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## GREETINGS, HAPPY DEEPAVALI and SALAM SATU VERITAS to all our readers!

In this month's e-news, we are delighted to feature some of VERITAS' Transit-Oriented Development projects and an essay "Designing for Potential TOD", which is contributed by VERITAS Principal Ng Yiek Seng.

We shall also feature other interesting happenings here at VERITAS such as the Deepavali Lunch & Dance that was held in conjunction with the Deepavali Celebrations.

We hope you will enjoy this month's VERITAS e-news! And please don't hesitate to contact us if you would like to know more about any of the stories featured here.

### TRANSIT-ORIENTED DEVELOPMENT

An efficient transportation network is an integral part of any modern city; it is the glue that binds the many strands of the urban fabric together. Transit-Oriented Development (TOD) can manifest itself in many forms, most commonly through the definition of proximity and support to a transportation hub. In the case of Kuala Lumpur, the many modes of public transportation were initially developed in isolation, and only recently has there been a serious effort to connect all the loose ends to form a more holistic and complete transportation system for the city.

VERITAS Principal Ng Yiek Seng discusses the design of TOD and presents his perspective of what makes transit-oriented development successful using as case-studies projects that VERITAS is currently undertaking.

#### A society on the move

It may take as long as 2 hours to drive 30km to work in Kuala Lumpur during peak hour. During the same time you could drive to Ipoh 180km away, travel by Eurostar from London to Brussel 270km or fly to Ho Chi Minh with time to spare more than 600km away. Cheap flights and fast travel have made us take travel for granted, when you consider that less than 100 years ago to travel overseas took days and even to travel to town is a day out and infrequent. Go back another 100 years, travelling was more common by foot or horse and to venture out of the neighbourhood uncommon.

As travel becomes more common the needs of travelers become an aspect of planning. Often quoted at the start of rail travel, the 1800 was in a way the pinnacle of the industrial age. The journey itself is a luxury, the terminal a destination and the users, the elite. By the mid of the 19th century in the UK, the journey had become an event and the building the pride of the nation as Railway company embarked on building heroic architecture to celebrate the rail journey. This allowed the Golden Age of Rail to come about in the early 20th century.

As travel becomes cheaper and the congregation of people become larger, the need for a daily public transit network becomes a necessity. This transit network would form the backbone of the city starting with London. As the city got more congested the novelty wore off and the transit system became a mean to carry a large population to their destination. While travel is still a romance, it is now something that can be attained by more people. While rail took a hit in the mid 20th century during the car era, it is making a comeback as the city becomes even more congested and public transportation is re-emphasized.

Travelling today is true for almost every strata of the society. Increase in affluence and connectivity of the transit system, it is ultimately the mode of transport for the majority of the urban dwellers. However, transit lines and locations are fixed and further connectivity need to be complemented by buses, and other mode of transport. The Transit stations start to evolve and become a hub and the transport hub become a focal point for people, commercial, residential and other components in the city.

It has naturally become the catalyst of growth and the transit points become an important element within the city and Transit Oriented Development is an important part of the tool for the planning of cities

#### Planning the Connections

By definition TOD is any development that is linked to the station in which case this is the end of the article, as any development can be designed on its own and then just linked to the nearest station.

Let us consider this in the larger scheme of thing, a TOD has a value added proposition to the transit and the transit offers better connectivity and usage to TOD. It is a symbiotic relationship that will generate better economic and potential for both TOD and Transit. With this in mind, we can look at this as a collective master plan of transit and development.

On one end of the spectrum is the integrated Transit Development where the transit is part of the development and on the other end it is merely a link through other developments or longer link ways to a development further away from the Transit station. In looking at it as a whole we are looking at benefiting the public, and in benefiting the public it will in turn benefit the commercial and market components. We need to break away from the idea of how will it benefit me to how if it benefit others it will benefit me as well mentality.

Once the philosophy is understood there are a few ground rules that need to be observe:-  
a) understand the need of the transit  
b) we need to safeguard the transit and infrastructure as they need to be able to function independently as well as collectively  
c) look at TOD and Transit not as separate entities, but as a development, planning, traffic and safety  
d) to look at TOD as TODs of the surrounding areas and how it can act together in a bigger masterplan that will benefit everyone  
e) to look at the maintenance of the infrastructure and its impact to the TOD

All these considerations are value creation to the city not just immediate, but also future and it can also impact the transit itself as the more diverse the surrounding development is the more off peak movement through that transit system creating better ridership and potentially creating higher footfall for the development making it a progressive cycle.

### Transit Oriented Development (TOD)

Once the transit is safeguarded, we can look at how a development can truly maximize its TOD potential. First, we need to consider moving as a mean of planning. Similar to street frontages there will be frontages for the people. A study of the movement from the transit stations can form the consideration of the type and product of the development as well as location.

We can look at this through looking at how people will move into the area, creating visual connection and movement permeability through the development. Additional considerations need to be made on people movement during and after work and preparing the potential for these scenarios. Finally also consider the 4th dimension of time as operating hours and the changing configuration of how the space will be used as the development mature may potentially provide a better or less desirable outcome to the overall masterplan.

Finally, consider this in the 4th dimension is time. Development will change after time as collective value added community will benefit everyone in the long run and the movement and potential of the area will change. All these require thoughts in the planning that can potentially adjust with time as movement and community changes.

As with normal development look at the potential of the spaces and identifying the "anchors" (transit is the main one) and how that will impact the movement and people. These anchors are not just within a "me development" but also the overall surrounding development. This will influence how people use the surrounding area and in return impact your development.

Then consider the development mix and target market. On its own, it is not that much different from any other development except that development to enhance your own development, it is the idea of collective benefit of the community will bring higher added value as it bring about a continuous progressive cycle.



greater value rather than individually designing on their own where value creation may be less than optimum.

In the case of Singapore, the SMRT location is closely linked to Governmental Planning as their agencies collectively look at the infrastructure, planning and design as a singular entity. With the control of the land they are able to project the need of the people as well as release land based on competitive bid that is a selection of value that include price, design and expertise to meet the market. The release of land can also be timed using financial modeling of value over time or appreciation potential of the land over time and where the appreciation is starting to reduce or achieve the breakeven point the land can be released for a competitive bid. In this way the appreciation of the development forms part of the recovery cost spent by the government/SMRT on the transit endeavour.

In the case of Hong Kong MTRC the company act as an overall master planner and is also very involve in developments with private investors. They are involved in creating a design that best cater for an integrated station. The usual mode is through joint development by bringing better value and overseeing the project in term of design, engineering, construction and after completion as property manager. The final TOD will be mainly owned by the investors, but MTRC will retain part of the development but for rental and property appreciation.

The reason both the methodology has been successful is the understanding of TOD development where the Rail corridor remains sacred and the design allow for integration as well as separation to both the development and transit. In creating this community the design account for other connectivity and the greater footfall even for passengers connecting to other mode of transport or to other developments and providing income back to the transit system

#### Takeaways

TOD can be as simple link or it can be a value added entity that can create progressive cyclic value to the community. The difference is a better close working relationship between public and private sectors with more thought and process. This can be supplemented by the more objective driven financial modeling as well as an understanding of the potential of the surrounding area to maximizing the value of TOD.

### PUTRAJAYA SENTRAL

Putrajaya Sentral is a completed project that was originally designed as an Integrated Transit Oriented Development catering for a passenger base of 70,000 per peak hour. However due to policy changes and a reduced demand, it was eventually built as a Transport Hub only (with minimal commercial area), but with potential of evolving into a TOD in the future. Designed as a Multi Modal Integrated Transportation Hub and Transit Development with a large commercial area, Putrajaya Sentral was to be the Public gateway to Putrajaya.



The central spine of the concourse provides the connection to future Transit Oriented Developments at either end of the hub. Due to the large passenger flow the central movement area for retail and commercial activity is one level above the connecting concourse. Although Putrajaya Sentral is not yet to reach its potential as a TOD today, the space is available to implement the commercial facilities later and add value to the project.

### PENANG SENTRAL AND PENANG ISLAND

Penang Sentral was designed as an Integrated Transit Oriented Development and Transportation Hub for ferry, rail and buses. It is connected through a central vertical connection at Level 2 for the transport elements. Separately, the commercial components are configured to straddle over the bus station and continue beyond the transit hub itself. This achieves segregation of public and private vehicles through horizontal and vertical arrangements for clear demarcation, traffic movement and overall security to the development.



As an extension to Penang Sentral, the Penang Island Ferry Terminal forms part of an overall masterplan to connect to the cruise terminal as well as the Georgetown UNESCO Sites on the island, while creating potential future development along the Weld Quay waterfront. This will help reduce the vehicular traffic and introduce better transit movement for buses and improve pedestrian links to historic Georgetown.

### SKYPARK AEROPOLIS

Located between Sultan Salahuddin Abdul Aziz Shah Airport and the new KTM Subang Airport commuter rail station, Skypark Aeropolis will form the connection to and provide the parking needs of both transport elements.

This mixed development connect to the station to the airport and anticipated a future link across the river to Ara Damansara. Allowances were made to cater for pedestrian movement in the retail portion but also at ground level and directly into the parking to conform to the different operating hours and security.

### MY RAPID TRANSIT UNDERGROUND & ELEVATED STATIONS KUALA LUMPUR & SELANGOR

The Klang Valley Mass Rapid Transit (MRT) is a proposed 3-line 150 km rail system in the Klang Valley/Greater KL conurbation which envisages a "Wheel and Spoke" concept comprising two northeast-southwest radial lines and one circle line looping around the Kuala Lumpur city.



Currently VERITAS is working on 2 of the 3 proposed lines. The Line 1 and 2 stations designed by VERITAS comprise prominent metropolitan points of interchange at Bukit Bintang, Pasar Seni, Muzium and Stadium Merdeka locations. The fast-track design of the stations means that a lot of emphasis is placed on the modularity and constructibility of the building components. The project is currently under construction and is expected to be completed by 2017.

### VERITAS IN THE NEWS

#### 9 SEPTUHEH

**Menara Shell scores another win**  
MARA has awarded a 9 Seputeh project to Menara Shell. The project is a mixed development combining a loose cluster of 4 serviced apartment towers (ranging in height between 25 to 28 floors), premium retail and recreation space, 7 stores of ZCO, a hypermarket to serve the community and a vast promenade with lush greenery overlooking the Klang river. The 9 Seputeh project is expected to be completed by the end of 2016.

#### TORANA GATE: THE STAR NEWSPAPER & NEW STRAITS TIMES

Modi and Najib cement ties with 'Torana Gate'  
The Prime Minister Narendra Modi and Malaysia Prime Minister Datuk Seri Najib Tun Razak in Brickfields on 23 November 2015. This structure stands at 10m high and 7.3m wide and it is covered with sandstone sculptured blocks. VERITAS were the Local Architect for this symbolic project, collaborating with Akshaya Jain and Associates Architects from Delhi.

#### KL, Delhi to fight terrorism

Subhash Sharma, high Malaysian police commander is battling terrorism in Delhi. Sharma, who is based in New Delhi, has been assigned to lead a team of experts to study and counter terrorism threats in Kuala Lumpur and other Malaysian cities.

#### CK TANG ON BFM

On 6 November 2015, VERITAS Environment Principal CK Tang focused on the BFM Morning show at 9:30am. The interview looked on the recent "Haze" phenomenon which had stricken South - East Asia in July - October 2015. C.K, who is an expert environmental engineer explained the difference in the way haze particles are, and should be measured.

#### so WHO are the NEWCOMERS at VERITAS?

Welcome on board new VERITASians:  
Architects KHAIRULFADZLI NASRI and PHANG MUN KIEN for VERITAS Architects Kuala Lumpur

#### so WHO got HITCHED?!

Muhammad Ain Ishak & Nurul Binti Aiyuzi Bin Muzalan  
We would like to congratulate our VERITAS Architects Kuala Lumpur colleague, Nurul Aina fondly known as Sepel and her husband, Muhammad Al Yuzifi on their recent marriage. The 'Besanding' ceremony was held on 7 November at bride's residence in Sungai Buloh.

#### SKETCHES & SCRIBBLES ARCHITEXTS



**QUOTE**  
"Never talk to a client about architecture. Talk to him about his children. That is simply good politics. He will not understand what you have to say about architecture most of the time. An architect of ability should be able to tell a client what he wants. Most of the time a client never knows what he wants."  
Ludwig Mies van der Rohe



**TAKING CITIES TO THE SKY**  
VERITAS Design Group President, David Hashim was featured in the November 7-13 issue of The Focus Malaysia. The article featured many of VERITAS' Vertical Cities Projects such as the Datum Bangi, The Star Residences and Oxley Tower. "Economic and environmental considerations are influencing the verticalism of our cities," said David Hashim.

### TRANSIT-ORIENTED DEVELOPMENT-A SOCIETY ON THE MOVE ARCHITECTURE MALAYSIA MAGAZINE (November 2015)

An article on TOD by VERITAS Design Group Principal, Ng Yiek Seng was featured in the November issue of Architecture Malaysia Magazine. The article discussed the evolution of transit development and how it has come to be an inseparable element in urban city planning. The article also featured VERITAS' Greater Kuala Lumpur (KLU) conurbation which is currently under construction.

### DEEPAVALI LUNCH & DANCE



VERITAS held a Deepavali celebration on 19 November 2015 at the VERITAS HQ. To get into the spirit of the "festival of lights", an Indian dance was performed by the VERITAS staff. Thereafter we indulged in one of Malaysia's favourite food experiences - Indian banana leaf rice! After all, it's there's one thing that brings Malaysians together, it's food! Staff were seated cross-legged on mats along the corridors, and food was eaten by hand. For many it was their first experience seated cross-legged on the floor to have their lunch without cutlery! Happy Deepavali to all our Hindu friends!

### PAINTING OF THE PUSAT GELANDANG (CHARITY DISTRIBUTION CENTER) MEDAN TUNKU



On 15 November 2015, VERITAS staff painted the Pusat Gelandangan (Charity Distribution Center) at Medan Tunku in Kuala Lumpur. About 25 volunteer staff joined this special mission to beautify this soup kitchen center. This effort is part of the company's sustainability agenda to create awareness on the importance of the built environment. In June 2015, VERITAS also worked on a sustainability-themed project: 'Adopt a Park' that was launched in Kuala Lumpur by the ex-mayor.

### PROJEK AMAL: 'VOICE OF SYRIA'



On 31 October 2015, VAJB organised a Voice of Syria charity fundraising at Kilang Baleri in JB. This event was an initiative by VERITAS Johor staff Nurhuda and her team at Syria Care Malaysia. There were 7 bands that entertained the crowd. This event was a successful event with the participation of VAJB Principal, Shah Jafor and the staff. Well done VERITAS Johor!

### WHO'S celebrating their BIRTHDAY this Month?

Zakaria Arzuwan, Syuqran Naim B Shamsuddin, Pan Chee Seng, Zawita Binti Afi, Kadir, Syed Saleem B. Syed Abu Bakar, Wong Jun Ho, Azalina Shafiqi Binti Shaari, Miguel Acosta, Sarah SB Kamal Homid, Chui Yee Kwan, Saiful Aazar B Md Hilmi, Juliah Sarif Cherr Wann, Lee Chui Shanee, Wong Cheng Fai, Nurul Ain Ishak, Lum Lai Yan, Mohd Norazman B. Ariffin, Michael Tan and Suhaimi Bin Mohd Yunus.