activities in the City.

978. New taxes could also be introduced not only with the objective of increasing revenue but also as means of promoting resource conservation, protecting the environment from pollution and encouraging enterprises to be more environmentally and socially responsible. These taxes could include various forms of automotive taxes aimed at reducing or easing traffic congestion in the City as well as conserving resources and addressing air pollution problems.

979. User charge financing is the most common method of recovering the costs of providing a service that can be directly linked to the use of the City's urban resources or facilities. It is a very direct way of generating revenue by charging for the use of public facilities as, for example, the levying of entrance fees for recreational parks or the imposition of effluent discharge fees for industrial premises. Not only may the charges be adjusted to be in line



with costs but they can also increase efficiency in the allocation of existing service capacity and help guide investment decisions.

980. Local businesses are important in fostering economic growth in their areas and local business rates are the financial connection between local businesses and the local authority. Business rates give CHKL the capacity to respond to the needs of businesses within its jurisdiction and by improving the local economy, create more revenue with which to budget for future needs. One of the most productive ways of creating jobs and stimulating the local economy is by attracting new businesses and industries or by expanding those that already exist in the area.

981. A means of stimulating the local business environment is through Local Economic Development Actions (LEDA). Possible forms of LEDAs include tourist related events, the holding of major national or international events, tax incentives and rebates for local businesses especially those that contribute to the local economy. Revenue raising exercises to finance special projects can also be implemented through the issuance of securities or municipal bonds by CHKL. Typically, bonds should be used only to finance projects that have both a known and proven life expectancy. In cooperation and partnership with local businesses, activities to promote and establish social and economic regeneration should also be encouraged.

982. It is important to ensure that methods adopted to increase revenue sourcing are not perceived as being exploitative and do not induce inflationary pressures. To that extent, such methods must be acceptable and maintain a reasonable balance between efficiency, financial feasibility and equity.

Policy:

IM 8: CHKL shall adopt acceptable means of financial sourcing for economic and social activities.

b) Cost Reduction and Efficiency Measures

983. CHKL will explore all available opportunities to form partnerships with the private sector in

order to reduce the burden of heavy public budget financing. Private and public sector partnerships in the form of joint ventures, services privatisation and leasing or concession agreements can be utilised as a means of financing capital or operating costs.

984. Private sector participation enables the provision of services more economically and effectively. The contribution of the private sector in the form of capital and skills investment has enabled services to be improved, infrastructure development to be accelerated and economic growth to be stimulated. Privatisation and joint venture projects undertaken by CHKL include residential, commercial, recreational & public services as well as services such as garbage collection. Up until 1998, a total of 26 projects were carried out between CHKL and private sector organisations. As of 2000, there were 27 approved projects whilst 22 projects were under consideration.

985. Service and management contracts are entered into with the private sector to render services on CHKL's behalf. An example would be rendering of solid waste collection and disposal services where a private collector is contracted to take the responsibility under the terms of a service contract. Alternatively, CHKL may collect tariffs from property owners for the contracting of solid waste collection and disposal.

986. Leasing agreements provide an alternative means of financing facilities and limiting CHKL's liability, while helping to reduce unnecessary administrative expenditure. Under this type of arrangement, a private sector agency would pay a leasing fee to CHKL under a lease agreement to provide a particular service or for the use of land or buildings for a specified period. The private sector agency would be responsible for collecting income from users of the rendered service.

987. Concession agreements awarded to private agencies to manage and develop existing infrastructure are similar to leasehold agreements but are generally for longer periods (generally between 20-30 years). Contractual arrangements in concession agreements specify tariffs as well as the infrastructure that must be developed during the concession period. At the end of the concession period, the infrastructure including that developed

by the private sector agency reverts to the local authority.

988. In all privatised contracts, monitoring and public accountability are paramount concerns. Rigorous performance criteria must be set and financial penalties imposed for failure to meet specified minimum standards. Tender procedures must be transparent and conducted as regularly

as is desirable depending on the type of privatised service or arrangement.

Policy:

IM 9: *CHKL shall undertake cost reduction measures in the provision of services and management of development of the City.*

Abbreviations

1. Act 267	: The Federal Territory (Planning) Act 1982
2. ALS	: Average Length of Stay
3. AOR	: Average Occupancy Rate
4. API	: Air Pollutant Index
5. CBOs	: Community Based Organisations
6. CDAs	: Comprehensive Development Areas
7. CHKL	: City Hall Kuala Lumpur
8. CPA	: Central Planning Area
9. DID	: Department of Irrigation and Drainage
10. EPS	: E-Public Services
11. ERL	: Express Rail Link
12. FRIM	: Forest Research Institute of Malaysia
13. GDP	: Gross Domestic Product
14. HGV	: Heavy Goods Vehicle
15. ICT	: Information And Communication Technology
16. JBAS	: Selangor Waterworks Department
17. JICA	: Japan International Cooperation Agency
18. K-Economy	: Knowledge Economy
19. KLC	: Kuala Lumpur and its Conurbation
20. KLCC	: Kuala Lumpur City Centre
21. KLGCC	: Kuala Lumpur Golf and Country Club
22. KLIA	: Kuala Lumpur International Airport
23. KLSP 1984	: Kuala Lumpur Structure Plan 1984
24. KLTA	: Kuala Lumpur Tourist Association
25. KLTC	: Kuala Lumpur Tourism Council
26. KLTPC	: Kuala Lumpur Tourism Promotion Council
27. KTM or KTMB	: Keretapi Tanah Melayu Berhad (the Malayan Railway is the main railway system in Peninsular Malaysia)
28. LEDA	: Local Economic Development Actions
29. LRT	: Light Rapid Transit
30. MATIC	: Malaysia Tourist Information Centre
31. MATRADE	: Malaysian External Trade Development Corporation
32. MICE	: Meetings, Incentive, Convention and Exhibition
33. MRAs	: Malay Reservation Areas
34. MSC	: Multimedia Super Corridor
35. MTPB	: Malaysian Tourism Promotion Board
36. NGOs	: Non Government Organisations

37.	NKVE	:	New Klang Valley Expressway
38.	OPP3	:	Third Outline Perspective Plan, 2001-2010
39.	PGU	:	Peninsular Gas Utilisation
40.	pph	:	persons per hectare
41.	PRT	:	People Mover Rapid Transit
42.	PUAS	:	Perbadanan Urus Air Selangor (Selangor Water Management Corp.)
43.	PUTRA	:	Projek Usahasama Transit Ringan Automatik (A private company awarded concession to construct and run LRT lines from Gombak in the north to Kelana Jaya in the south-west of Kuala Lumpur)
44.	PWTC	:	Putra World Trade Centre
45.	R & D	:	Research And Development
46.	RSGC	:	Royal Selangor Golf Club
47.	SCATS/ITACA	:	Signal Co-Ordination System
48.	SI	:	Specialisation Index
49.	SMTs	:	Small and Medium Industries
50.	STAR	:	Sistem Transit Aliran Ringan (A private company awarded concession to construct and run LRT lines from Ampang in the east to Sentul in the west of Kuala Lumpur)
51.	TNB	:	Tenaga National Berhad (A public company supplying electricity for the nation)
52.	TOL	:	Temporary Occupation Licence
53.	WQI	:	Water Quality Index

Glossary

1. 'Fit-to-terrain'

Hill-slope development requires design concept of building and infrastructural layout that is sympathetic to slope features, involving minimal earth works.

2. Affordable Housing

Affordable housing includes low, low medium and medium cost housing with selling price between RM42,000 to RM150,000 per unit to cater for low and medium income groups with a **monthly household income** between RM1,500 to RM4,000.

3. Average Length of Stay (ALS)

$$\text{ALS} = \frac{\text{Guest Nights}}{\text{Hotel Guests}}$$

A guest night is counted as one guest staying one night at a hotel (1 guest x 1 night = 1 guest night). Two persons sharing one room for two nights are counted as four guest nights.

4. Hotel Guests:

Defined as the number of guests checked-in for not less than one night stay. Half-day guests are not included.

5. Average Occupancy Rate (AOR)

$$\text{AOR} = \frac{\text{Rooms Sold} \times 100}{\text{Room Available}^*}$$

*Room available: No. of rooms x no. of days in the month

6. Bed & Breakfast Accommodation

A private residence, several rooms of which are set aside for overnight guests whose paid accommodations include breakfast.

7. Boutique Hotel

- Architecture and design style - distinction, warmth and intimacy.
- Atmosphere - décor, ambience, personalised service, the attitude of management and staff, and how all these ingredients must combine to create a genuine sense of intimacy.
- Size - less than 200 rooms

8. Budget Hotel

Hotel that is 2 star and below.

9. Buffer Zone

A buffer zone normally in the form of green area, separating two incompatible land use activities i.e. residential and industrial areas.

10. Conservation Areas

Areas of special architectural or historic interest and character of which it is desirable to preserve or enhance. Conservation areas are critical environmental areas where ordinary development practices would likely caused significant environmental damages. Development surrounding these areas should consider negative impacts onto the conservation efforts and effective controlling methods need to be provided in order to reduce these impacts.

11. Development Charge

Development charge levied on enhanced land value of a development proposal due to change of land use and/or an increase in population density and/or an increase in plot ratio and/or a shortage in provision of car parking bays.

12. Development Plan

Development plan in relation to an area means the local plan for the area or if there is no local plan for the area, the structure plan for the area, and in relation to any land or building, means the development plan as so defined for the area in which the land or building is situated (section 2, the Federal Territory (Planning) Act 1982 (Act 267)).

13. Eco-Tourism

Environmentally responsible travel to relatively undisturbed natural areas in order to enjoy and appreciate nature (and any other accompanying cultural features). One that promotes conservation, one that has low visitor impact and one that provides for beneficially active socio economic involvement of local populations.

14. Exclusive bus/taxi lane

A special lane for bus/taxi to ensure smooth flow and reliability of services.

15. Forest Reserve

Gazetted forest reserves are Bukit Nanas, Bukit Sungai Besi dan Bukit Sungai Putih.

16. Green Areas

Green areas generally covered with natural or planted vegetation, consist of open spaces, recreational areas, utility and infrastructure corridors, buffer zones, forest reserves, agriculture areas, cemeteries, nurseries, shrubs and residential compounds.

Green areas in the City should create quality amenities to the people with the following functions:

1. Enhancing the environment quality
 - Helps generate flora and fauna biodiversity to create sustainable living environment.
 - Improves the air quality
 - Produces cooling effect
 - Reduces surface run-off
 - Represents natural heritage for future generation
2. Enhancing the urban design quality
 - Creates tropical garden city
 - Improves the city landscape aesthetic beauty

3. Enhancing the space for recreational opportunities
4. Enhancing the potential of tourism attraction

17. Green Lung

Green Lung represents one of the main functions of **green area** in reducing level of pollution, enhancing air quality and creating cooling effect to the environment.

18. High-Cost Housing

House with selling price more than RM150,000.00 per unit.

19. High-End Industries

Most recent, modern or new industry.

20. Hotel

Refers to hotel, resort cum hotel, and chalets with 10 rooms and above.

21. Housing Density

Average number of persons in a unit of space in a residential area (number of persons per hectare)

22. Hypermarket

Owned by a large company with huge operating capital, floor space and catchments and offering a wide variety of goods and services.

23. Informal Sector

Informal sector involves small-scale activities under taken by individuals, mainly hawking in locations such as market, night market spot, kiosk, static and mobile stall and locked-up shop.

24. K-Economy

The K-economy is about knowledge and the ability to use it to create new value and wealth. The K-economy includes all human economic activities of previous eras, such as agriculture and industry, but it introduces new activities that were not prominent or possible before.

25. Land Use Specialisation Index

As a measuring tool to illustrate the relative importance of a land use of a planning unit in relation to other areas in the city. The formula as follows:

$$Slrx = \frac{\frac{Lurx}{Lux}}{\frac{Lurn}{Lun}} = \frac{\frac{\text{Residential land use in Planning Unit (x)}}{\text{Total Land use of Planning Unit (x)}}}{\frac{\text{Residential Land use in Kuala Lumpur (n)}}{\text{Total Land use of Kuala Lumpur (n)}}}$$

26. Light Rapid Transit (LRT)

A passenger system based on light rail, designed to facilitate the rapid movement of people.

27. Low-Cost Housing

House with selling price between RM25,000.00 to RM42,000.00 per unit, with a minimum floor space of 650 square feet.

28. Low-Medium Cost Housing

House with selling price between RM42,001.00 to RM85,000.00 per unit.

29. Medium-Cost Housing

House with selling price between RM85,001.00 to RM150,000.00 per unit.

30. Mixed-Use Development

A development concept comprises various types of uses such as residential, shopping, office, facilities etc.

31. Non-Polluting Industrial Use

Industrial use which does not involve activities that are detriment to the occupants of the building and amenity of the area by reason of noise, waste water discharge, vibration, smell, fume, smoke, soot, ash, dust or grit.

32. Open Space

Open space consists of city park, district park, neighbourhood park, local park and local play area. Some of these areas may have water bodies like lakes and flood retention ponds.

Examples of parks are as follows:

- **City parks** consist of theme parks with size exceeding 50 hectares, i.e. Taman Tasik Perdana (91 hectares) and Taman Lembah Kiara (190 hectares).
- **District parks** are to cater for a catchment of 200,000 population, having an area of more than 25 hectares, such as Taman Tasik Titiwangsa (44 hectares), Taman Metropolitan Kepong (117 hectares), Taman Metropolitan Batu (26 hectares), Taman Pudu Ulu (28 hectares), Taman Tasik Permaisuri (40 hectares) and Taman Antarabangsa Bukit Jalil (33 hectares).
- **Neighbourhood parks** are to cater for a catchment of 50,000 population, having an area of 5 to 25 hectares, for example Taman KLCC (18 hectares), Taman Botani Bukit Jalil (16 hectares) and Taman Tasik Menjalara (15 hectares).
- **Local parks** are to cater for a catchment of 10,000 population, having an area of 1 to 5 hectares.
- **Local play areas** for children are located in residential areas with an area less than 1.0 hectare each.

Besides that, there are also stadiums and sports complexes built in parks.

33. Parks

Parks consist of city park, district park, neighbourhood park, local park and local play area.

34. Poverty Level

Poverty level is defined as household income below than RM510 per month (at 1997 prices) for national level. In the contexts of Kuala Lumpur, a more realistic figure for a household income

is estimated at RM750 per month due to higher living costs. Nevertheless, those earning a household income less than RM1,000 per month cannot afford to buy low cost houses in Kuala Lumpur.

35. Private Open Space

Private open spaces are those provided by private developers, where the use is limited to specific groups. For example golf course, polo field and driving range.

36. Public Open Space

Public open spaces are open spaces designated for public use.

37. Public Housing

Housing provided by CHKL for low income groups at subsidised rental.

38. Service Industry

A business that does work for customer such as transportation or entertainment, but is not involved in manufacturing.

39. Sport and Recreational Facilities

Sport and recreational facilities consist of open space, stadium, sport complex, swimming pool, courts, golf course, polo field and driving range.

40. Stable Areas

Areas with established development and activities, in which minimal changes in development are anticipated over the plan period i.e. up to year 2020.

41. Strategic Zone

Kuala Lumpur Structure Plan 2020 area is divided into six strategic zones, namely City Centre, Maluri - Wangsa Maju, Sentul - Menjalara, Damansara - Penchala, Bukit Jalil - Seputeh and Bandar Tun Razak - Sungai Besi.

42. Sub-global Scale

In the contexts of KLSP 2020 sub global scale refers to Asia Pacific Region.

43. Sustainable Development

Refer paragraph 2.2.3: AGENDA 21 page 2-2.

44. Temporary Housing

Dwelling units built with temporary structure using building materials such as timber and zinc.

45. Tourism Product

Refer to something that has sense of attraction, which can attract tourist to come and see. Example of tourism products are eco-tourism, sports tourism and education tourism.

46. Tourism Resources

Refer to resources, which will be utilised to develop tourism product such as nature resources, cultural heritage, historical remains, man-made resources and events/activities.

47. Tourist

A temporary visitor staying at least one night but not more than one year in a country visited and whose purpose of visit could be classified as leisure, business, visit friend and relatives or attending conferences and meeting, other than exercise of an activity remunerated from within the country visited.

48. Tourist Frontliners

Refer to frontliners in tourism industry which have opportunities to interact directly with tourists/ customers.

49. Traditional Shopping Precincts

The traditional shopping precincts consist of rows of shop houses, mostly built before 1940's, where retailing activities are available, generally on merchandise such as textile, clothes, electrical, plastic ware etc.

50. Traditional Buildings

Building constructed with architectural style and building materials, way back over the years that gives character to the area in which they are located.

51. Transit Oriented Development

High intensity residential, commercial or mixed-used development at or around transit terminal.

52. Transit Planning Zone

Zone located at or around transit terminal being identified for high intensity development.

53. Transnational Companies

A company operating on production and marketing in various countries in coordinated by central management so as to achieve investment objectives. Normally the scale of such corporation is big and owned by multi nationalities.

54. Transport Modal Share

Transport Modal Share means the ratio between total number of passengers of public transport and total number of private transport users.

55. Urban Centres

The urban centres are categorised according to the relative level of importance determined by their functions, level of provision of services and facilities and size of catchment.

There are four main hierarchies of urban centres, namely City Centre, District Centre, Neighbourhood Centre and Local Centre.

- City Centre:

The functions of the City Centre include financial and commercial services, shopping and entertainment facilities and professional services for all local, national and international markets.

- District Centre:

The functions of a District Centre are to provide middle ranking commercial, shopping and professional services and educational, sports and recreational facilities to cater for both local and district markets.

- Neighbourhood Centre:

The functions of a Neighbourhood Centre are to provide lower ranking office, shopping, educational, sports and recreational facilities to cater for both local and neighbourhood markets.

- Local Centre:

The functions of a Local Centre are to provide the lowest ranking office and small-scale commercial facilities to cater for local catchment.

56. Urban Design

A discipline on planning and spatial distribution and function of towns or cities so as to create attractive and harmonious environment.

57. Urban Fabric

Urban fabric consists of social and physical infrastructural networks, which involve high development and maintenance costs.

58. Vacant Land

Land without a current usage or recognised amenity value.

59. Visitors

Any person visiting a country other than his own usual place of residence for a period not exceeding one year and for any reason other than following an occupation from within the country visited.

60. Youth Hostel

Accommodation or lodging facilities for:

- unmarried local youth aged between 18-40 years old, employed in Kuala Lumpur with income between RM600-RM2,000 per month, or
- traveling youth who comes from outside Kuala Lumpur or overseas whether during study tour or official visit.



PRINTED BY
PERCETAKAN NASIONAL MALAYSIA BERHAD
KUALA LUMPUR BRANCH, 2004
www.printnasional.com.my
email: cservice@printnasional.com.my