

CITA-CITAMU SETINGGI
BINTANG DI LANGIT,
RENDAPHLAHL DIRIMU SERENDAH
RUMPUT DI BUMI

KEEP YOUR EYES ON THE STARS
AND YOUR FEET ON THE GROUND

众星璀璨 卓而不群

நட்சத்திரங்கள் வானத்தில்
உள்ள ஓவியம்,
விண்ணில் வலம் வரும்
வண்ணக் கோலம்

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EXECUTIVE SUMMARY

COMPELLING VISION.
PRACTICAL IMPLEMENTATION.

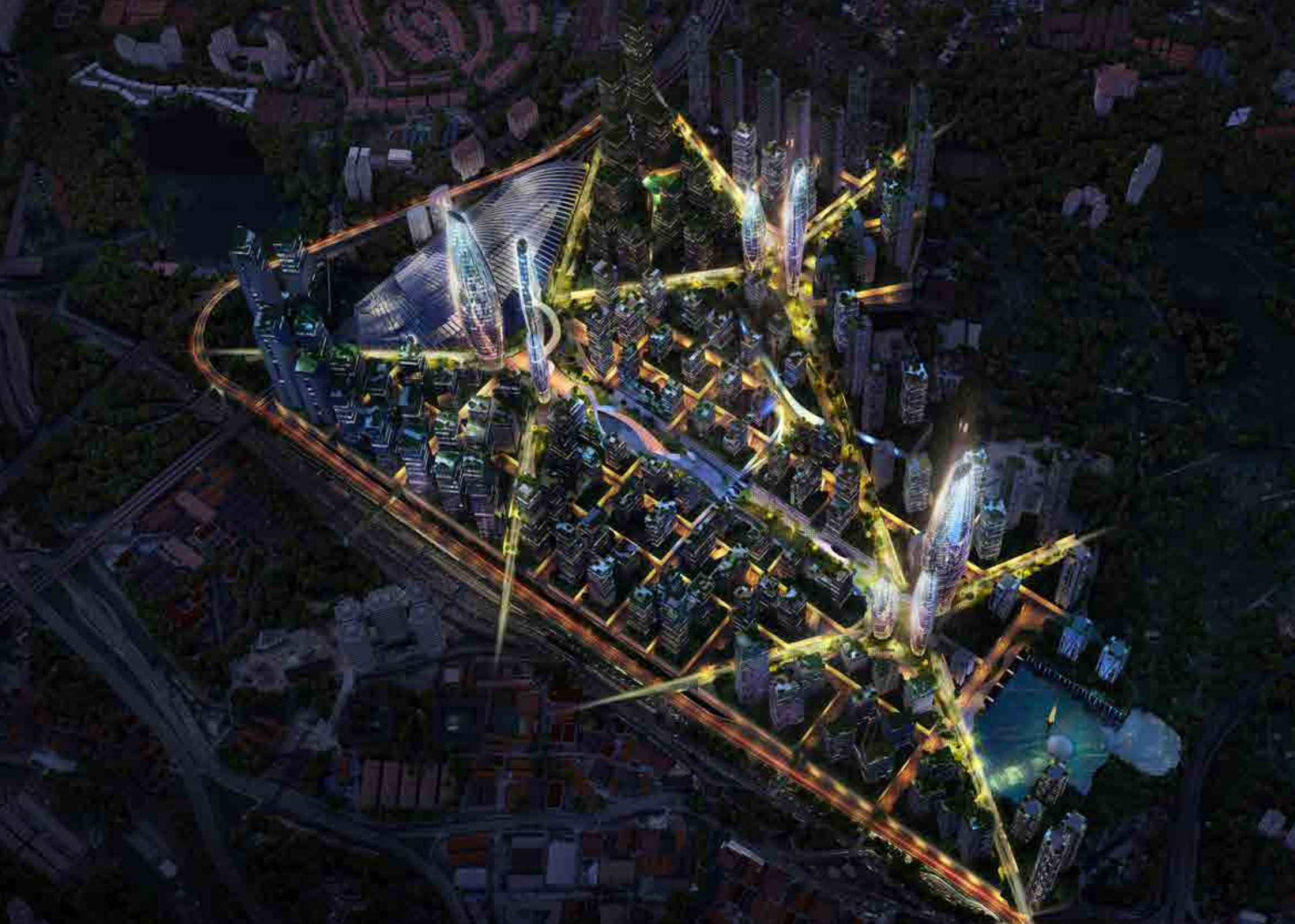
Compelling Vision

- Constellation City presents a bold and dynamic vision for the future of Bandar Malaysia.
- Draws on best practices from high-density developments around the world
- Seamlessly integrated transport, access to public space, and a commitment to “live-work-play” complete communities distinguish Bandar Malaysia in the market
- Capitalizes on the site’s major transport infrastructure
- Dramatic vertical development delivers the targeted 162 million square feet of transit-oriented, highly sustainable development
- Leverages existing road network
- Uses the Underground City concept to manage layers of retail and commercial space, utilities, servicing, access and parking
- Three centres (“stars”) of development concentrate and create value aligned with the main transit infrastructure
- High-value growth corridors with public realm amenities link centres through plentiful retail, commercial, and entertainment options
- A secondary grid of local streets enables the flow of pedestrians, light rail transit, and personal automated vehicles between the site’s neighbourhoods
- Natural landscapes within a 250m walk of every resident.

Practical Implementation

- Phased implementation plan prioritizes two of the three “stars” within the scheme, exploiting transport connections, securing initial public space, focusing infrastructure investment, and clustering value
- Subsequent phases may be built out according to evolving market dynamics
- Constellation City integrates sustainable solutions into the project
- Vehicle traffic reduced by balancing residents and jobs in a live-work-play community
- Flexible parking infrastructure that meets today’s demand while encouraging future adoption of public transit use
- Technological innovations future-proof Bandar Malaysia through reducing consumption of utilities and services
- Sensitivities to Feng Shui principles simultaneously root the design in local traditions and customs.

Constellation City demonstrates a remarkably bold design vision enriched by innovative and practical implementation strategy. We believe it is a catalyst for the transformation of Kuala Lumpur, connecting, integrating and uniting Malaysia with the world for years to come.



Bandar Malaysia's Constellation City will transform Kuala Lumpur into a global leader in sustainable, connected, and integrated urban living for the 21st century.

480	acres	7.8	plot ratio
162	million sq ft	349,000	jobs
147	towers	346,000	population

Acknowledgements

Hatch, Grimshaw, Veritas and Caldis Cook Group extend our gratitude to the Ministry of Finance Incorporated (MOF INC) and IWCH CREC SDN. BHD. for the opportunity to prepare a vision for the future of Bandar Malaysia. We hope Constellation City inspires Malaysia to look beyond the stars and to imagine a prosperous, sustainable, and seamlessly connected future for Kuala Lumpur.

MATA MUDA JAUH MENINJAU
BINTANG BERSINAR BAGAIKAN JAUHAR
TANGAN KECIL CUBA MENJANGKAU
DALAM GENGAMAN TIADA CAHAYA

SUATU ILUSI

LITTLE EYES GAZE AFAR
TO SPARKLING DIAMONDS IN THE SKY
LITTLE HANDS REACH OVER
TO AN EMPTY OUTCOME

BANDAR MALAYSIA'S ASPIRATIONS

Bandar Malaysia will be a catalyst for the transformation of Greater Kuala Lumpur

Balanced Lifestyle Living
Elevating the quality of life in Malaysia



Transit Oriented Development
A city that moves with precision and ease



Integrated Underground City
Limitless shopping, dining, and entertainment attractions



Seamless Connectivity
Robust transit and visual links weave Bandar Malaysia into the fabric of Kuala Lumpur



Highly Sustainable Development
A community focused on the future, valuing the nation's environment and green technology



International Quality & Standards
A premiere destination in the Kuala Lumpur region, and beyond



A Landscape of Opportunity
Attracting the world's best talent and investment



Inclusive Community
A destination that celebrates Malaysia's diverse cultures



Safe & Secure Environment
A place where people choose to live, work, and play at all hours

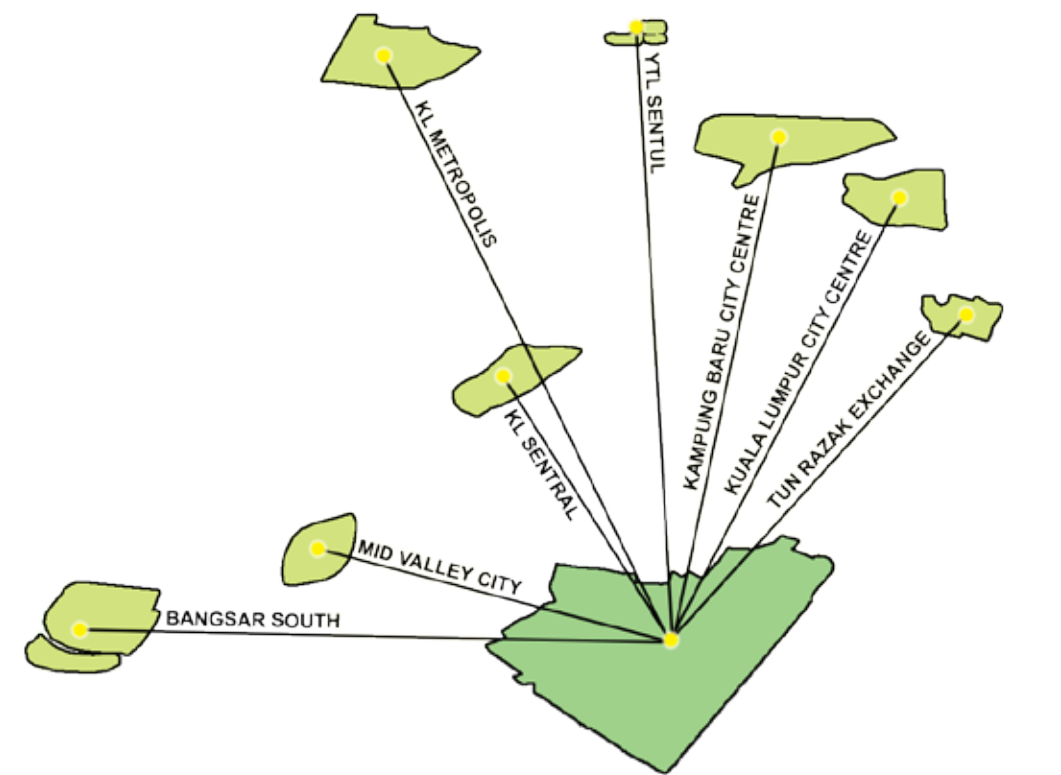


Conducive Built Environment
World-class planning and design enables rapid economic growth

A PLACE OF OPPORTUNITY

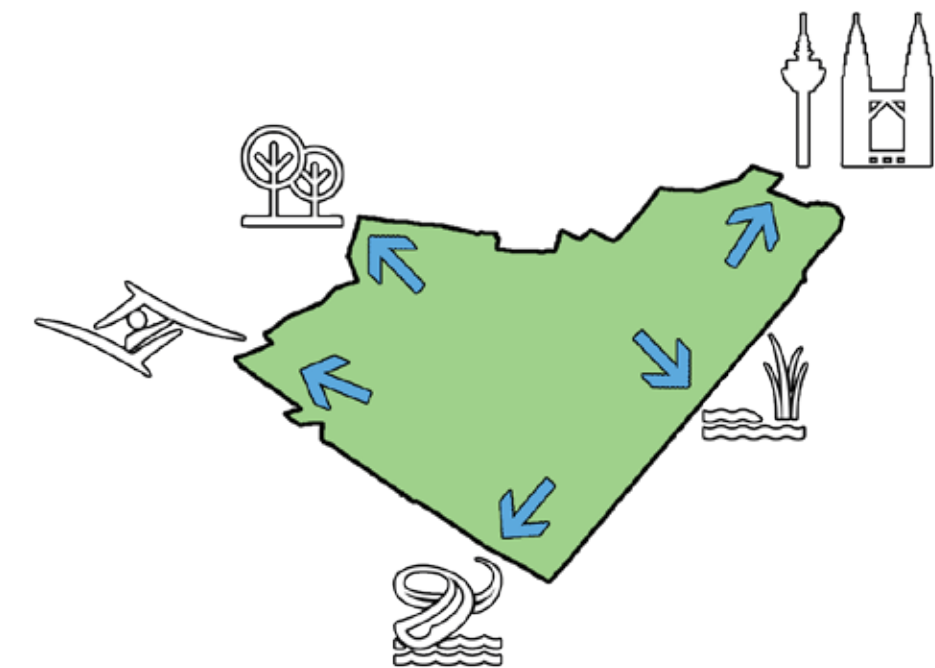
Polycentric

The Bandar Malaysia site is proposed to be a premiere centre of urban development amongst an array of dense urban nodes that currently comprise the greater Kuala Lumpur region. These urban centres have long served as hotspots of activity and investment, however, Bandar Malaysia offers new opportunities for unparalleled growth. Proposed as one of the largest and newest urban clusters, Bandar Malaysia will support and enhance the constellation of dense urban centres that compose the city's rich urban fabric.



Views

The site's former function as an airport provides a legacy of unique and valuable panoramic views of the Kuala Lumpur skyline, as well as the region's natural landscapes. Capitalizing on the value of these vistas is a key reason Bandar Malaysia will attract leading investors, residents, and companies from around the world.



Accessibility & Transport

The regional connectivity of the Bandar Malaysia site is one of its greatest strengths, positioning it for rapid growth in future years. The variety of transit modes – public and private, vehicular and rail – enables a level of accessibility that can sustain successful growth and development.

In addition to proposed high speed rail, mass rapid transit, and bus rapid transit, the site is also served by key vehicular infrastructure, including:

1. SMART Expressway
2. KL-Seremban Highway
3. Jalan Istana
4. Jalan Lapangan Terbang Lama
5. Federal Highway
6. Jalan Maharajalela
7. Jalan Syed Putra
8. SALAK Selatan Interchange
9. MEX
10. Jalan Desa Bakti
11. KTM & KLIA Express
12. Future MRT line



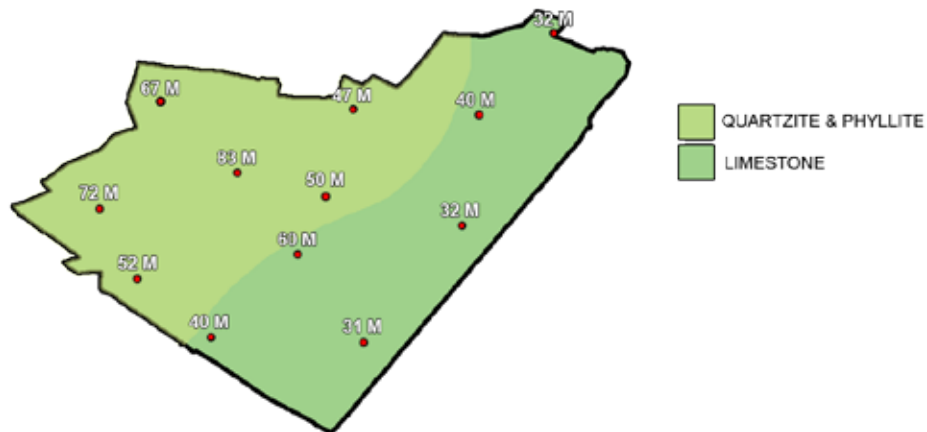
Scale

Bandar Malaysia represents an unprecedented opportunity to introduce a new urban centre – a project that could lead the next century of Kuala Lumpur's urban development. By sheer scale, the Bandar Malaysia site is nearly three times the size of the Kuala Lumpur City Centre (KLCC), a long-standing catalyst for Malaysia's growth. Through careful planning and innovative real estate strategy, Bandar Malaysia could set new benchmarks for the future of cities in Malaysia.



Topography

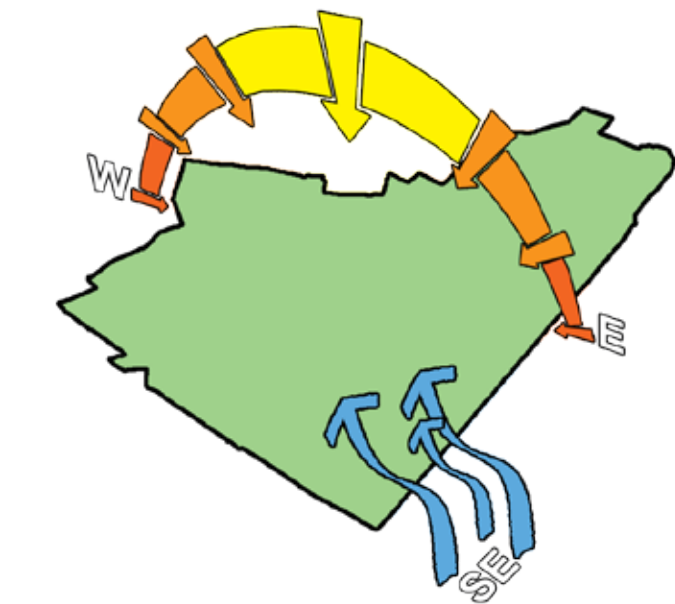
The site presents a sloping topography over about a third of its area, with just over 50m of difference in its highest and lowest points. Accommodating the site's unique topographical and geological characteristics will be essential for creating environmentally sustainable and economically efficient urban development.



Climate

In an equatorial climate, understanding the micro-climatic elements of a site is crucial to enabling sustainable building performance. Sustainably designed buildings will reduce Bandar Malaysia's dependence on Kuala Lumpur's energy and infrastructure systems, enabling rapid growth.

The site's strongest prevailing winds are from the south-eastern end of the site, with its long edges exposed to the western and eastern sun. Malaysia's climate is categorised as equatorial – hot and humid throughout the year with average annual rainfall around 250 centimetres (98 in) and an average temperature of 27 °C (80.6 °F).



STRENGTHS

- Biggest block of land in KL
- Largely flat
- Well connected to freeway and transit
- Premiere visibility and visual connection to downtown KL
- Gateway - Southern to City Centre
- BM - m2 Approved
- In urban corridor
- Close to CBD
- Easy first phases

OPPORTUNITIES

- Extend the CBD
- Shape next 50 years of KL
- Multimodal: HSR + MRT + KLIA + LRT
- New lifestyle to Malaysians
- Behavioural change
- Window-roadmap to the future
- Vertical
- High density
- Capacity based phasing
- Create new neighbourhood - catalyst

CONSTRAINTS

- Geology
- Cemetery
- Railway tunnel (MRT)
- Motorways - restricted access points
- Monsoon drain
- Excavation material removal
- Current road capacity
- Power
- Water supply

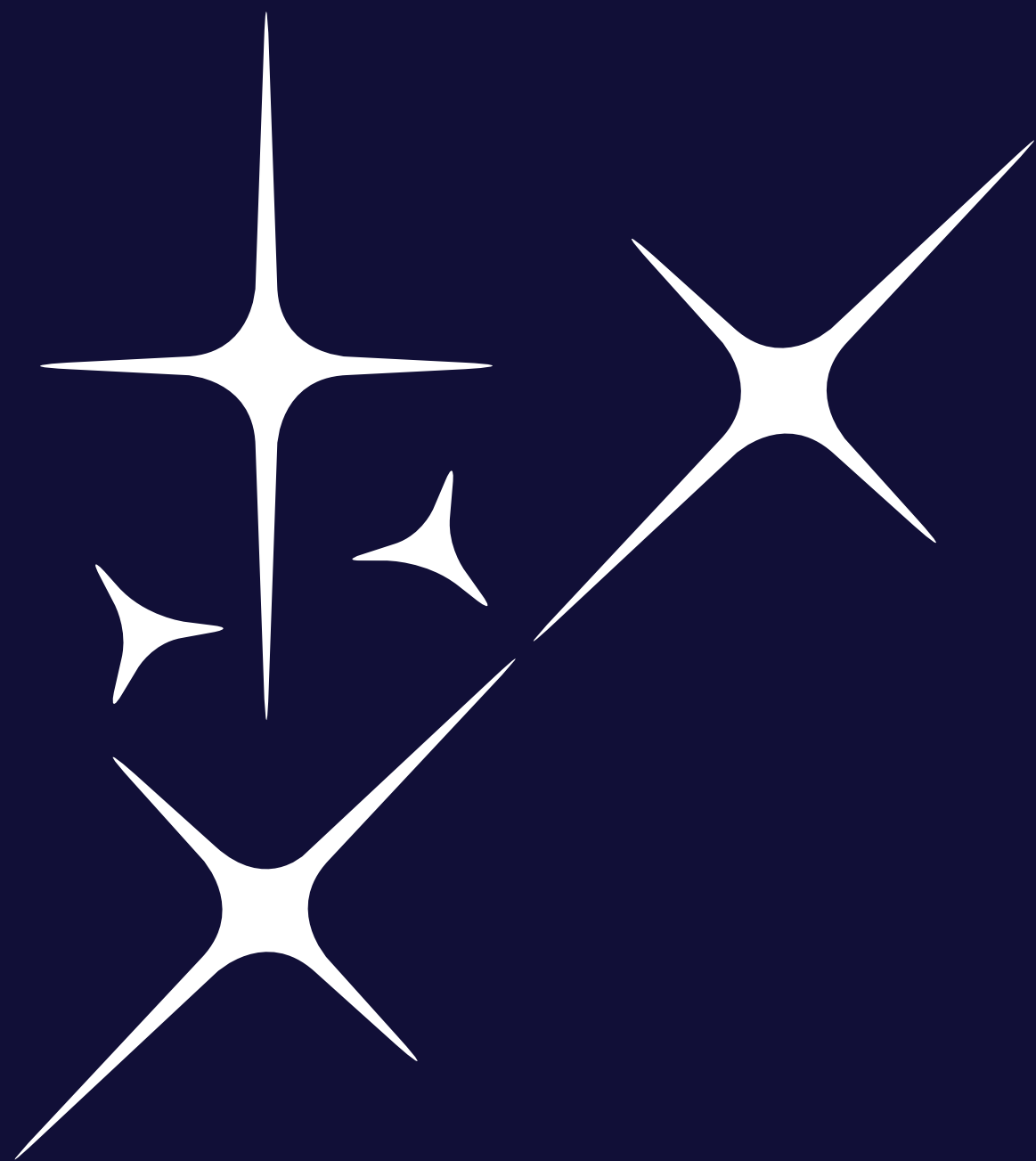


SI MUDA MERENUNG KE LANGIT KELAM
SENYUM TERKENANG SATU KETIKA
DENGAN PERLAHAN TANGAN DIGENGGAM
BINTANG HATI BELUM DICAPAI

IMPIAN TERSIMPAN

THE YOUNG ONES STARE INTO A LEADEN SKY
A GESTURE, A SMILE, A REMEMBRANCE
OF A DESIRE YET FULFILLED

THE DREAM STILL CLOSE TO THE HEART



We believe Bandar Malaysia will connect, integrate, and unite Malaysia

Being Malaysian

Being Malaysian is being unique – individuals of different cultures celebrate together through colours, patterns, festivals, linguistics, and food. We continuously honour and share our identities, year-round and in a variety of settings.

Being Malaysian is being inquisitive – we welcome visitors with open arms and warm smiles. There is always time to chat over a cuppa at the nearest Kopitiam, mamak stall or Gerai, while we ask about your hometown and traditions.

Being Malaysian is being respectful – it is a way of accommodating difference as cultures come together, appreciating the individuality and authenticity of different identities.

Being Malaysian is being in love with nature – recognizing the human and natural abundances that surround us. Our view is rooted to the earth in the legacy of bumiputra and extends to all people who live here.

Being Malaysian is being part of a community – family, friends, colleagues, guests and newcomers are one with us. Our openness flows from a sense of belonging and pride in what we have to share.

Bandar Malaysia Will Embody the Future of Malaysia

Bandar Malaysia is a catalyst to transform the future of Kuala Lumpur – to bring the Malaysian experience to the world, while simultaneously inspiring its own country forward. It is the opportunity to embrace Malaysia's position on an international stage through a 21st century vision for urban life – a vision beyond the stars.

As a regional and global transport hub, Bandar Malaysia will serve to connect constellations of people, places, and ideas. Through world-class public space, it will enable residents and visitors to live, work, and play in a complete community at the heart of Kuala Lumpur. And, as Malaysia's new gateway to the world, it will unite the country's diverse cultural communities toward a shared vision for sustainable future growth.

Bandar Malaysia is therefore past, present, and future. It emerges from the best of Malaysia's cultural traditions, responds Kuala Lumpur's current growth needs, and strives to achieve Malaysia's future aspirations.



A VISION BEYOND THE STARS

CONNECTED. INTEGRATED. UNITED

480_{acres}

162_{million sq ft}

147_{towers}

346,000_{population}

349,000_{jobs}

7.8_{plot ratio}

A RISING STAR IN KL'S CONSTELLATION

The International Constellation

Located on the site of a previous airport, our proposal for Bandar Malaysia draws upon the historic role of ports as centres for commerce, trade, business, bureaucracy, and governance. The exchange of goods and influences between cultures brings diversity, activity, and celebration to these important sites.

Through the introduction of the high speed rail terminal and key business, cultural, and entertainment related destinations, **Bandar Malaysia will become Malaysia's portal to the world**, teeming with vibrant life and prosperous opportunity.

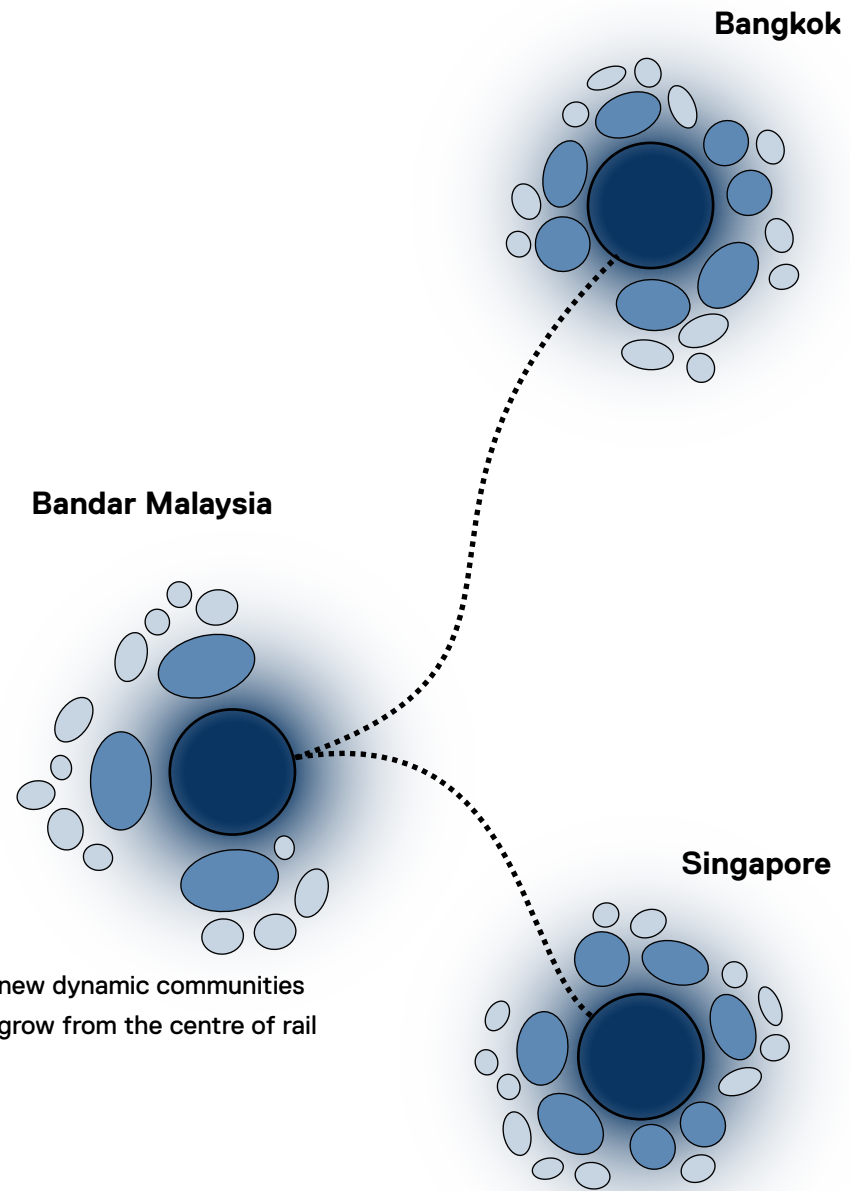
The Urban Constellation

Kuala Lumpur's historic urban fabric (and the proximity of its districts) has been fragmented over time by freeways and intersections. A lack of quality public space has facilitated widespread reliance on private automobiles and a suspicion of walking. As a result, a series of dense, high quality city centres have emerged (KLCC, Sentral / Little India, KL pavilion, and TRX) with a concentration of mixed use developments, amenities, and culture.

If one thinks of these centres as "stars" – bright lights at the centre of urban life – then the city can be read as a constellation.

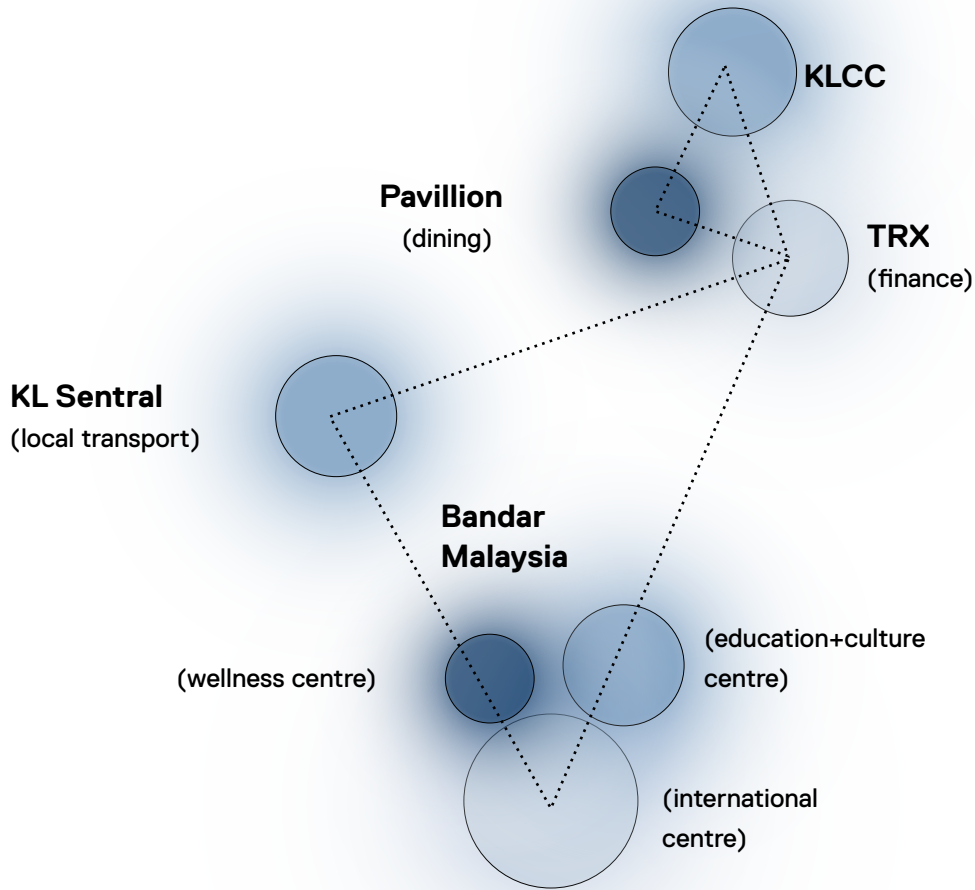
The Site Constellation

Masterplanning a site as large as Bandar Malaysia requires a strong, legible planning framework – an identity that facilitates growth and densification over time. Our response leverages the site's transportation connections as catalysts for development. **Through transit-orientated districts of sufficient density, identity, and purpose, value is created at key anchor points within the site, and then linked through vibrant public space connections.**



new dynamic communities grow from the centre of rail

New regional landports.
Connected centres of growth



The constellation of Kuala Lumpur.
A polycentric framework of growth.

Bandar Malaysia's Stars

The metaphor of stars is an organizing principle for our proposal. Reflecting the poly-centric nature of Kuala Lumpur at a smaller scale, we have identified three primary activity centres, or "stars," on the site – each with its own identity, purpose, and set of iconic towers. Public space linkages provide paths of growth between the stars, inspiring vibrant corridors of light and activity that intensify over time.

Star One: "International Business and Commerce Hub" - the southern polar - sits adjacent to the planned HSR interchange to attract the world's premier business, financial, legal, and commercial institutions. These uses will be supported by complimentary mixed-use functions, including fine dining, bars and nightclubs, health clubs, exhibition and conference spaces, and premium business hotels and residences.

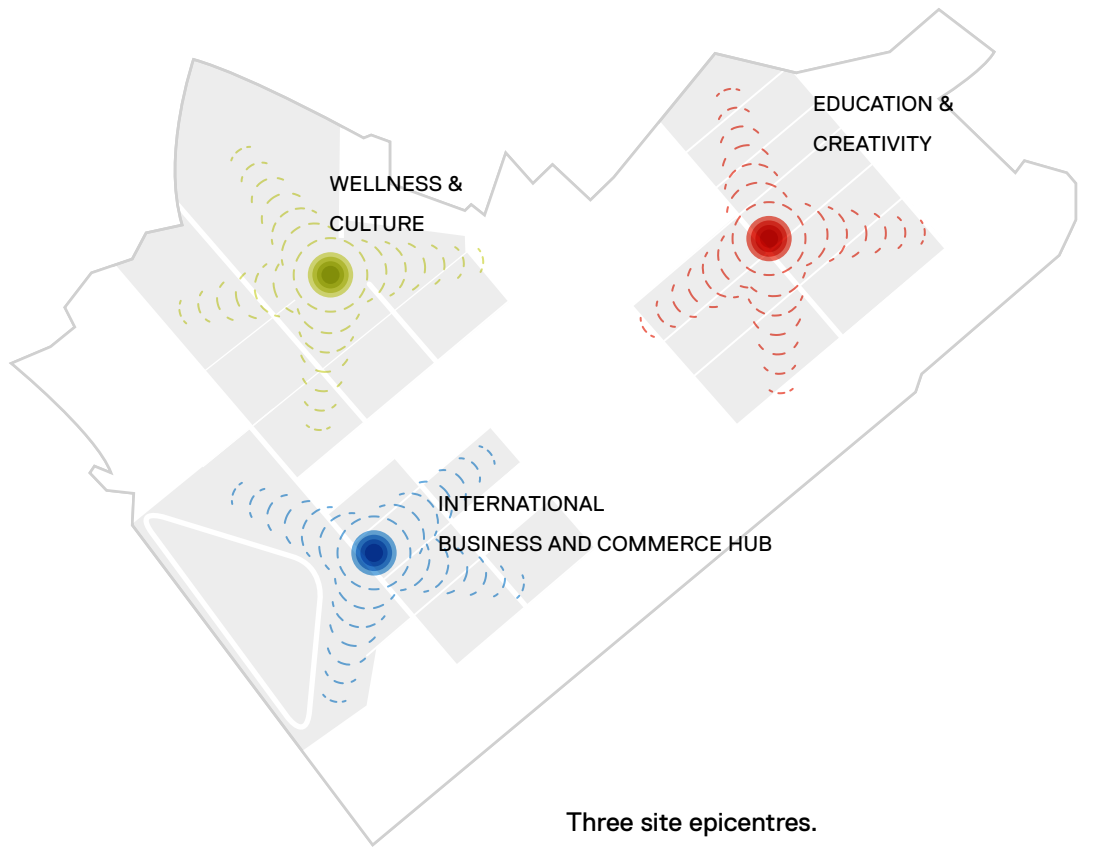
Star Two: "Education & Creativity" - the northern polar - is anchored by the planned major MRT station. It will serve as the creative and educational hub; a high rise village bustling with invention and exploration – a place where technology meets art and science meets culture. Graphics and design studios, maker-spaces, printing houses, IT support, hipster bars and cafés, universities and educational institutions, and creative industries come together to explore ideas in high-density apartment living.

Star Three: "Wellness & Culture" will emerge in later phases of development. This western star will focus on wellness and culture, providing an important counterpoint to the dense urban living that surrounds it. Theatres, entertainment complexes, and a wide variety of health, sport, and recreation-focused activities will pervade.

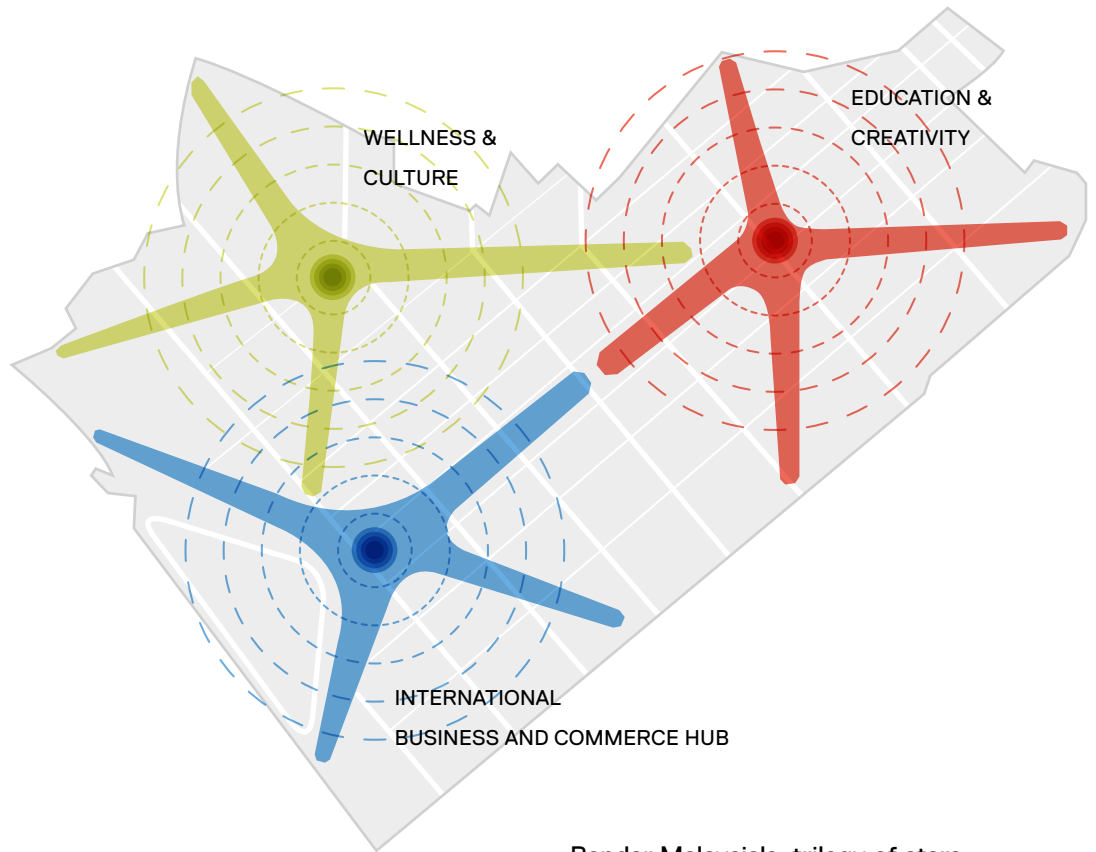
A New Ground

The interesting and progressive concept of the "Underground City," allows Bandar Malaysia visitors to plant their feet firmly as they stare toward a star-lit sky. Servicing infrastructure, vehicular traffic and parking needs are provided below the pedestrian level, liberating a new ground plane to focus on the qualities of urban living - density, daylight, walkability, fresh air, recreation, entertainment, and community.

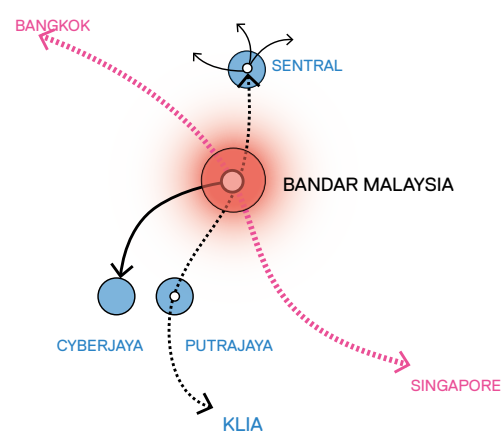
If dense, mixed-use urban centres are shining examples of urban life, quality public space connections unite these individual stars into city-wide constellations.



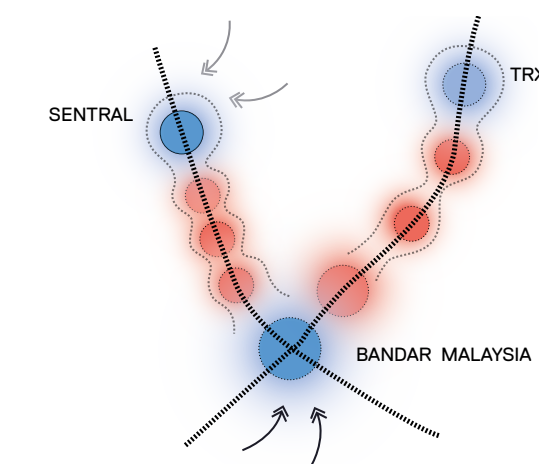
Three site epicentres.
Corridors of activity growing outwards from site nodes.



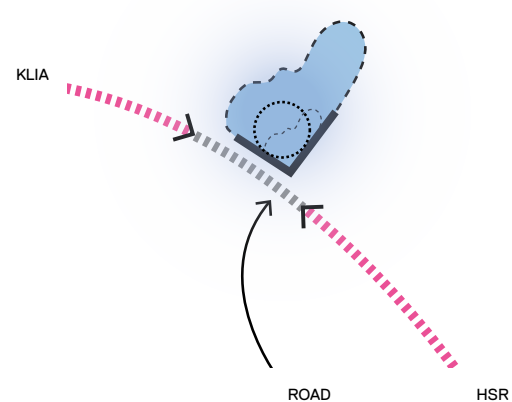
Bandar Malaysia's trilogy of stars.
Complimentary and distinctive centres.



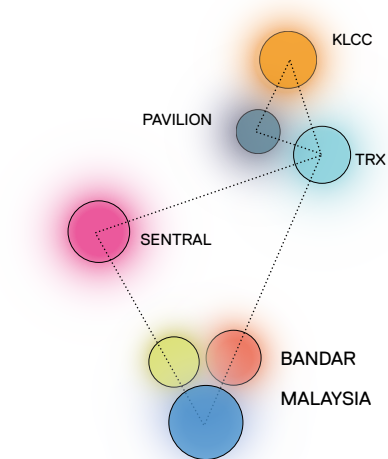
A connected international hub



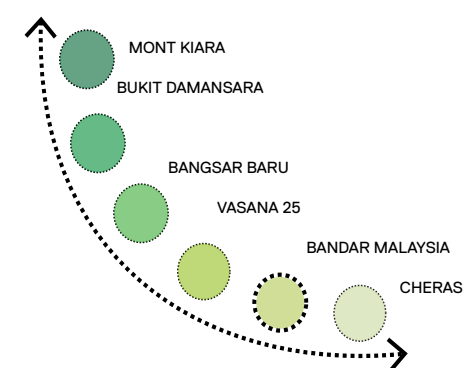
The catalyst for new growth corridors



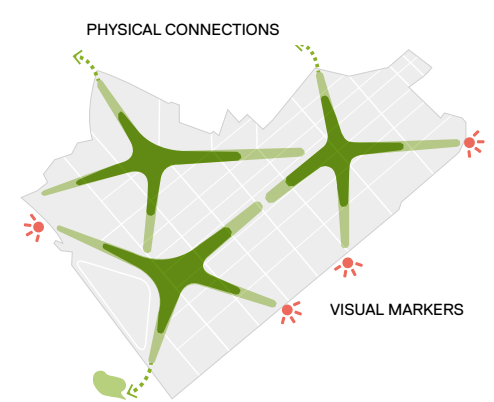
The international face of KL



Complimenting centres of KL

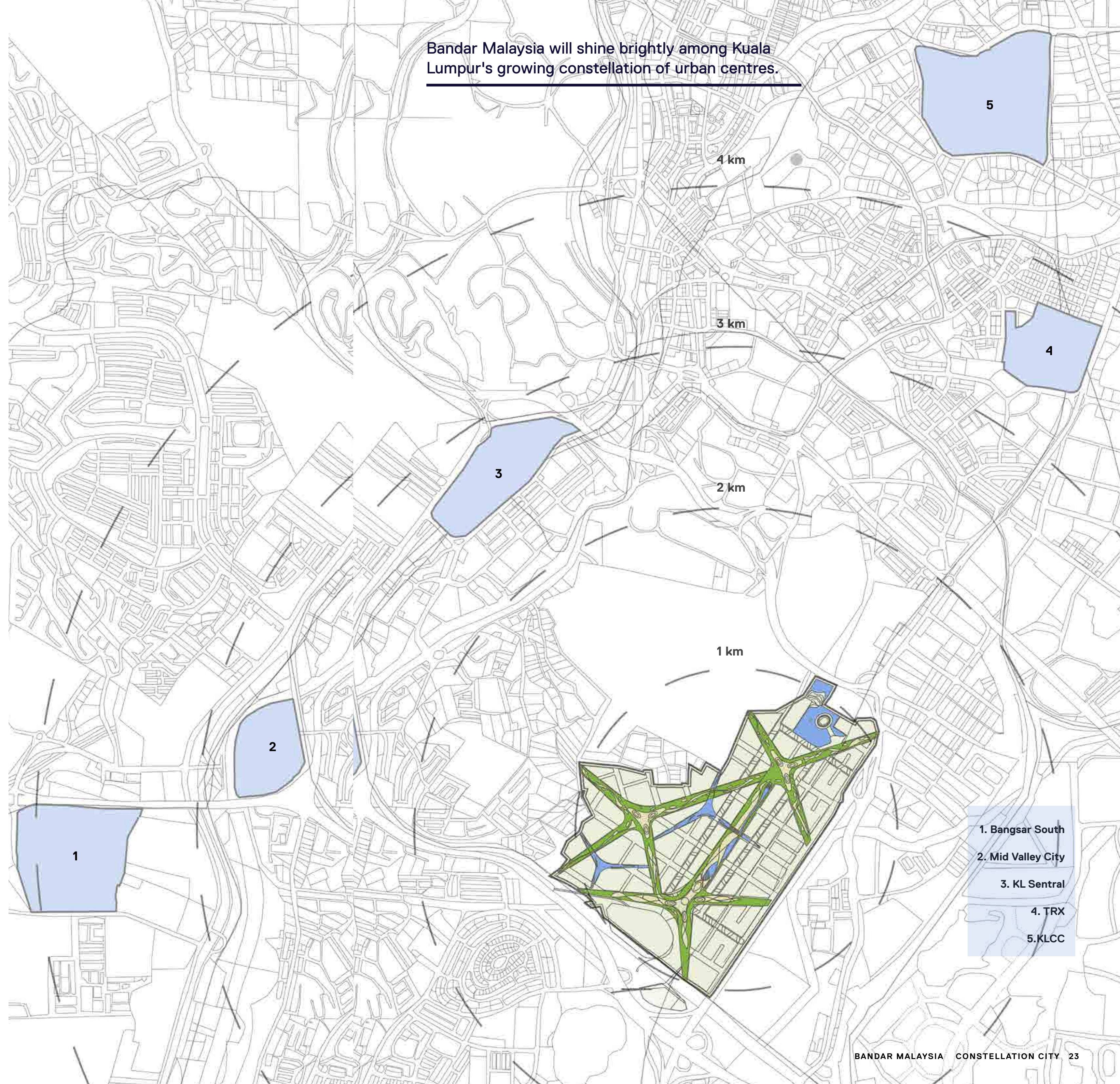


Connecting residential centres



Local integration

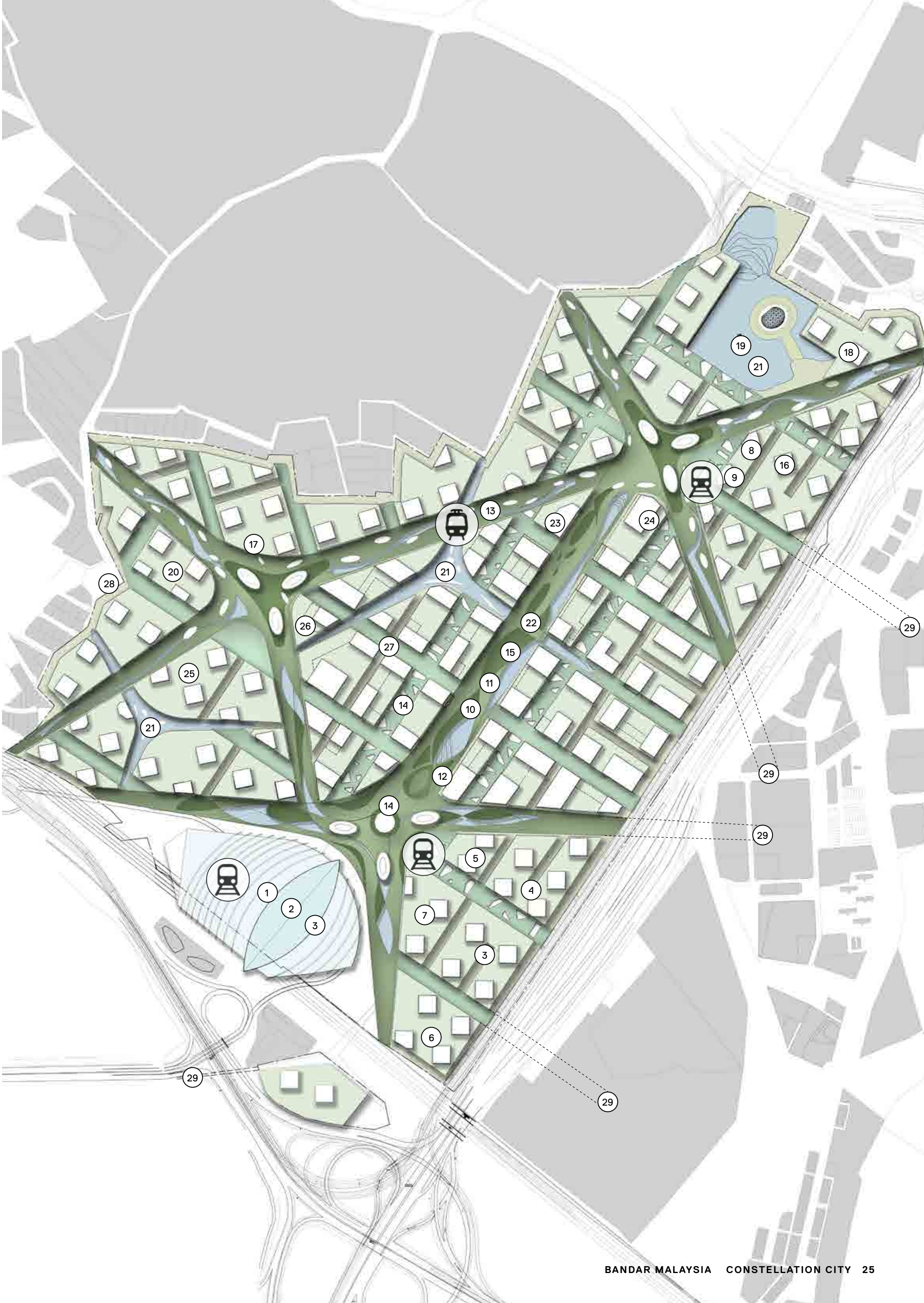
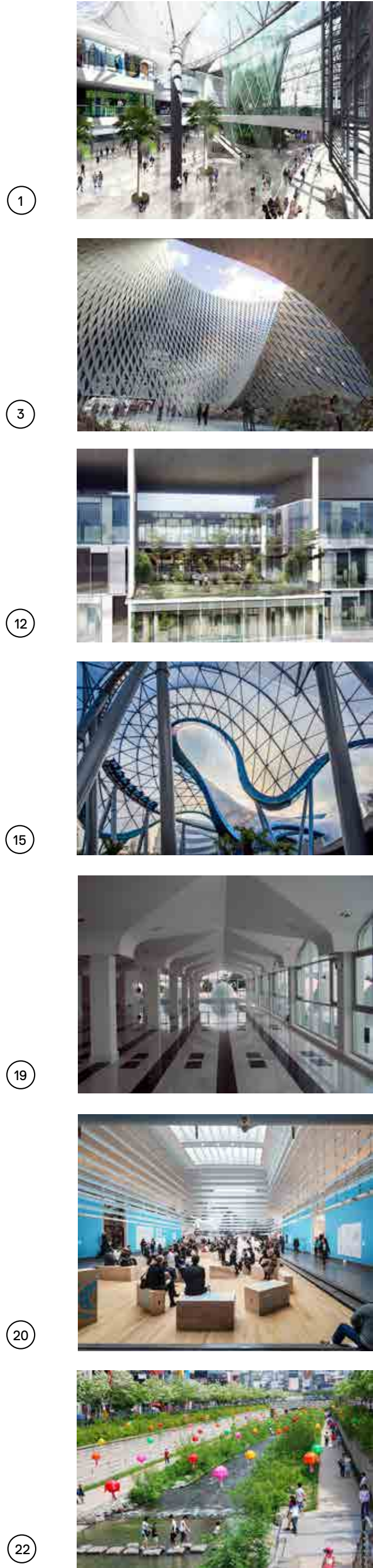
Bandar Malaysia will shine brightly among Kuala Lumpur's growing constellation of urban centres.



1. Bangsar South
2. Mid Valley City
3. KL Sentral
4. TRX
5. KLCC

OUR PROPOSAL: CONSTELLATION CITY

- 1. HSR
- 2. Integrated multimodal Transportation Hub
- 3. Grade A Offices, MICE and Trading District Exhibition Centre
- 4. Regional headquarters for transnational Enterprises
- 5. International finance centre/RMB settlement centre
- 6. International e-commerce centre
- 7. Futures exchange
- 8. Innovation Enterprise headquarters/district
- 9. International Logistic Management Centre
- 10. Central Green Park + Parade Ground
- 11. Active Promenade
- 12. Retail Components in Green Setting
- 13. Electrical Tram
- 14. Underground Thematic Retail
- 15. Underground Themed Amusement Park
- 16. International Education Centre
- 17. Cultural Heritage Exchange and Sharing Centre
- 18. Resort and Tourism Centre
- 19. Mosque
- 20. Cultural Conference/Exhibition/Theatre
- 21. Waterbody
- 22. Underground Canal City and Waterways
- 23. Knowledge and Information Technology Centre
- 24. International Architectural Design Centre
- 25. International Medical and Health Centre
- 26. International Cultural Communication Centre
- 27. Pedestrian Network
- 28. Green belt
- 29. Future Connections



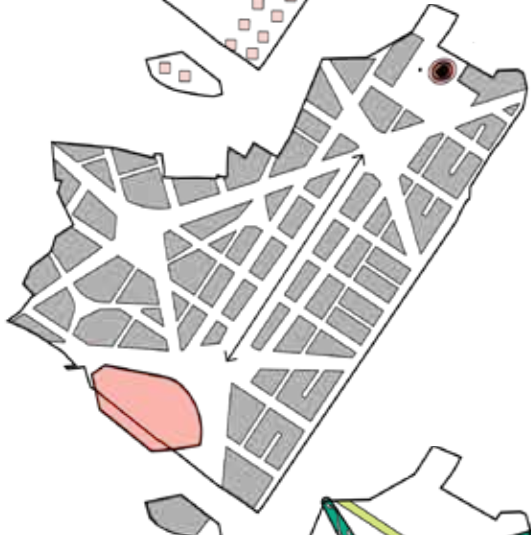
LAYERS & FUNCTIONS

Towers



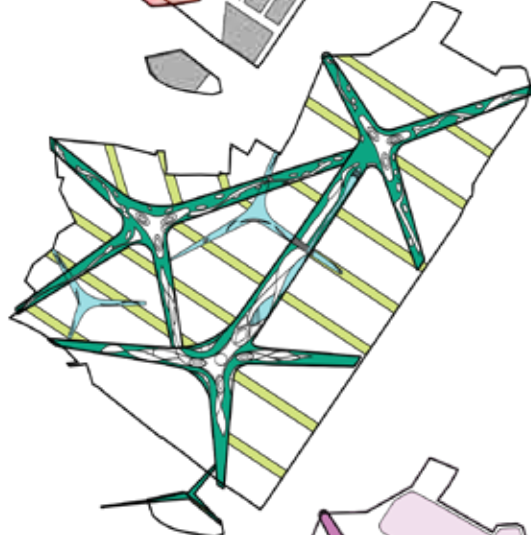
Towers
122m
sq ft (76%)

Elevated Podium

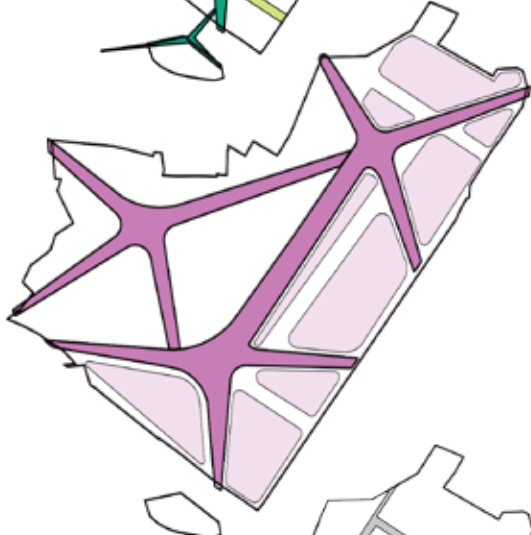


Elevated Podium
30m
sq ft (18%)

New Ground

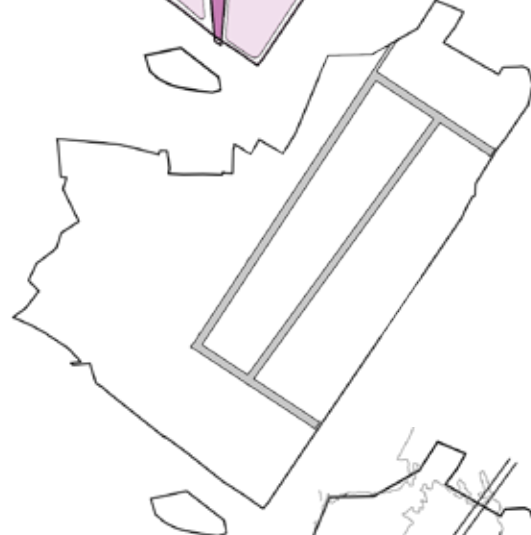


Underground City -
Lower Podium

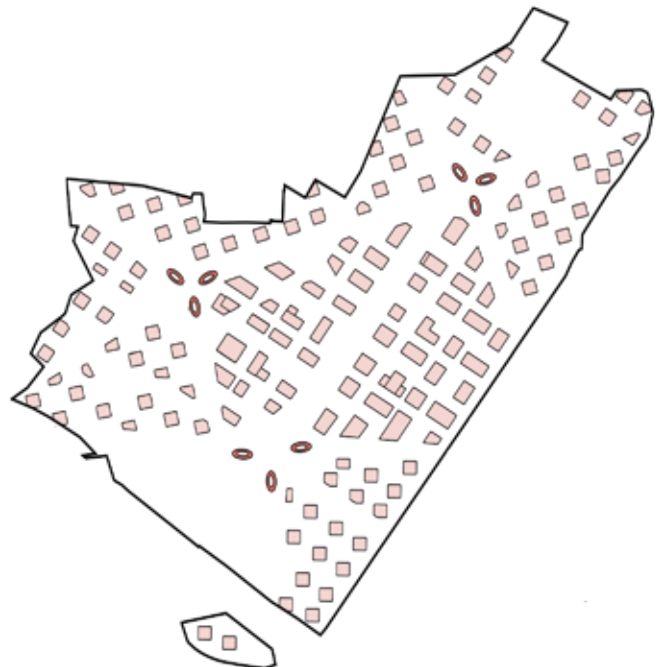


Lower Podium
10m
sq ft (6%)

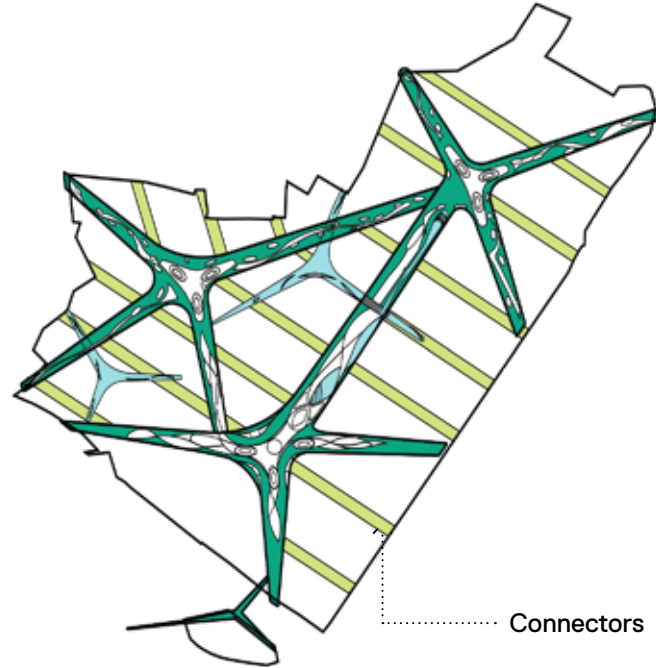
Underground City -
Primary Roads



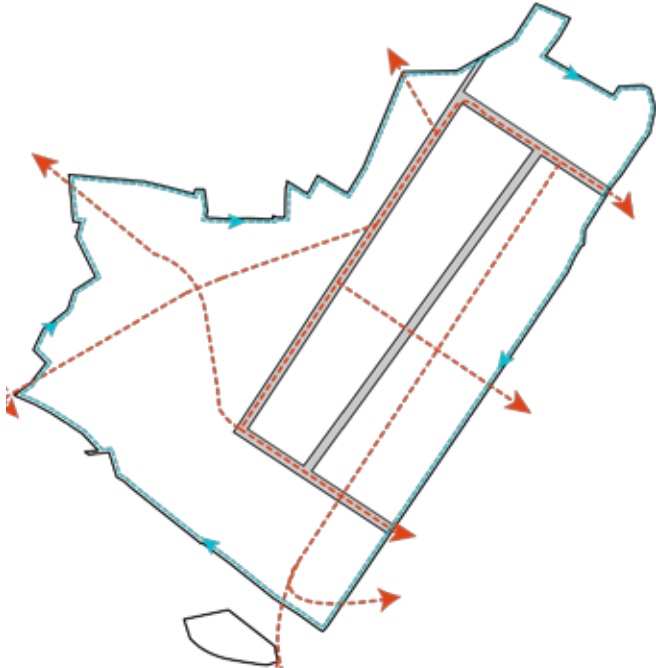
Existing Ground with MRT



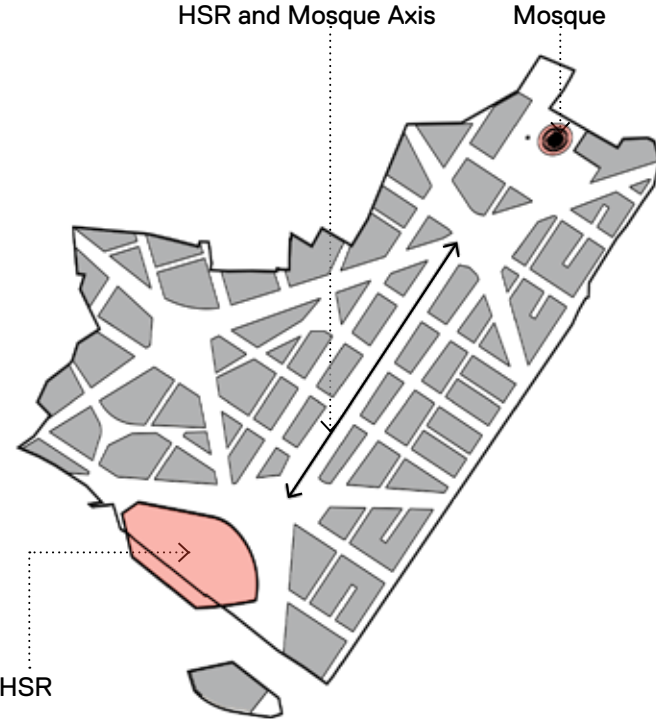
Towers



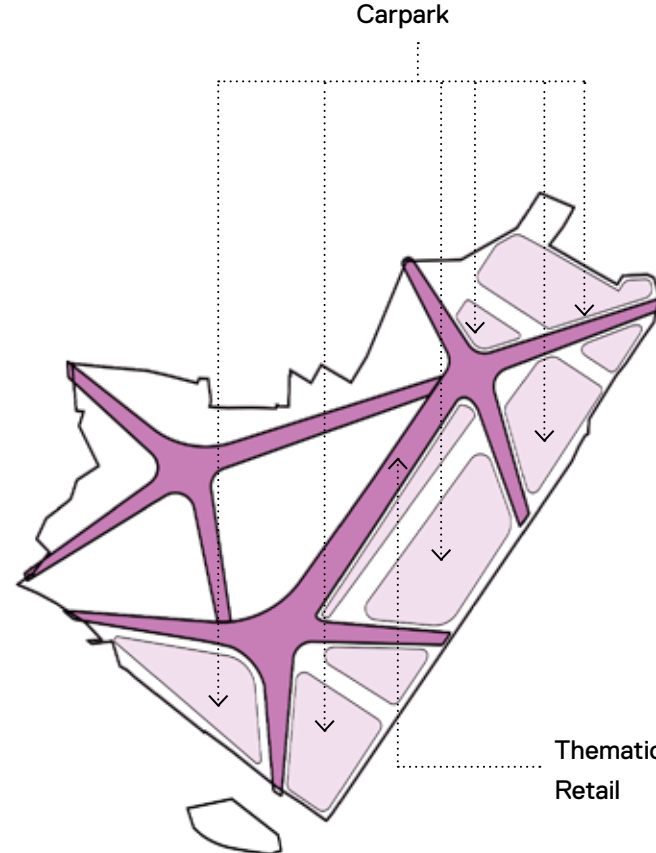
Pedestrianised Public Realm



Existing Roads & Extended Road Network



Elevated Podiums

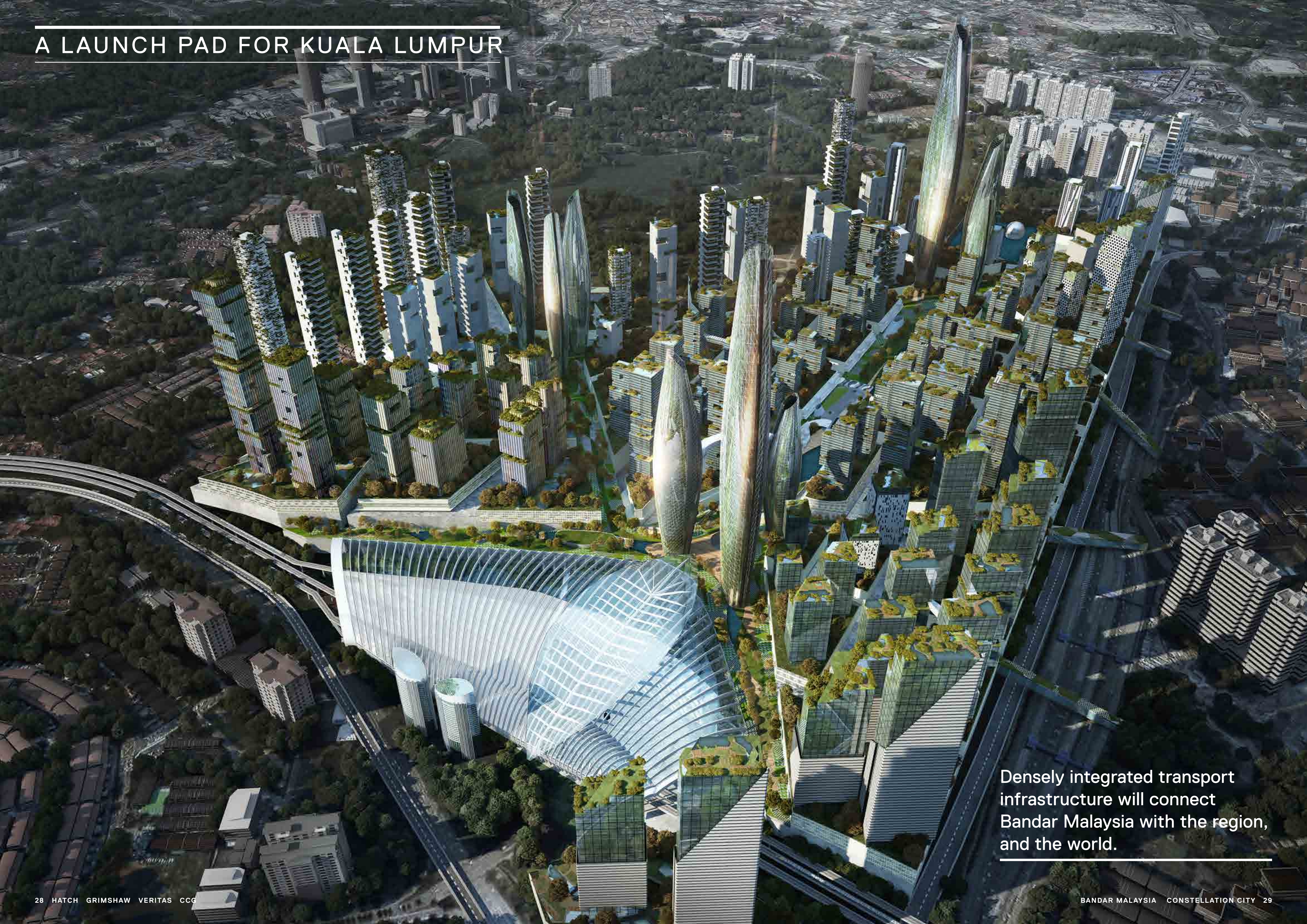


Retail & Carpark



MRT Line

A LAUNCH PAD FOR KUALA LUMPUR

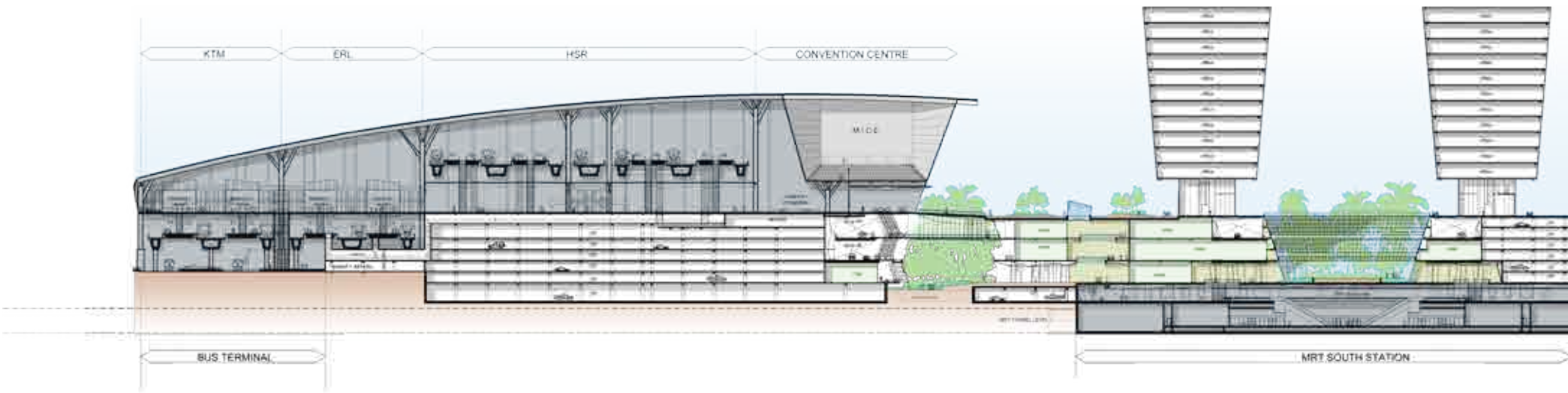


Densely integrated transport infrastructure will connect Bandar Malaysia with the region, and the world.



HSR passengers enter Bandar Malaysia through a dramatic rainforest experience

INTEGRATED TRANSPORT



HSR + Rainforest Section

Bandar Malaysia is a large-scale, long-term project that is likely to set new development trends for the Kuala Lumpur city region and beyond. The ability to evolve current transportation and parking parameters, and to flexibly adopt regional and international best practices (such as market-based planning) will facilitate Bandar Malaysia's ability to lead the country toward more sustainable development models that are appropriate for high-density, mixed use, accessible urban space.

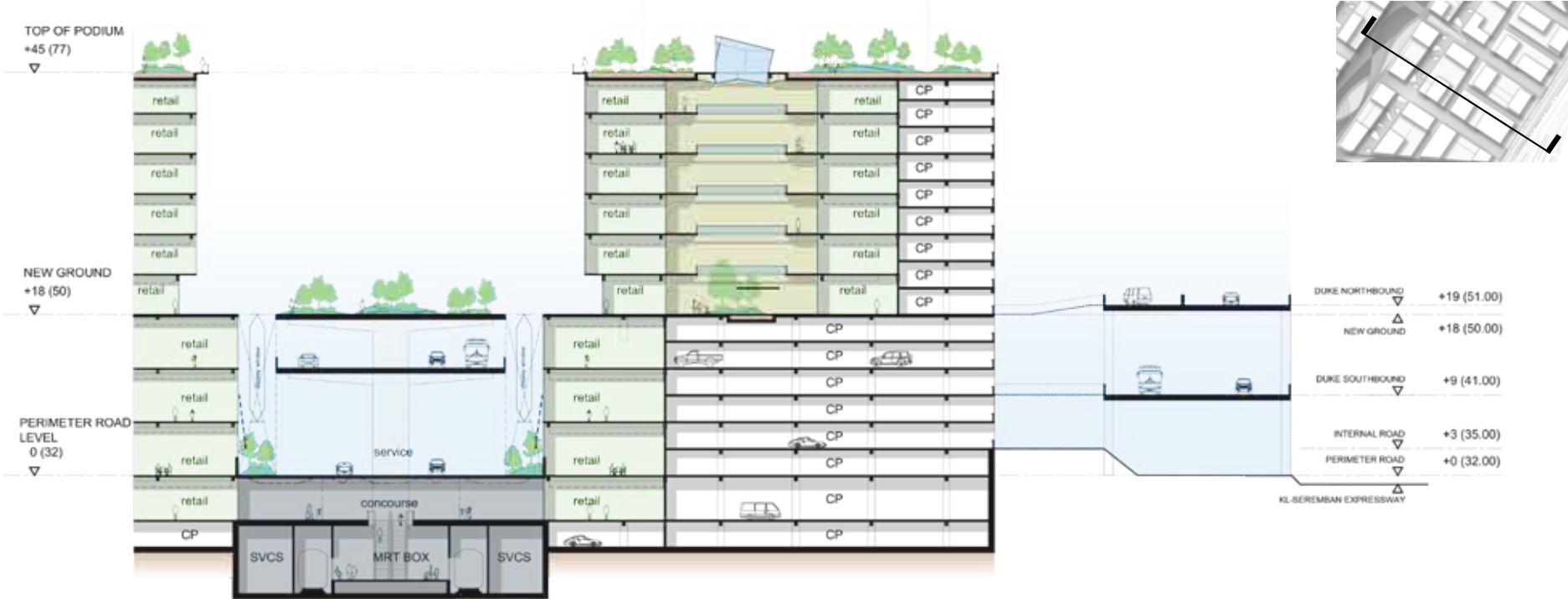
Our team recognises the importance of undertaking transport planning for Bandar Malaysia in a holistic and integrated manner, addressing the needs of all transport users, both public and private, and to ensure that the solution represents seamless, integrated and accessible connectivity. We recommend Bandar Malaysia place particular emphasis on public transit, pedestrians, and non-motorised transport modes to realize its ambitions of a “live-work-play” complete community.

Outcomes of Integrated Transit

- Reduced vehicular trips and associated emissions
- Reduction of vehicular-pedestrian conflicts
- Reduced parking footprint and associated construction
- Higher development yields through more efficient public transport and people movement
- Greater pedestrian engagement with retail, entertainment, and other planned elements of the development

Bandar Malaysia Integrated Transit Principles

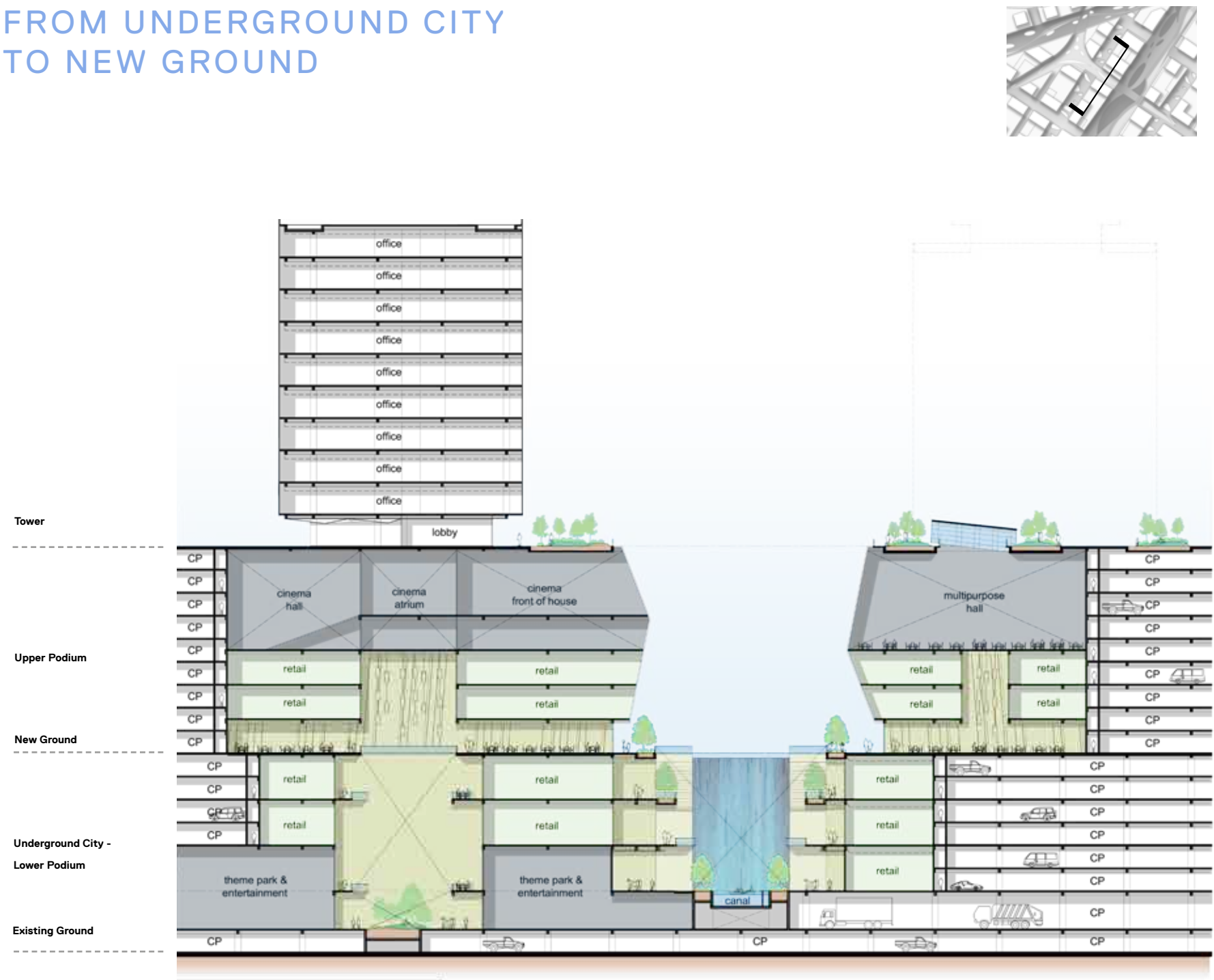
- Capitalise on existing and planned transport assets through Transit-Oriented Development (TOD) to guide the phasing and the scale of development
- Develop robust connections to transit infrastructure, including the existing highway network, the existing commuter rail (KTM) and KLIA express link, highway improvements such as Duke 3, the new MRT line traversing the site, new BRT linkages via a spur line off the planned Klang-KL BRT Route
- Promote non-motorized transport, separated from vehicular traffic
- Maximise advantage of mixed use development for internal trip making
- Pursue progressive reduction of requirements in successive phases of development through flexible design of infrastructure (and potential future conversion of parking areas to other land uses)



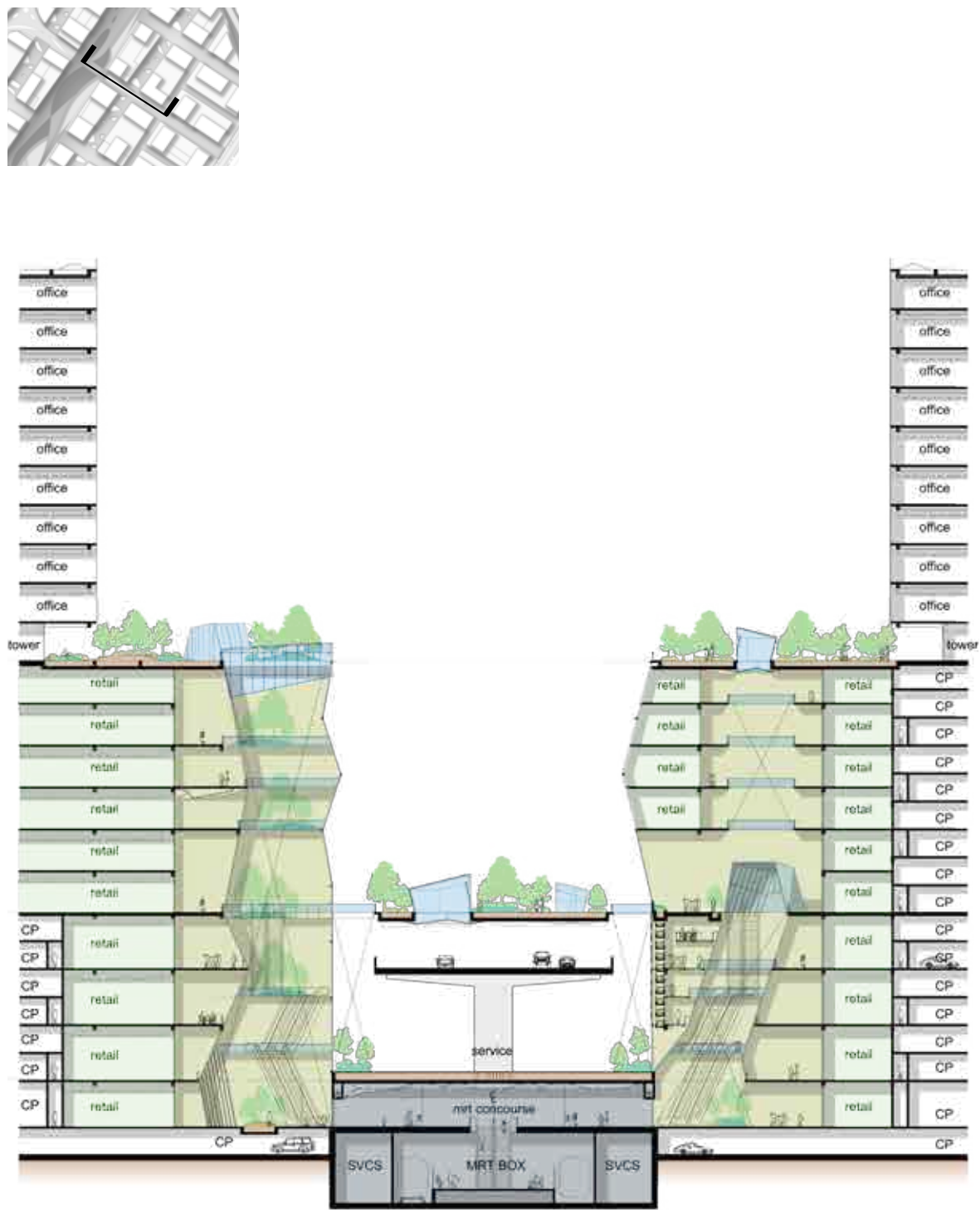
MRT Section

LAYERED LIVING

FROM UNDERGROUND CITY
TO NEW GROUND

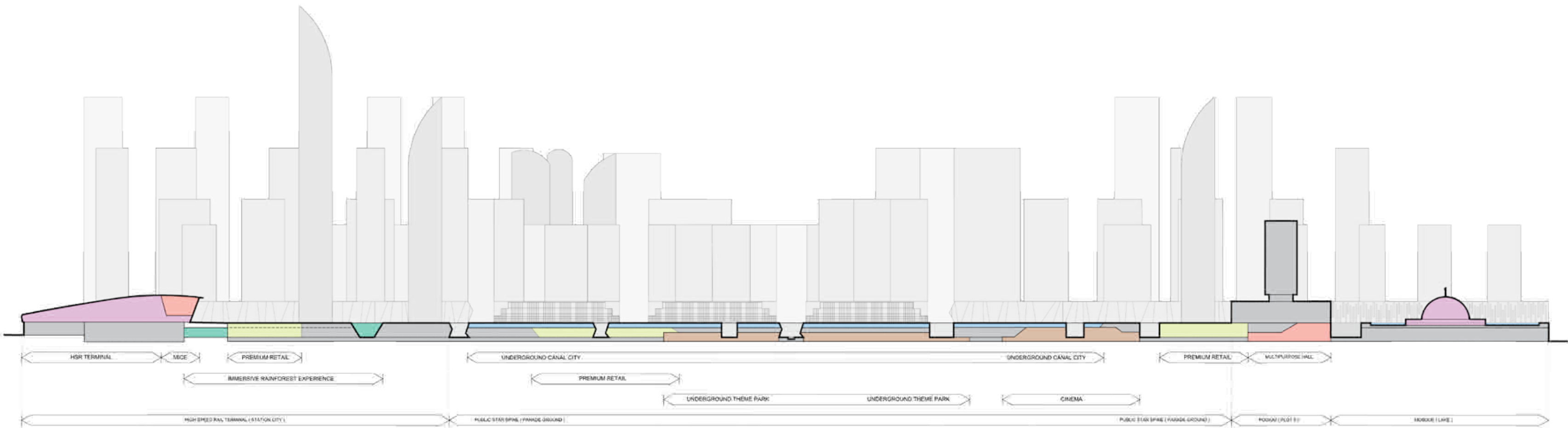


Section Through Underground City and Canal

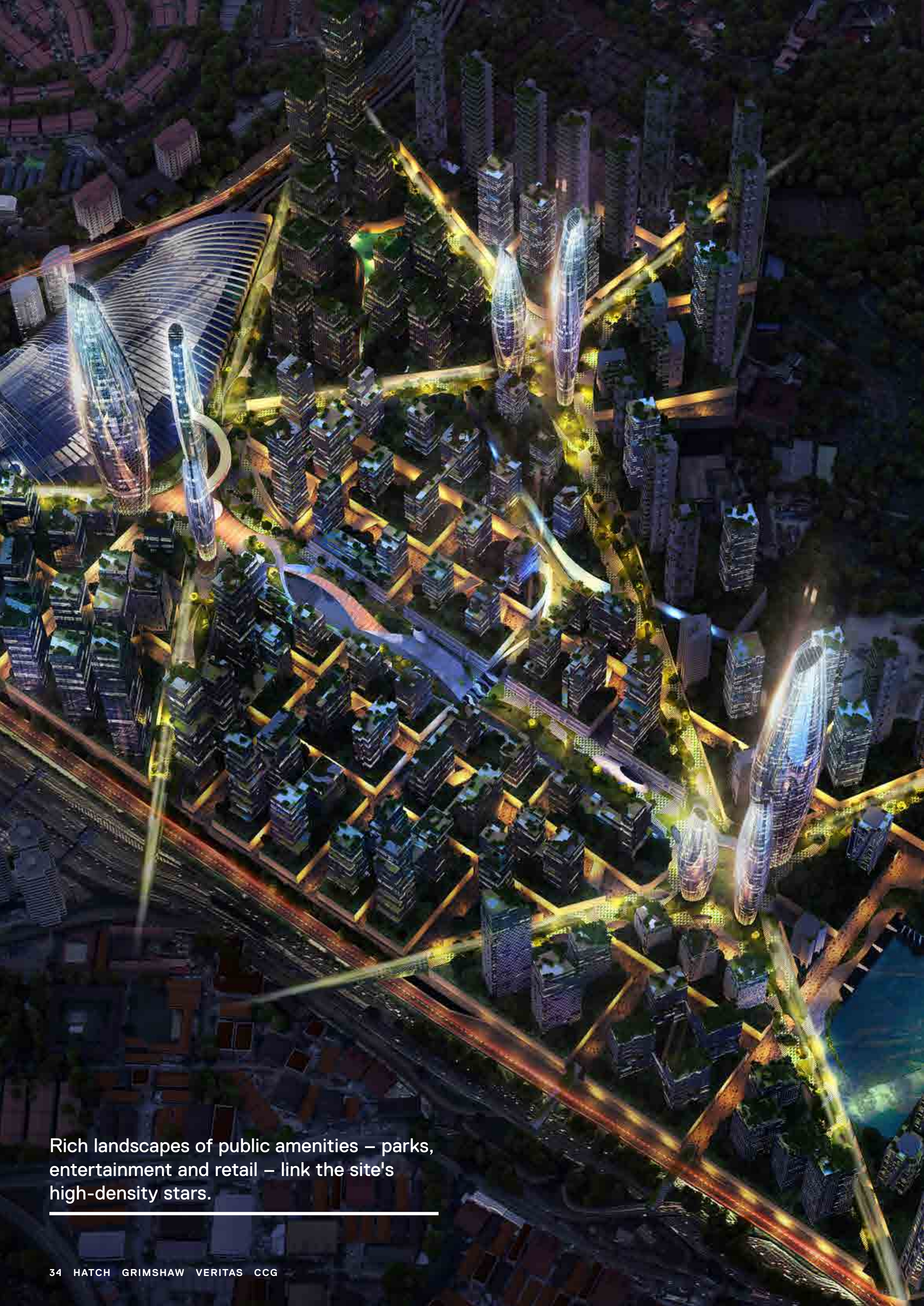


Section Through Star Showing MRT and Underground City

Towers
122m
sq ft (76%)
Elevated Podium
30m
sq ft (18%)
Lower Podium
10m
sq ft (6%)



Long Star Spine Section



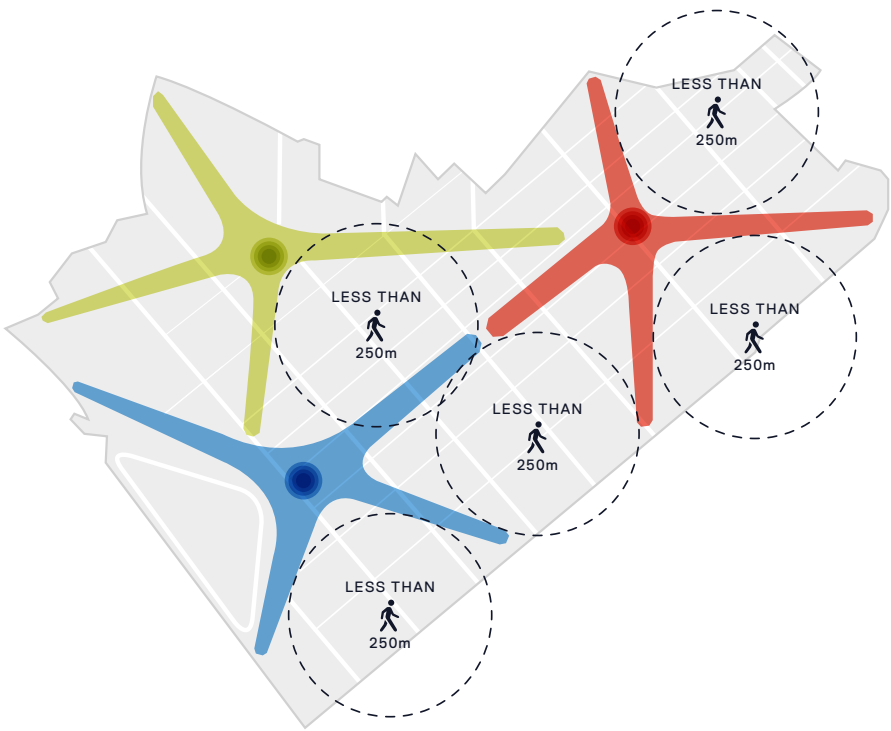
Rich landscapes of public amenities – parks, entertainment and retail – link the site's high-density stars.

DYNAMIC CORRIDORS OF PUBLIC REALM

Seamless Connection

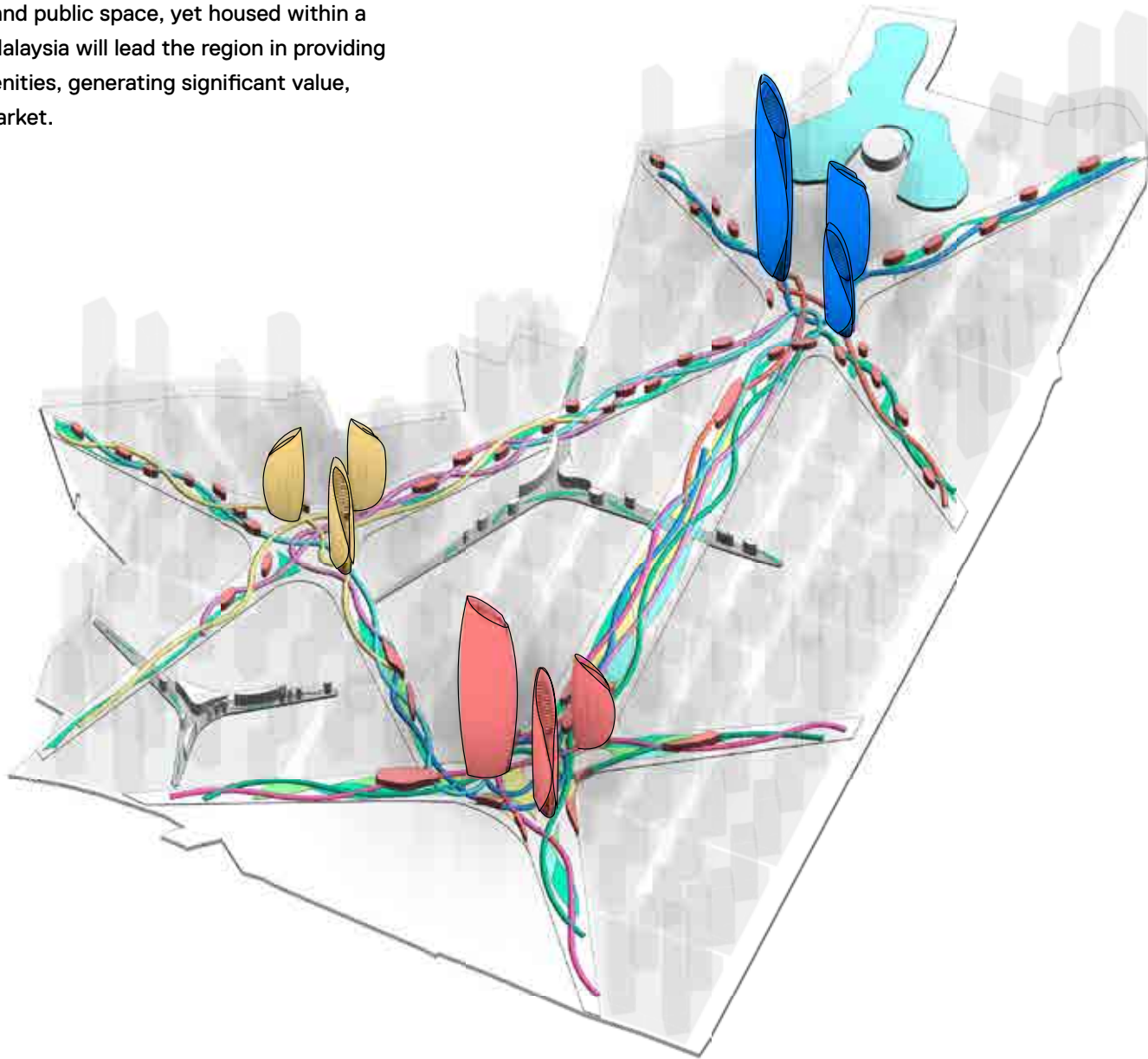
Just as Bandar Malaysia will draw success from its seamless connection to regional and international destinations through robust transport options, so too must it carefully connect its own centres of activity within the site. We propose connecting the site's "stars" (high-intensity centres) through dynamic corridors of public space – complex, highly landscaped places layered with a myriad of uses and activities, including recreation, sport, retail, entertainment, relaxation and meditation. In addition, these vegetated spaces celebrate Malaysia's natural landscape while providing opportunities for sustainable water treatment, energy production, food production, cycling, and electric vehicle pathways.

These corridors are envisaged as having fluid characteristics, allowing flows of people, water, and urban flora and fauna across their length. As a stage for urban life, major programmed events can be hosted within Bandar's network of connected stars, including marathons, world-class cycling races, and even an electric grand prix to parallel Malaysia's Formula 1 event.



Access to Nature

Bandar Malaysia's network of connected stars also shapes the site's compact, mixed-use districts. Through this network, every resident of Bandar will be no more than a 250m walk from nature, recreation and public space, yet housed within a modern downtown development. Bandar Malaysia will lead the region in providing this type of walkable access to natural amenities, generating significant value, differentiation, and attraction within the market.



	Business & Commercial		Water		Science & Technology
	Education & Creativity		Landscape		Art & Innovation
	Community & Culture		Recreation		



Bandar Malaysia's main star axis and promenade towards HSR

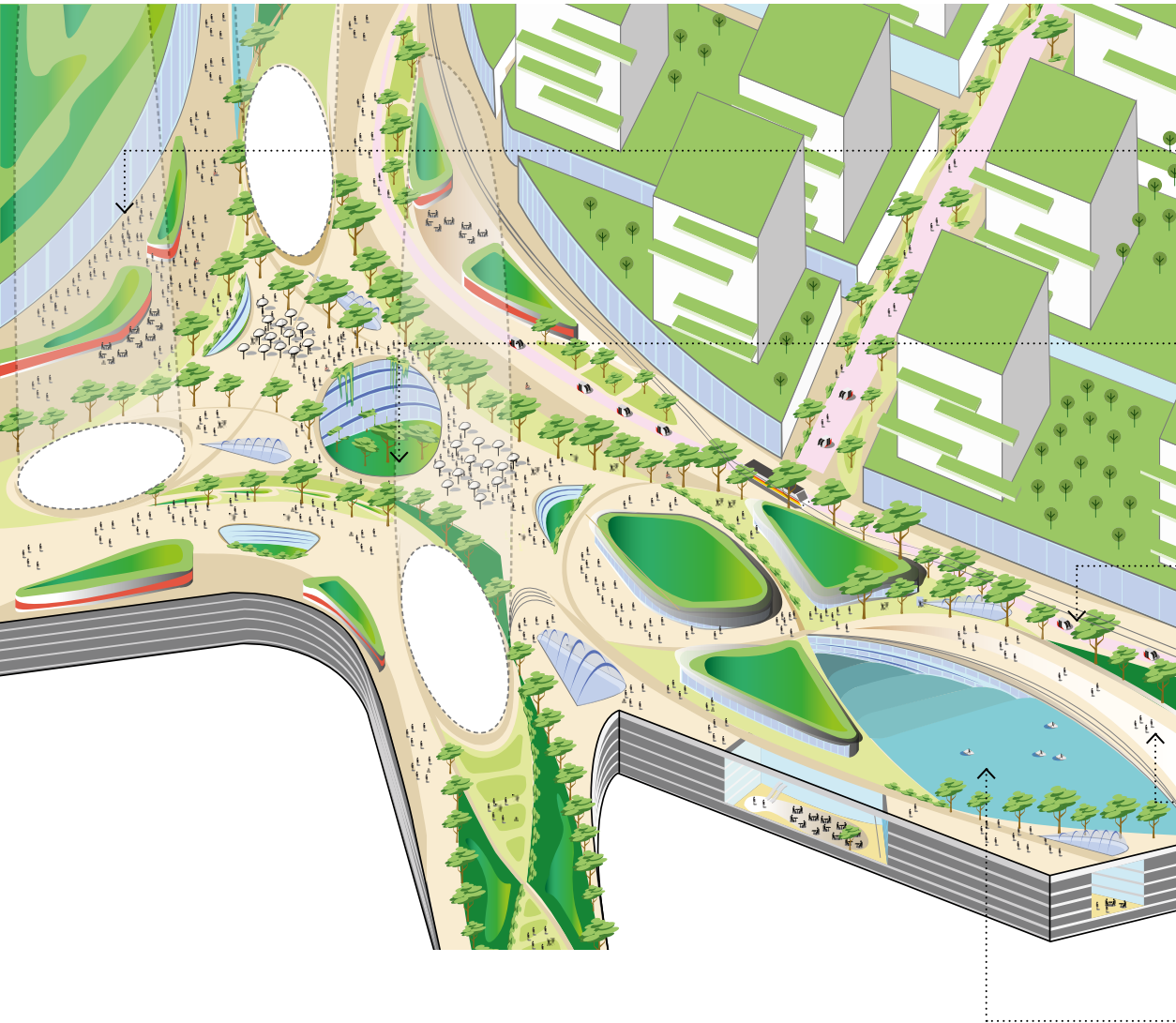
THE CENTRES

The star centres are the heart of energy and activity within Bandar Malaysia. They provide the commercial, social and cultural focal-points from which value radiates outward throughout the site as Bandar continues to grow.

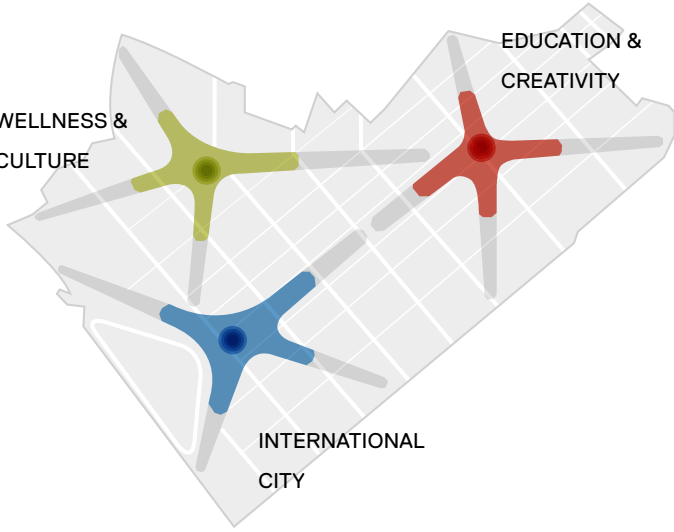
As places of high-density activity and value in our scheme, retail, entertainment, dining, celebration and transport are clustered together in these areas, distributed below and within the new pedestrian ground level. These public-focused functions are interspersed with landscaping, water, and shade

to provide new outdoor spaces accessible to residents of Kuala Lumpur throughout the day and night. Voids and vertical connections ensure that pedestrians are able to seamlessly connect between the underground city and the star-level exterior public realm.

Light rail and e-vehicles are located at-grade, providing pedestrians with rapid and frequent onward connections from the centres to the wider Bandar development.



-  Sunken Gardens
-  Eco Transport
-  Parade Ground
-  Grand Canal
- 



Connecting between the centres of Star 1 & 2 are the new parade ground and grand canal. These sit together on the major site axis – a powerful organisational and visual link that juxtaposes the HSR station at the southern site border with the mosque to the north. Interspersed within this axis are new strands of parkland, ensuring places of shade, rest, and recreation are created along Bandar's primary axis.

Below ground retail & entertainment



Places for congregation



Night time culture





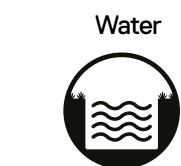
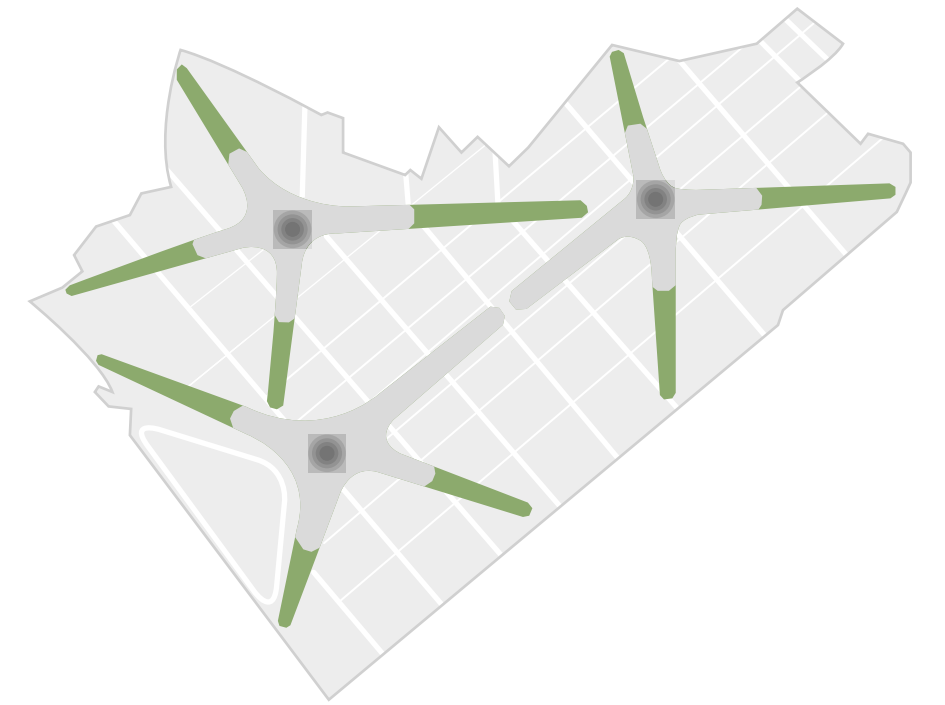
The parade ground and canal promenade enliven the site's main axis.



Pedestrian promenade
along the Grand Canal

THE EDGES

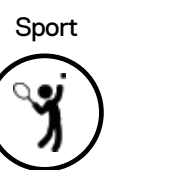
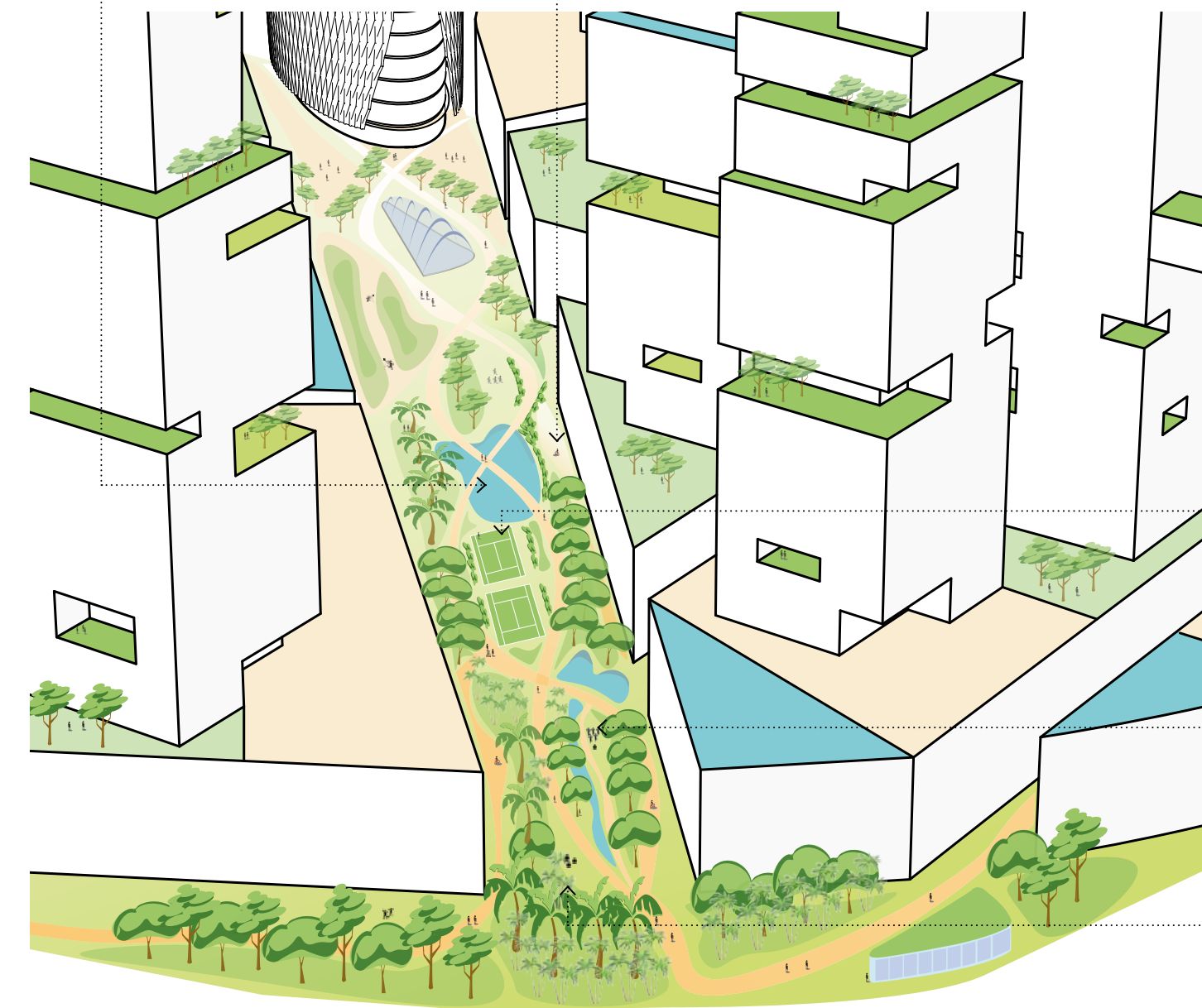
The periphery of the stars are defined by serenity and wellness. Emerging from the centres, these are the areas where residents and visitors to Bandar Malaysia are able to immerse in nature and tranquility. Water courses, vegetation, gardens and swales are interspersed with places for relaxation, sport, and meditation. Pedestrian routes weave through pockets of jungle and water, connecting the new residents of Bandar with meaningful areas for health and wellbeing.



Water



Eco-transport



Sport



Tranquility



Nature

Water courses



Places for sport



Places for relaxation



Dense vegetation





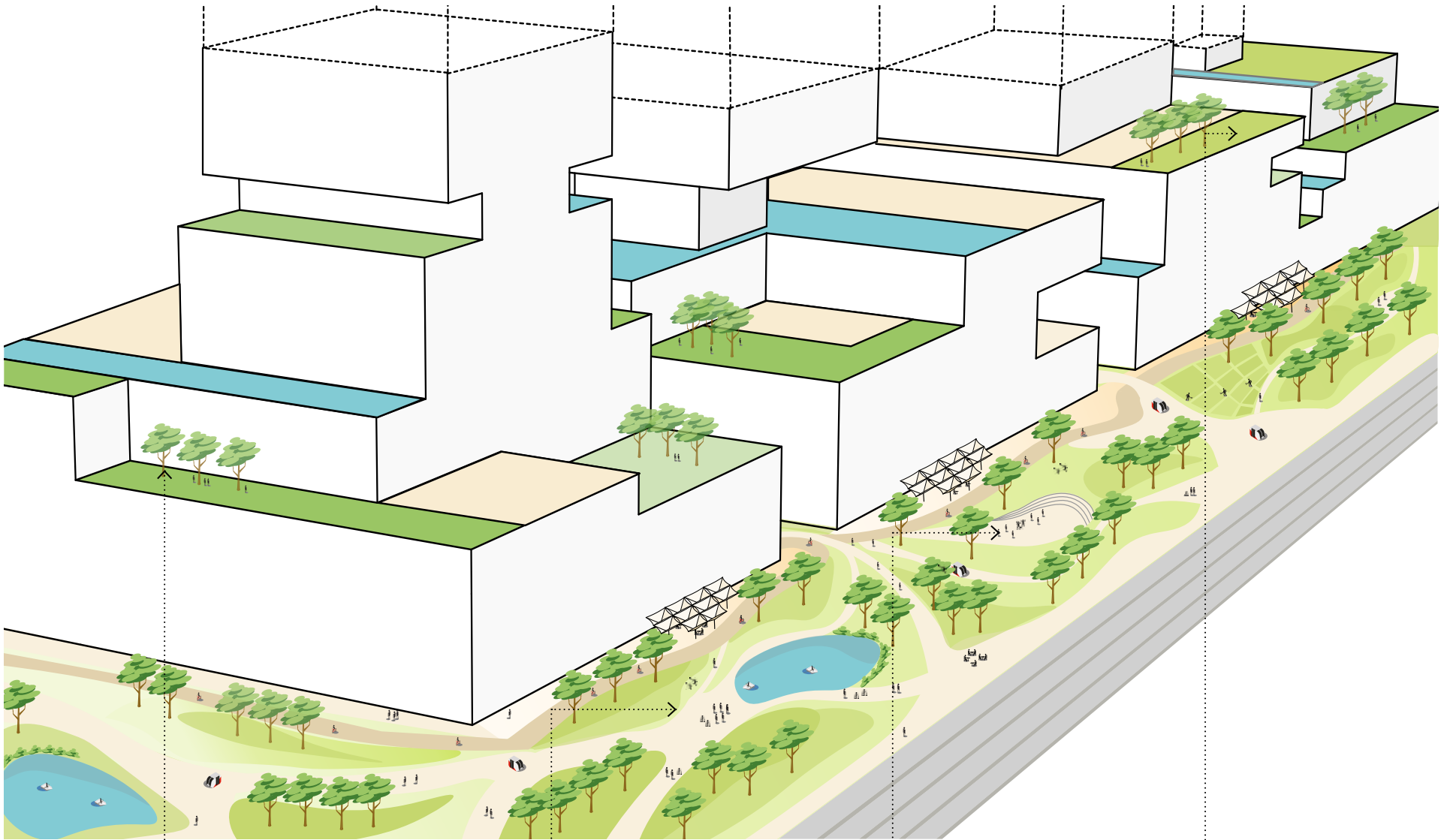
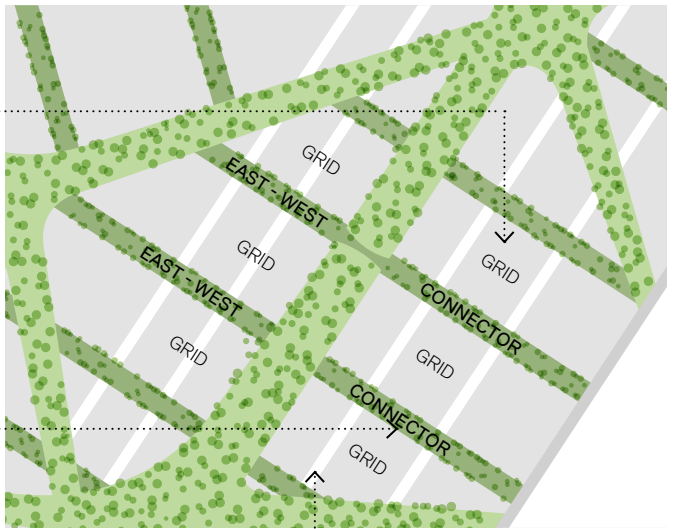
A pedestrian-focused environment at the star level creates a vibrant live-work-play community.

PEDESTRIAN GRID

Contributing to the accessibility of a walkable high-density destination, Our proposal incorporates a primary urban grid that runs in an east-west direction. The grid is of a flexible scale, coordinates easily with the planning of the underground city and provides an adaptable framework for the identification and sale of land parcels.

Secondary landscaped 'connectors' maintain a local precinct and community focus, accommodating smaller scale local versions of the types of uses within the site's primary public realm corridors.

Finally, tertiary lanes create permeable breaks in buildings, interconnecting a plethora of community spaces, pocket parks, gardens, and terraces.



A sustainable place



A place for leisure



A place for the community



Food growing



Balancing the HSR
Terminal, the mosque
creates the terminus of
the site's main axis.



A DAY IN THE LIFE OF BANDAR MALAYSIA



Dato' Michelle Yeoh
VIP Visitor



Sam Jones
International Business Investor



Siti Sharifah
Tech Developer



The Lim Family
Bandar Malaysia Residents

09:17 AM

Dato' Yeoh arrives to the VIP parking and receiving area.

10:08 AM

Dato' Yeoh smiles for a team of photographers as she boards a private boat along the Underground City canal. Today's photo shoot will promote Bandar Malaysia as Kuala Lumpur's most exciting new tourism destination.

01:43 PM

Dato' Yeoh makes an appearance at the 30th Anniversary Exhibition of Dato' Jimmy Choo's design collection currently on display at the Bandar Exhibition and Design Center.

03:02 PM

Bandar's 5-star luxury hotel welcomes Dato' Yeoh for afternoon tea as she prepares for the evening's world premiere of her newest movie.

07:23 PM

Dato' Yeoh waves to the crowd as she enters Bandar Malaysia's posh events center for the world premier of her newest movie. The biggest names in fashion and film walk the red carpet to give interviews to eager journalists.

11:41 PM

Glasses are raised in a toast to Dato' Yeoh as she enters the observation deck at CREC tower to kick-off her world-premiere after-party in Bandar Malaysia's newest gastronomic destination by Redzvawan Ismail, "Chef Wan."

08:13 AM

After watching the sun rise over Kuala Lumpur's iconic skyline, Mr. Jones grabs his coffee and exits his luxury high-rise living accommodation, walking down the lushly landscaped pedestrian boulevard to his company's new HQ in Bandar Malaysia's premier international business district.

11:37 AM

A delegation of potential investors arrives on the high speed rail link from Singapore, curious to tour the site with Mr. Jones. Aboard Bandar's light rail system, Mr. Jones points out the development's broad transit accessibility, plentiful lifestyle options, and access to balanced, healthy living.

04:04 PM

Mr. Jones strides past Bandar's cutting-edge e-commerce center to check the international rates as markets open in Europe.

07:18 PM

With a few hours to spare before the US markets open, Mr. Jones grabs a quick dinner at one of his favorite rooftop restaurants before catching Nicol David in an exhibition squash match at Bandar's sports and entertainment complex.

09:36 AM

Siti emerges into the bright and active landscape of Bandar Malaysia as she arrives by MRT from her apartment on the outskirts of Kuala Lumpur. She makes her way toward her studio space in Bandar Malaysia's tech innovation cluster where she develops tech devices for aspiring musicians.

01:13 PM

Several friends from the nearby software development start-up stop by to talk about how Siti's recent product might work with the latest music app they are developing. The group decides to discuss the possibilities over lunch in a shady spot of the nearby "learning commons."

03:52 PM

Siti and her friends head to the MegaArcade -- Malaysia's largest indoor gaming environment -- for a mid-afternoon break. Situated at the heart of Kuala Lumpur's biggest tech community, the arcade even provides the opportunity to test new games before they hit the market.

06:28 PM

Siti just received a text message that her latest prototype has been 3-D printed and is ready for testing. She drops by Bandar Malaysia's digital fabrication workshop en route back to the MRT to get some shut-eye before tomorrow's meeting with angel investors.

07:47 AM

Mom, Dad and their two children board the Bandar light rail system as they make the quick, early morning journey from their home to the nearby school. The children step off the LRT to join their school friends and teachers as mom and dad continue down the line to their jobs minutes away in Bandar's commercial center.

10:33 AM

Today is "Visit Bandar" day at the local school, and the children make their way through a tour at Bandar's Islamic Culture and Art Centre. Afterward, the children will have some time to eat lunch and play on the landscaped boulevard.

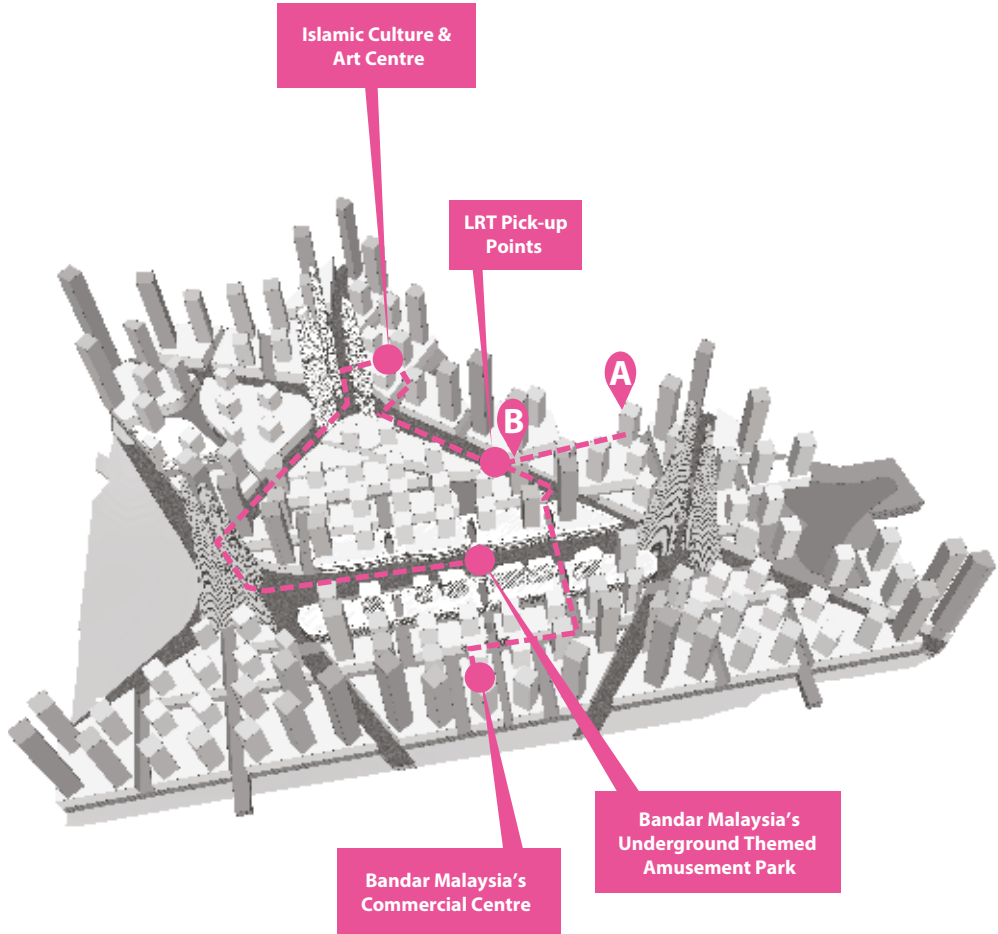
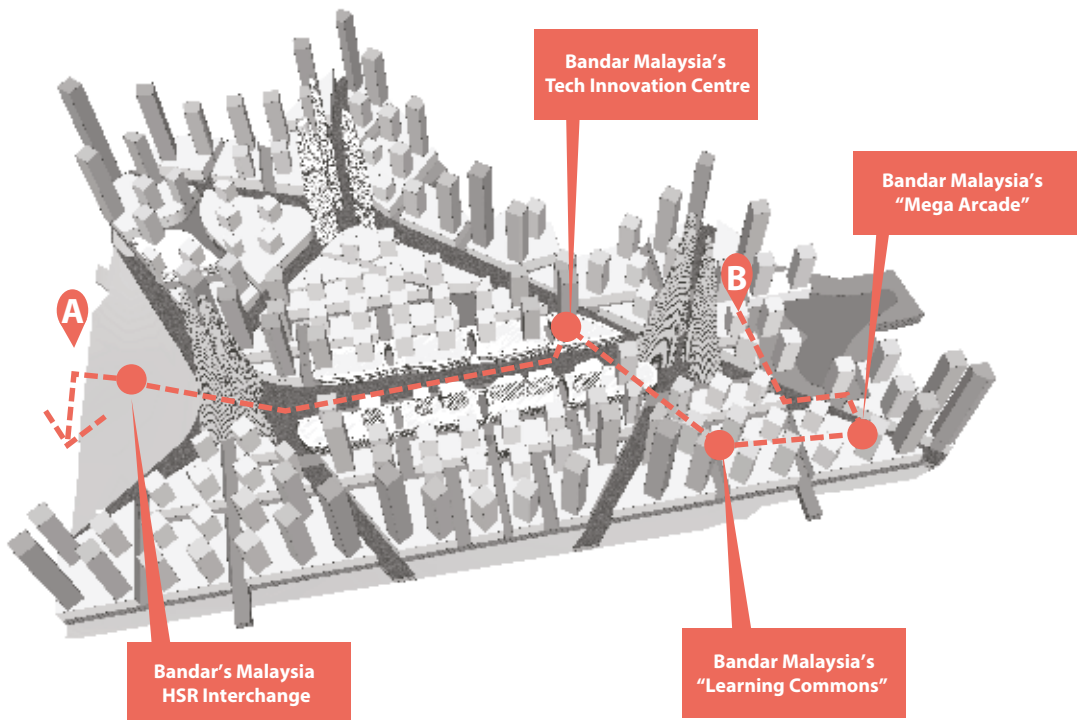
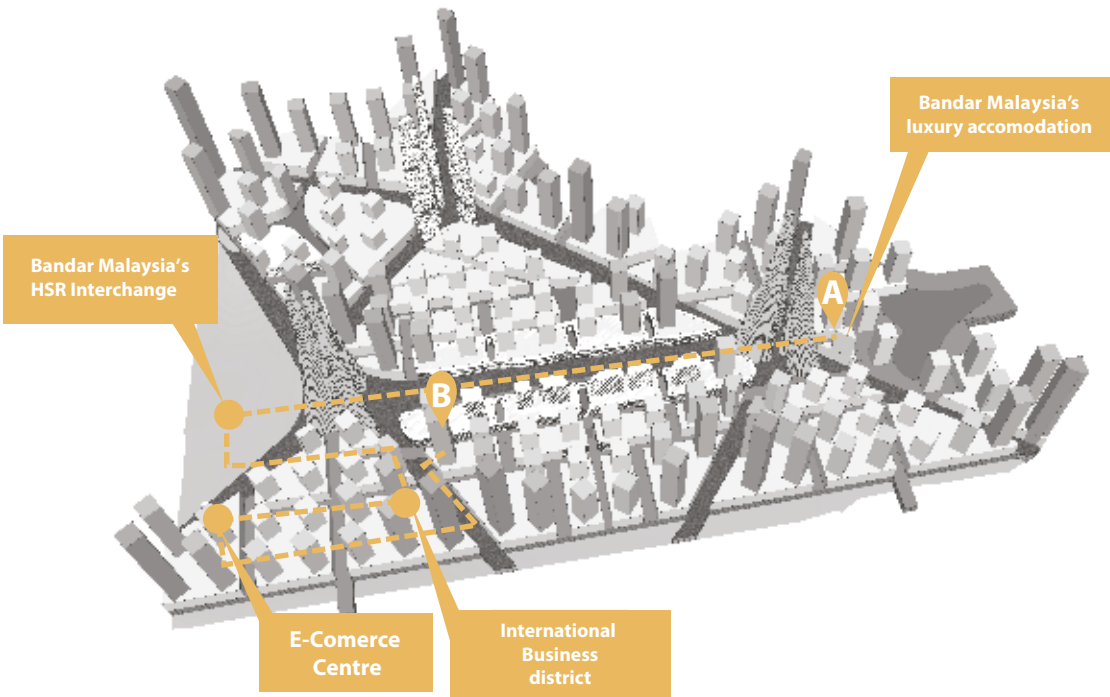
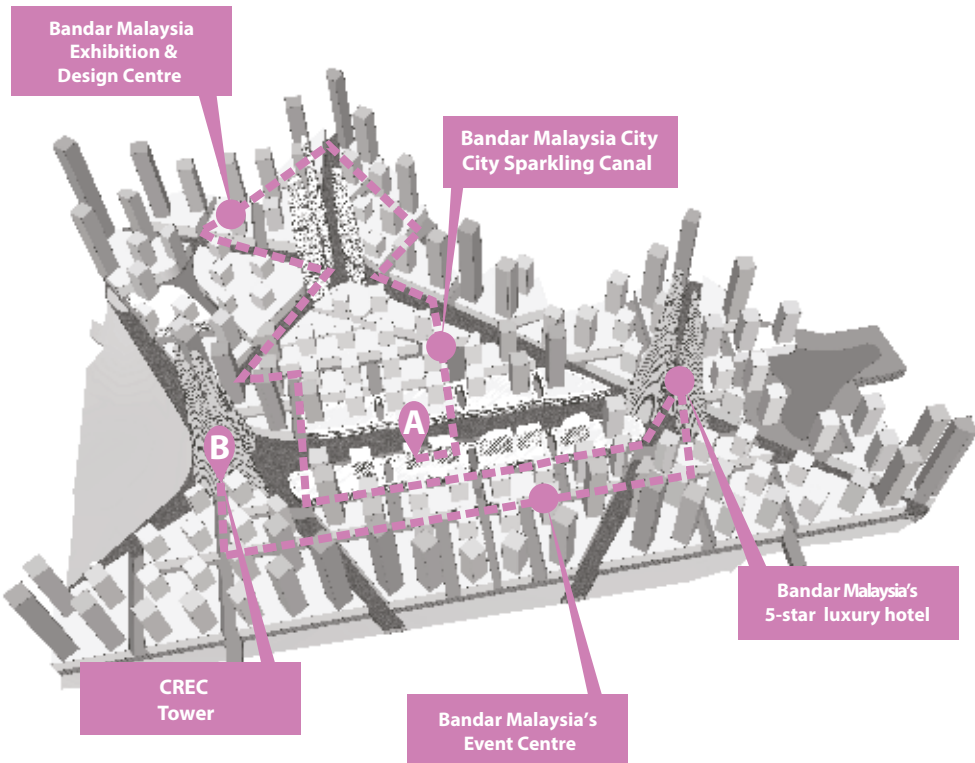
12:55 PM

It's time for some exercise, and the school group makes their way to the amusement park for an afternoon of fun.

04:48 PM

With school activities winding down for the day, the children reunite with their parents to ride the light rail back home for dinner and homework time.

Yeoh image courtesy of: [popcultureuncovered.com](#).
Other images courtesy of "Stockimages" and "Hin255" at [freedigitalphoto.com](#)



MATA DEWASA MELIHAT KAKI LANGIT BERSINAR
TERAPUNG DI ALAM ANGKASA
ALAM YANG SEPI, HATI YANG GIRANG
GALAKAN KELUARGA DAN RAKAN BERJAYA

MANISNYA PENCAPAIAN

THE EXPERIENCED EYE WATCHES
THE GLOWING HORIZON
A HEART FULFILLED IN THE SILENT SPACE
NATURAL SERENITY, A DETERMINED HEART
KIN ELATE AND BROTHERS TRIUMPH

SUCH SWEET VICTORY

ACHIEVING EARLY SUCCESS

THROUGH FOCUSED DEVELOPMENT

Bringing Bandar Malaysia to life is an endeavour decades in the making. It will shape – and be shaped by – Malaysia's future growth. In this context, delivering an early success in the first phases of the project will be essential for investors, Malaysian authorities, and the residents of Kuala Lumpur.

With focus on the importance of Bandar Malaysia's "first moves," we recommend a multi-phase development strategy that begins with clustering initial investment around the site's transportation infrastructure. Building on these two high-density, high-value nodes, market-driven demand can grow development outward across the site, building on and connecting to existing development. This strategy will allow Bandar Malaysia to maintain high-quality entrances to the site, manage construction away from developed areas, and respond to evolving market demand while balancing the overall mix of commercial and residential uses. In addition, focusing development around nodes and their connective corridors enables the integration of "underground city" amenities and the star-based public realm within even the earliest phases of development, setting Bandar Malaysia apart as a premier destination in the market.

PHASE 1A

International Business & Commerce

68 acres

27 million sq ft

22 towers

110-storey max. tower height

39,000 people

64,000 jobs

18,000 parking stalls

7.8 plot ratio

PHASE 1B

Education and Creativity

75 acres

32 million sq ft

29 towers

80-storey max tower height

56,000 people

75,000 jobs

22,000 parking stalls







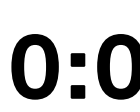
8.2 plot ratio

DEVELOPMENT PHASING STRATEGY

GROWING WITH THE MARKET



Total Acres	Towers	Total Jobs
480	147	346 <small>Thousand</small>
Square Feet of Development	Plot Ratio	Total Population
162 <small>Million</small>	7.8	349 <small>Thousand</small>

	 Acres	 # of towers	 Max height	 Population	 Jobs	 Parking	 Plot Ratio
PHASE 0	<div><div></div></div> <div>33.3</div>	0	0	0	1220	1,538	1.1
PHASE 1A	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>68.0</div>	22	110	39,323	64,392	17,948	7.8
PHASE 1B	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>75.0</div>	29	80	56,128	74,891	22,356	8.2
PHASE 1C	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>38.3</div>	20	80	42,503	36,431	14,733	9.4
PHASE 2	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>42.0</div>	20	60	49,528	35,946	11,137	9.4
PHASE 3	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>106.0</div>	37	80	79,583	98,320	9,407	7.3
PHASE 4	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div>39.6</div>	19	80	81,508	34,452	7,882	10.2
TOTAL	<div><div>RESIDENTIAL</div><div>HOTEL</div><div>OFFICE</div><div>RETAIL F&B</div><div>ENT</div><div>OTHER</div></div> <div>480</div>	147	110	348,572	345,651	85,001	7.8

REGIONAL TRANSPORT

A CONNECTED CITY

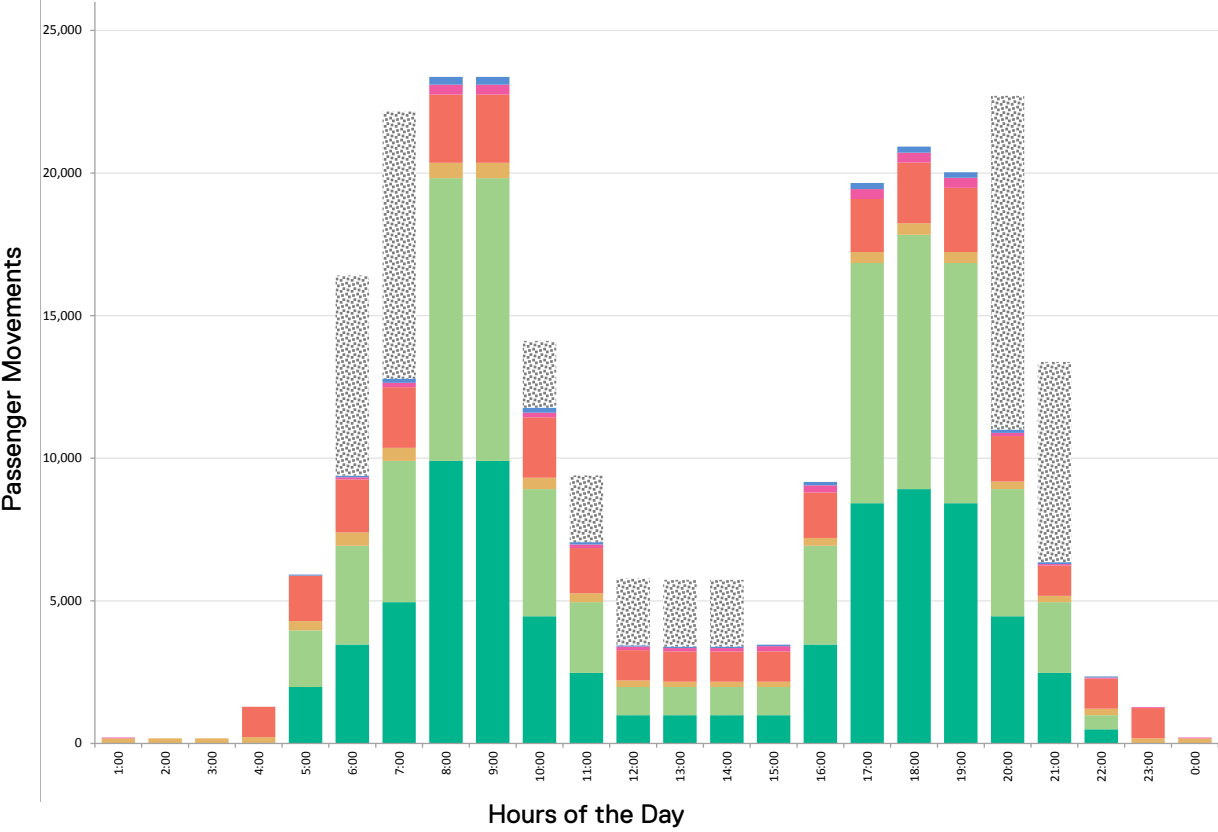
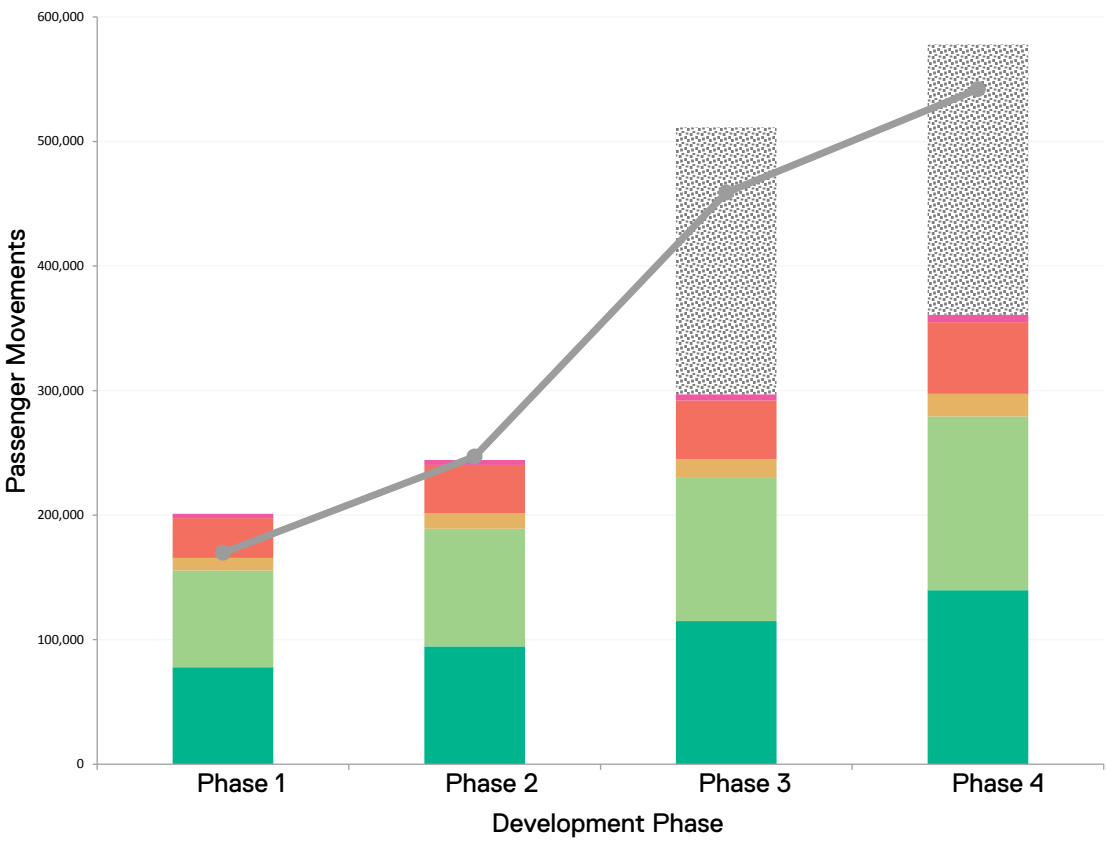
Public Transport

Bandar Malaysia is a connected city – connected to Kuala Lumpur through the 2 dedicated MRT stations and the BRT, connected to the greater Klang Valley through the KTM Kommuter station and the BRT, and connected to the world through both the KLIA Express (and KLIA) and its own High Speed Rail (HSR) station. Through providing an integrated transport solution – both for arrival/departure as well as movement around the site – Bandar Malaysia can encourage positive public transport behaviour among residents of Kuala Lumpur.

We anticipate that Bandar Malaysia's public transport services may well serve over 203,000 passenger movements (Inbound + Outbound) per day – potentially 12.5% of the related MRT lines' daily passengers, 12.5% of related BRT lines' daily passengers, 15% of related KTM lines' daily passengers, and 20% of KLIA daily passengers.

Vehicle Accessibility

The Bandar site is also extremely well connected to the city and regional road networks. Eight proposed high-speed connection points service six existing highways as well as the proposed DUKE 3 project.

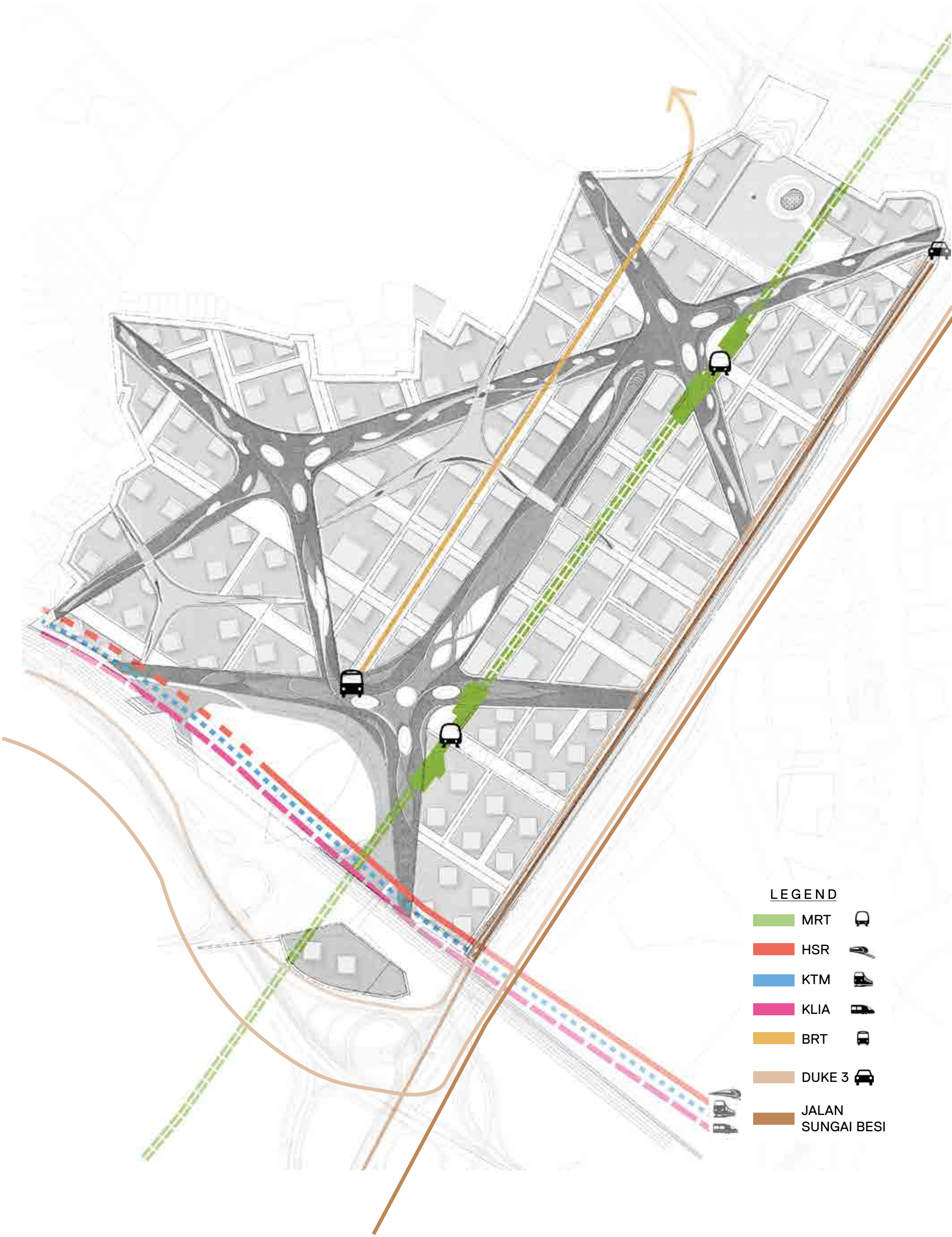


Balancing Capacity and Demand

Assuming a modest growth in public transport usage of 2.5% per annum over the 40 years development of the site, which is consistent with other developed countries, it can be shown that Bandar Malaysia will need to drive modified passenger behavior as well as investment in public transport infrastructure around the time of Phase 3 to meet the level of development-led demand.

We propose a three-part strategy to achieve additional capacity:

- Behavioral change: stagger public transport usage by modifying travel times to "miss the peak"
- Increased mode capacity: longer trains, higher capacity trains
- New services



ON-SITE TRANSPORT

A CITY THAT MOVES

Whether stepping aboard the next Light Rail car, summoning a Personal Automated Vehicle for point-to-point service, or cycling along the wide and shady boulevards, Bandar is a city that moves – seamlessly and effortlessly. It is anticipated that 70% of all external visitors to Bandar will arrive via public transport with 100% of internal trips undertaken via pedestrian, cycle and public transport modes. As such, Bandar’s multi-modal on-site public transport will include:

- Light Rail (LRT)
- Personal Automated Vehicles (PAV),
- Road based modes, including walking and cycling



Light Rail

Light rail provides the backbone of Bandar Malaysia’s on-site mobility strategy. State-of-the-art light rail vehicles, without wires or overhead masts, will glide along the main boulevards. Flexible rolling stock will allow LRT vehicles to grow from two to six cars, allowing Bandar’s surface transport fleet to grow with the scale of development over time.

Initially we propose a fleet of 3 car sets, operating from stations and shelters no greater than 400 metres apart, with service headways every 4 minutes. LRT station shelters will be integrated with building entries, porticos, and even building foyers for enhanced access even in challenging weather conditions. A Bandar Pass will provide free LRT access to all Bandar residents.



Charging Stations for Personal Automated Vehicles

Personal Automated Vehicles

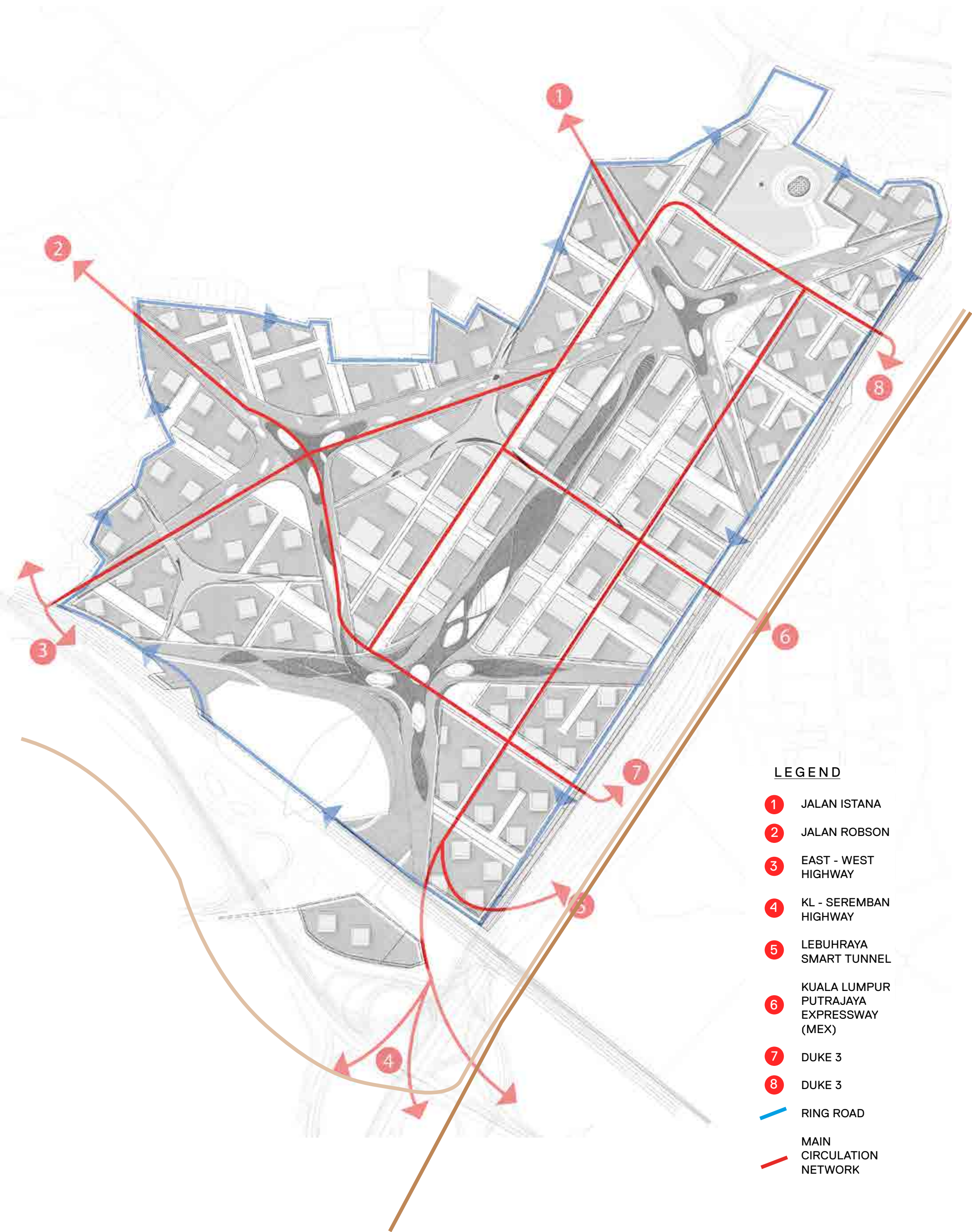
Personal automated vehicles (PAVs) provide on-demand, point-to-point service for individuals or small groups. Users may request private or shared options. PAVs are fully automated, shuttling passengers between destinations along a surface street network. Visitors and residents will be able to request a PAV through a mobile app, and will access a ride through a pass integrated with the MRT, KLIA, and KTM Kommuter services.

Precedents for this type of service exist in some of the world’s latest and most celebrated developments. One notable example is 2getthere, a service provided by SMRT Service Pte. Ltd. (SMRT Services) through the UAE’s Masdar City Personal Rapid Transit (PRT) system. The system recently carried its one millionth passenger, with system availability (reliability) of 99.4% and is widely regarded as a huge success.

In the Asia-Pacific region, SMRT and 2getthere Holding B.V announced a Joint Venture to market, supply and operate 2getthere’s Automated Vehicle systems in Singapore by 2017. 2getthere’s vehicles have the unique ability to operate autonomously in demanding weather conditions by using artificial landmarks for navigation. The 3rd generation vehicles are able to carry up to 24 passengers.



VEHICULAR ACCESS AND PARKING



Daily Trips and Vehicle Access

Bandar Malaysia is expected to generate approximately 90,000 peak vehicle trips. While initial analysis carried out by AturTrafik in September 2015 shows that the planned road network for 2043 will cater for most of the additional trips, further city wide transport modeling will help Bandar Malaysia optimize the level of vehicular access the site can provide.

Parking Strategy

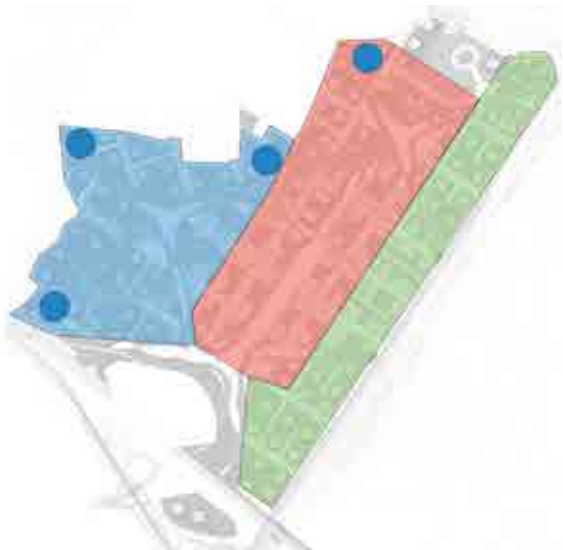
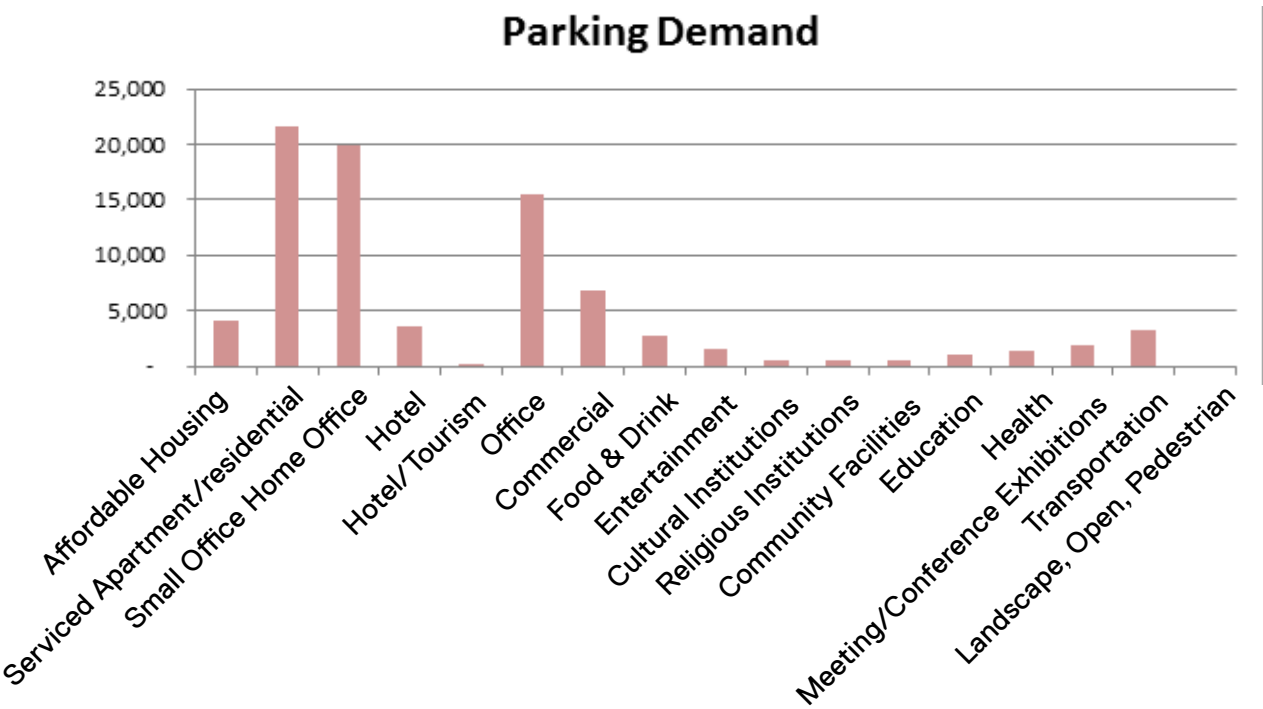
In addition, total parking demand is estimated to be approximately 85,000 bays. When compared to international best practice for a high mixed use area with substantial transit options (Hong Kong), parking requirements may fall as low as 56,000 bays (34% lower). Thus, we recommend a flexible parking provision strategy: 46,000 parking bays within basement parking for the mixed use office, commercial zones and transit zones; 10,000 dedicated use parking spaces within basements in the residential and hotel zone developments; and shared parking for 30,000 spaces in dedicated structures which can be converted to other uses as parking demand reduces and/or behaviour changes.

Peak Trips

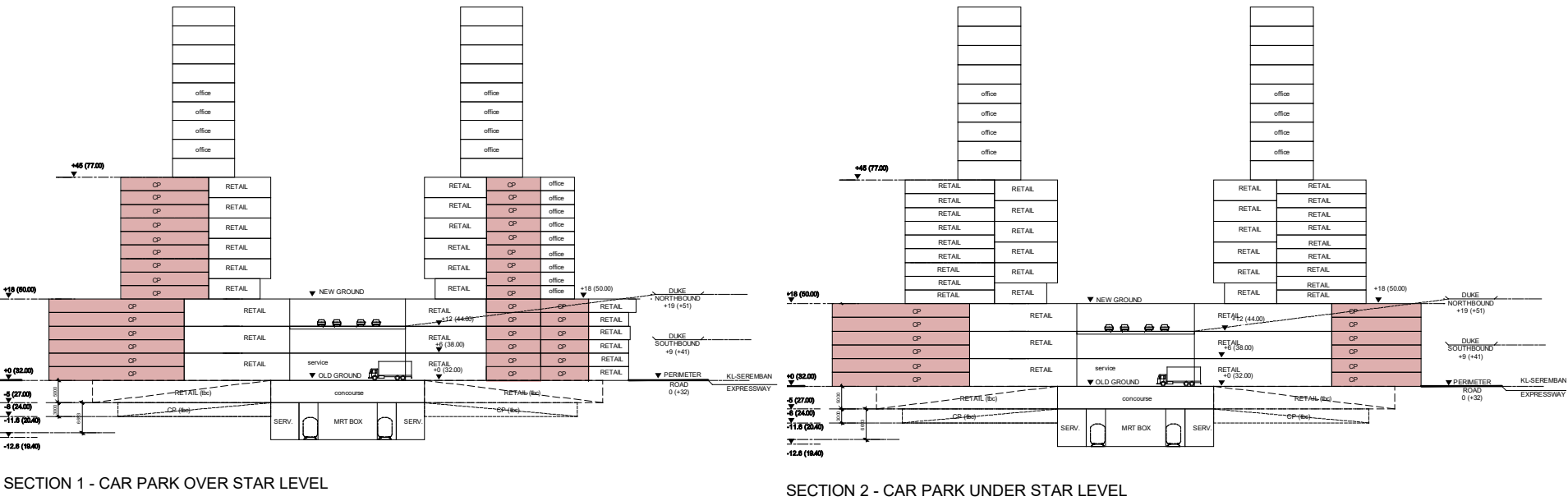
90 Thousand

Total Parking Bays

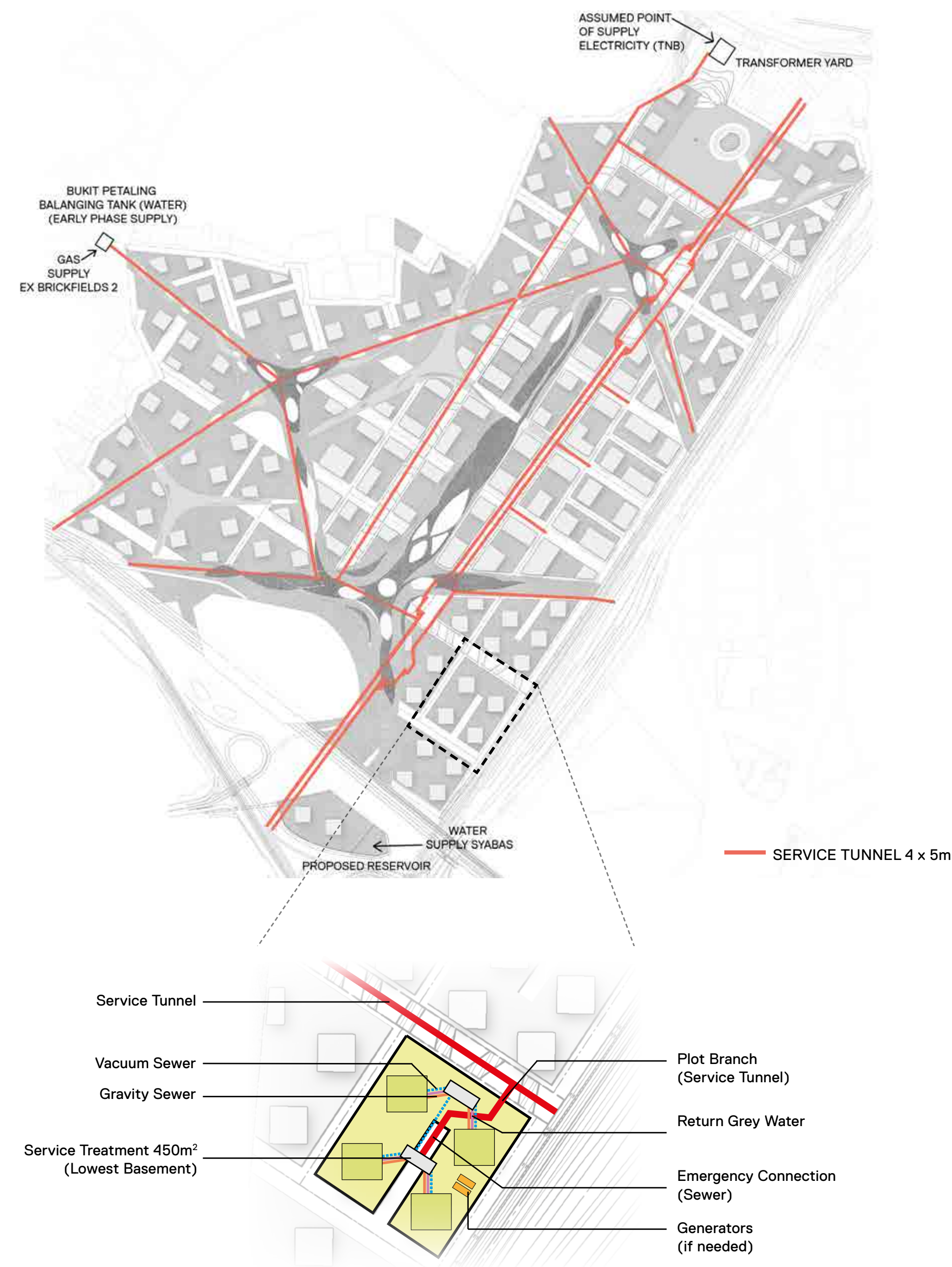
85 Thousand



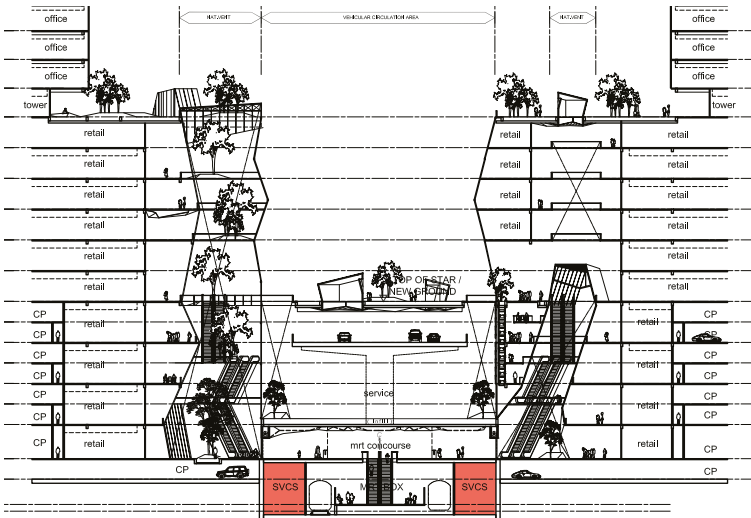
- LEGEND**
- Dedicated Parking structures for later conversion to other uses
 - Convertible parking zones - podium and basement
 - Basement parking only in transit zone
 - Mixed use parking in basement and podiums



UTILITIES AND SERVICES



	TOTAL	Phase 1A	Phase 1B
Water	Kl	Kl	Kl
Total water requirement	43,900	8,662	6,110
Potable	40,852	8,003	5,584
Recycled (Grey Water) Toilet Flush	3,089	659	526
Recycled water to Cooling and Irrigation	40,852	8,003	5,584
Sewage			
Total volume to be treated	43,900	8,662	6,110
Approximate No of Treatment plants	53	8	8
Electricity	KWe	KWe	KWe
Total Estimated Demand	429,883	63,187	93,435
From Photovoltaic sources	128,965	18,956	28,031
From Grid or on site generation	300,918	44,231	65,405
Approximate No of Generation plants	100	10	14
Gas (Domestic only)	GJ	GJ	GJ
Total Estimated Daily Demand	16,000	2,350	3,500
Gas (for electricity generation) (40% efficiency)	65,000	9,500	14,000



Water

SYABAS standards have been used to establish a present base, however the advancement of technology and growing public awareness will likely significantly reduce future consumption of water. As such, we have proposed a range of technologies focused on reducing consumption and creating greater flexibility for the spatial arrangement and servicing of utilities.

With an estimated total water demand of more than 43 million Litres per day, bulk supply of potable water will be from SYABAS. A dual water supply system at the building and plot level will augment non-potable uses (irrigation, waste conveyance, fire suppression) with recycled grey water and harvested rainwater. Reservoirs will be integrated into the site's development for storage of 24-72 hours of demand volume for various uses.

Reduction strategies will include: remote metering of individual consumers, flow reduction technologies at the point of use, and grey water harvesting techniques.

Sewers

We propose that effluent will not be delivered to SYABAS for treatment. Instead, the latest technology in distributed treatment plants will be provided on a plot or individual building basis. All effluent will be treated on site, with treated water utilised for toilet flushing and irrigation. Vacuum sewers will aid the horizontal conveyance of waste while reducing the necessary site excavation along the site's major spines of development.

Stormwater and Rainwater Harvesting

To reduce the demand for potable water, rainwater will be harvested from all impervious surfaces and mainly collected in underground storage tanks. Where possible, incident precipitation will be filtered, either through porous paving and associated filter matrices, or through biological filters associated with planting and drainage swales.

Energy

We estimate Bandar Malaysia's overall electricity demand near 430 MW, nearly three-quarters of which will be drawn from the National Grid (TNB), and the remaining amount generated on site through photovoltaic devices, including building integrated photovoltaic systems (BIPV).

Over time, with advancements in education, technology, and demand behaviour, grid-supplied electricity may be reduced to approximately 30-35% of current estimated demand. Natural Gas, sourced through Gas Malaysia Berhad's Brickfield area could supply gas used for all cooking, resulting in an approximately 30% reduction of total energy demand. Additional energy sources include biogas manufacture from the site's sewage and biomass, co-generation from domestic waste, heat pumps, and kinetic sources (such as generation pads that create electrical energy from the movement of motor vehicles).

ICT Add Philosophy and functionality

At an initial stage it is proposed that fibre optics be provided to facilitate data and voice over internet. In the longer run, the method of communication installed will be driven by development of new platforms which may obviate the need for fibre installation. Wi-Fi in public places is also recommended to enable the use of mobile technology in optimizing user experience of the site (particularly as it relates to engaging with site transport systems).

Cooling and Ventilation

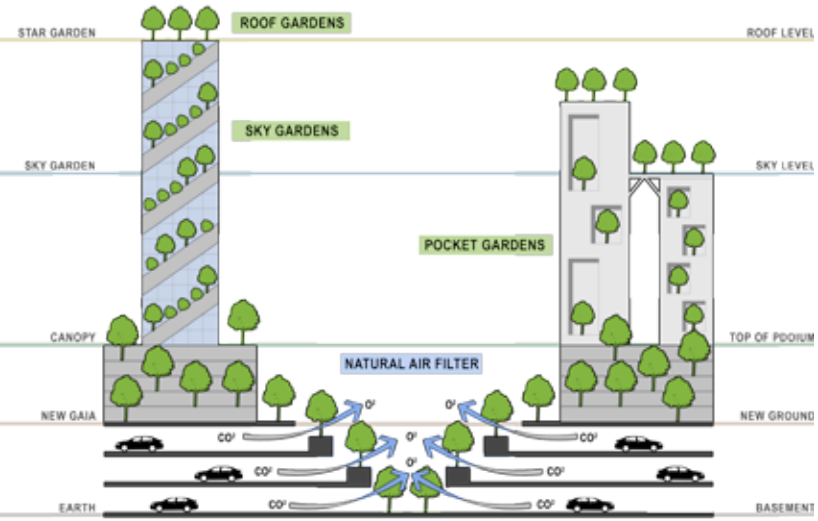
We propose that centralised cooling is provided on a case-by-case basis, and that waste heat generated could be used for water heating throughout the site. A variety of air conditioning and forced air ventilation technologies will be selected on a case-by-case basis to manage demand and reduce energy consumption.

SUSTAINABLE CITY

Whether through shifting public behaviour patterns toward increased public transportation use, or integrating advanced building technologies to generate energy and reduce water consumption, Bandar Malaysia will set a new standard for sustainable development in Malaysia – a catalyst for the transformation of cities in Southeast Asia.

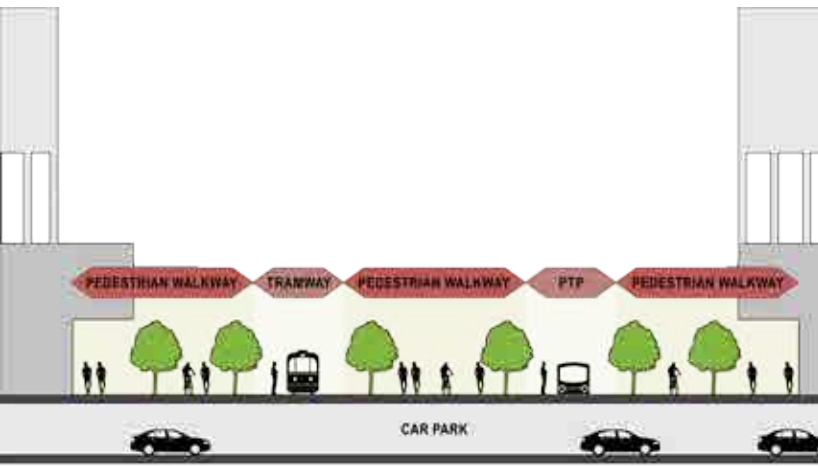


Greenery and Vegetation



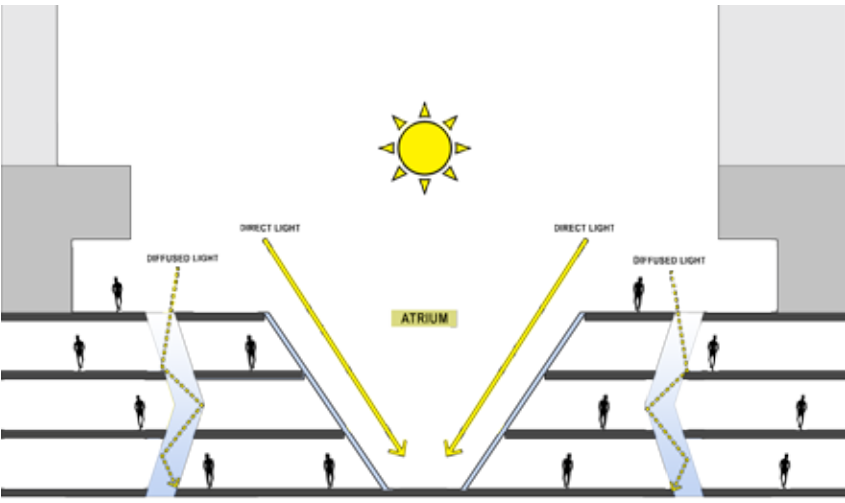
Bandar Malaysia's architectural guidelines will integrate densely vegetated features, such as roof gardens, sky gardens, and pocket gardens reduce urban heat island effect, provide access to nature, and improve air quality through filtration and carbon sequestration.

Carbon Neutral Travel



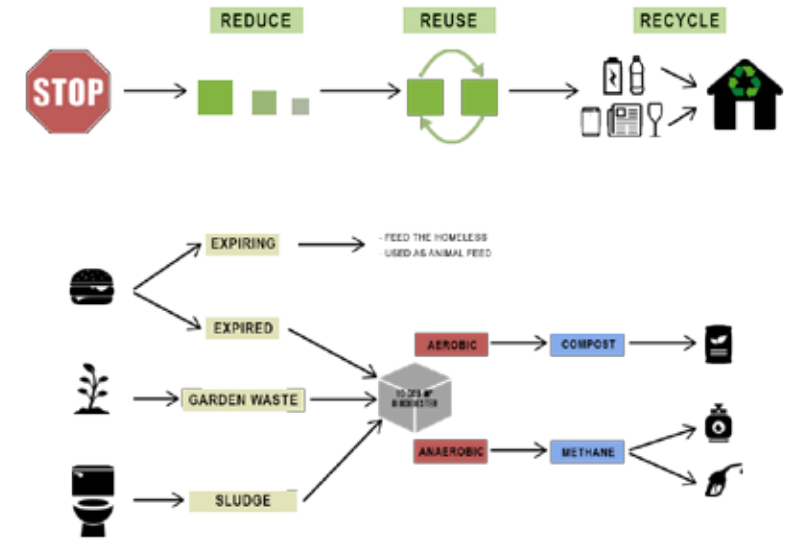
The entire new ground level is pedestrian and non-motorized vehicle focused with dedicated lanes for walkways, bicycles and trams. Vehicular access and parking is located underground, minimising and discouraging vehicular access.

Daylighting



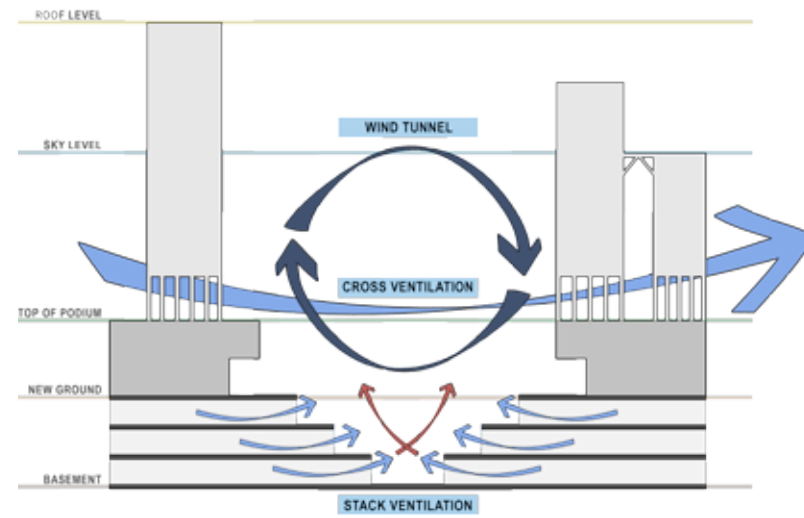
Atria located throughout the podiums bring light into the underground city, facilitated by light tubes or sun tunnels for diffused daylight within these lower levels.

Waste Handling



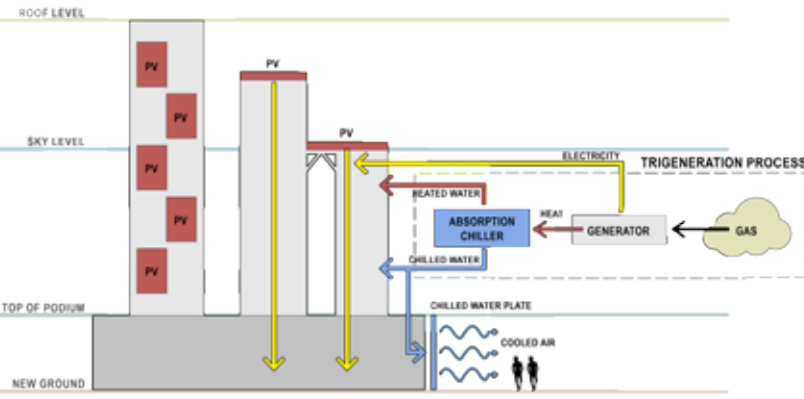
The solid waste strategy prioritizes the reduction of non-biodegradable materials, and the reuse and recycle of certain waste into new products. Recycling collection will be integrated into site operations and facilities where it will be sorted and minimally processed before being sent to external processing locations. Organic wastes – food, plant and human waste – are channelled to a biodigester for compost or methane gas production to support the ongoing maintenance and operations of the site.

Wind Manipulation



The towers are all lifted on pilotis to allow for cross ventilation to occur through the public spaces. Buildings are shaped at the ground level to encourage passive ventilation and vertical atria facilitate stack ventilation.

Energy Generation

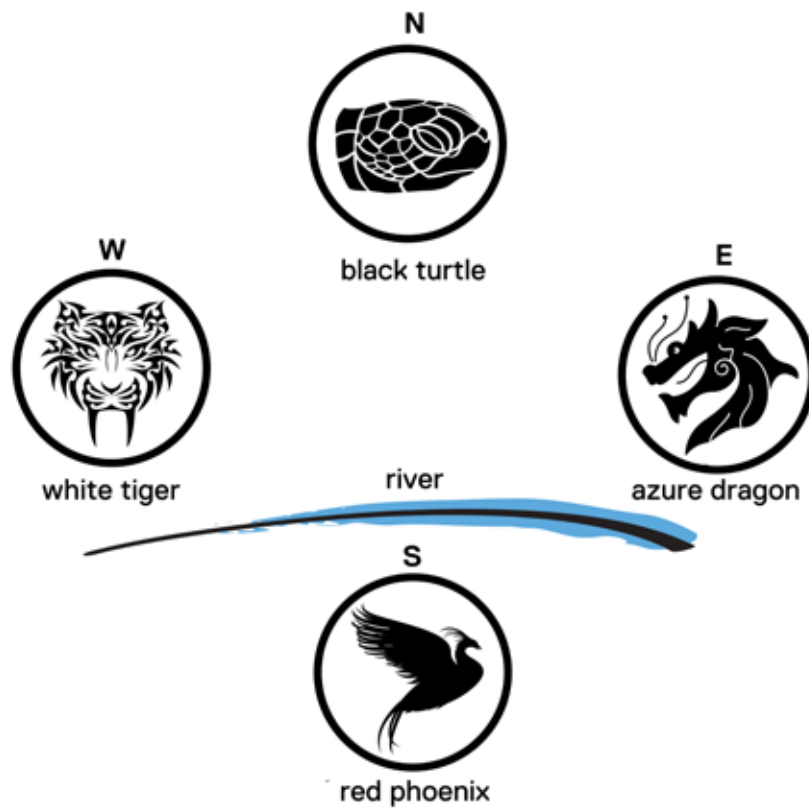


Energy production is generated via photovoltaic panels that could power about 30% of energy demand in the tower levels. A tri-generation process uses a gas generator to produce electricity as well.

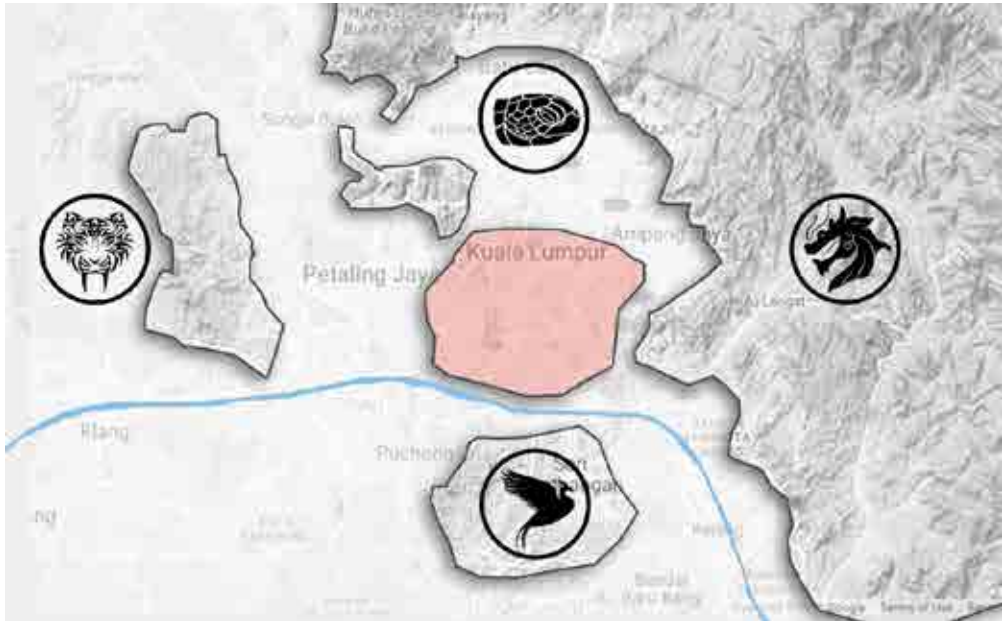
FENG SHUI

The origin of sustainability can be traced to the idea of Feng Shui or the art of placement. Bandar Malaysia is strategically located with reference to these principles. With adjustment to some topography and the modern interpretation of these principles, such as a water-based temperature reduction feature, Bandar Malaysia can draw from the insights of the traditional art of placement.

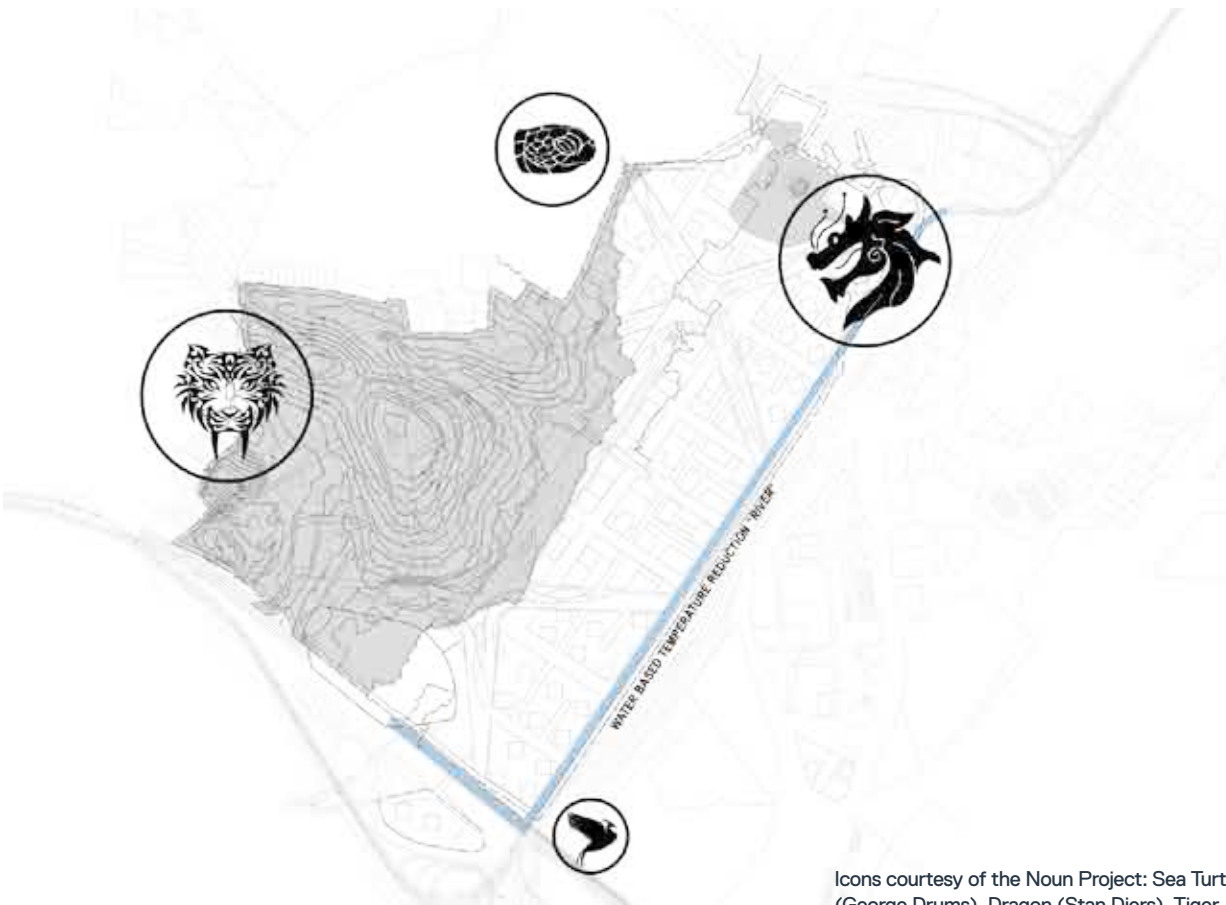
Feng Shui Concept



Feng Shui Concept applied in the greater region of Kuala Lumpur.



Feng Shui Concept applied in Bandar Malaysia.



Icons courtesy of the Noun Project: Sea Turtle (George Drums), Dragon (Stan Diers), Tiger (Judith Valderrama), Phoenix (Sophia Lee)

BANDAR MALAYSIA IN 2040

Given its scale and vision, Bandar Malaysia will be a prominent catalyst for the future development of Kuala Lumpur for decades to come. In that time, changes in technology, consumer behaviour, climate and other trends will undoubtedly impact the nature of the site and its master plan. Smart Cities are at the leading edge of anticipating, measuring and adapting to this change through the predictive power of big data and the unending pursuit of innovation. Bandar Malaysia must become Kuala Lumpur’s newest and smartest city centre.



Lee Su Fei
CEO, Innovative Tech Media

“We are so glad that we relocated our innovation hub to Bandar Malaysia. The IT infrastructure and the proximity to other creative companies clustered within the site have created a living laboratory for the future. We can create a new product, and then test it the very same day by stepping right outside our door with some of the brightest professionals who have decide to live, work, and play at Bandar Malaysia.”

Images courtesy of “StockImages,” and “Image-ryMajestic,” at FreeDigitalPhotos.net



Suthan Nair
Programmer & Web Developer

“I decided to start my career here after college because Bandar Malaysia is like living in the future. I can request an automated car to take me from work and drop me at some of the best entertainment and sport venues in all of Kuala Lumpur – and I can do it all from my phone! This is exactly what future generations of people will want from life in cities.”



Augustin Melankov
International Curator and Artist

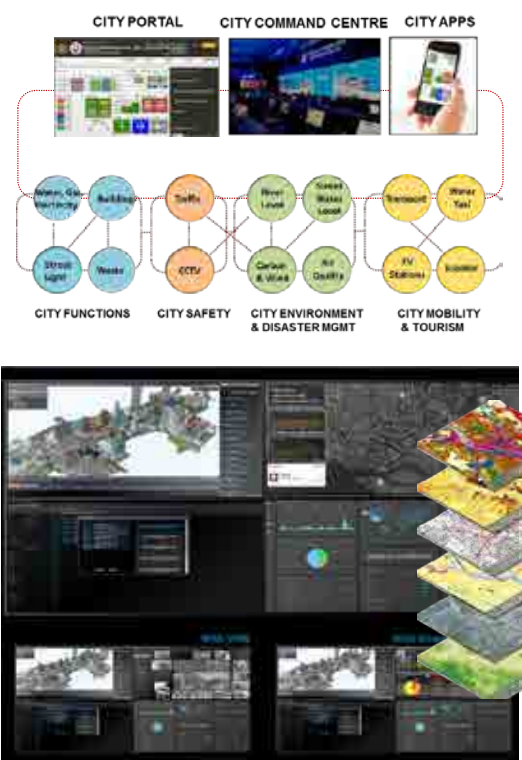
I was so honoured when the Islamic Cultural Centre invited me to curate an annual four-day arts and cultural festival. Bandar Malaysia’s venues have attracted such large crowds that Kuala Lumpur has become a new cultural hotspot in Southeast Asia. In fact, I think Bandar has shifted the centre of global contemporary culture toward Asia.”



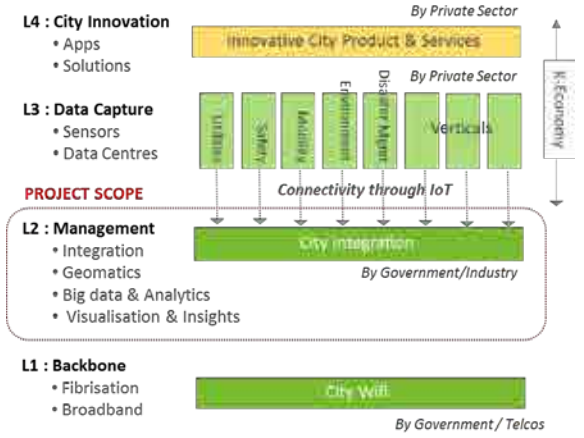
Norhayati binti Zulkifli
Guest Experiences, Y Hotels

“Ten years ago we decided to bring the Y hotel brand to Bandar Malaysia because of its focus on luxury experiences. Since then, our property in Bandar has helped us innovate our own brand by testing new concepts, technologies and experiences with the types of travellers that are attracted to the site. We are lucky to have grown and evolved with Bandar Malaysia over the years.”

Flagship Project : City Infostructure



Criticality of Level 2 to Integrate City Systems for City Performance and As Platform for Private Sector Participation/Investments to Accelerate Economic Growth in Malaysian Cities – Turning Big Data into Value (the New Oil)



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In addition to Constellation City’s “hard” sustainable design elements, Bandar Malaysia must consider the impact of “soft” elements -- technology and innovation -- on the future of its development. Technology-enabled “big data” in cities has a number of impacts, including:

- For city authorities, big data supports new expectations, performance targets and management indicators
- For city businesses, big data creates market advantage in terms of developing predictive power for future market trends and influences
- For city mobility, big data can facilitate more effective management of movement, emissions and congestion
- For citizens, technology can contribute to a more liveable and accessible city.

Developing a framework for leveraging these opportunities, alongside leadership commitment and intense partnership with the private sector, is critical to delivering a technology-enabled masterplan. The integration of city systems with an “info-structure” can catalyse growth, innovation, citizen satisfaction, industry investment, and environmental performance.

PLOT AREAS



Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
Phase 0 (HSR)	33.27	1.83	0	0	-	1,220	1,538	1.1
Phase 1A	67.95	27.50	22	110	39,323	64,392	17,948	7.8
Phase 1B	75.03	32.07	29	80	56,128	74,891	22,356	8.2
Phase 1C	38.34	18.68	20	80	42,503	36,431	14,733	9.4
Phase 1 (Total)	181.32	78.25	71	110	137,954	175,714	55,037	8.3
Phase 2	41.95	20.42	20	60	49,528	35,946	11,137	9.4
Phase 3	106.03	40.29	37	80	79,583	98,320	9,407	7.3
Phase 4	39.58	21.01	19	80	81,508	34,452	7,882	10.2
Total Scheme	480	161.81	147	110	348,572	345,651	85,001	7.8

Summary

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
Star One	34.16	5.47	3	110	7,819	12,805	2,236	3.1
1	7.73	5.70	4	80	8,156	13,355	3,530	14.2
2	8.89	4.06	4	45	5,802	9,501	3,781	8.8
3	5.92	3.12	3	45	4,459	7,301	2,658	10.2
4	2.84	2.42	3	45	3,461	5,668	1,544	16.5
5	8.42	6.73	5	80	9,625	15,762	4,199	15.4
Total	67.95	27.50	22	110	39,323	64,392	17,948	7.8

Phase 1A

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
Star Two	28.46	3.82	3	80	6,679	8,911	2,236	2.6
6	6.50	3.99	3	60	6,977	9,309	2,420	11.8
7	2.71	2.00	2	45	3,508	4,680	1,257	14.3
8	4.33	1.95	2	45	3,415	4,557	1,768	8.7
9	1.51	0.60	1	35	1,052	1,403	583	7.7
10	3.91	2.02	3	45	3,539	4,723	1,504	10.0
11	7.53	4.53	3	80	7,928	10,578	3,143	11.6
12	8.89	4.49	4	45	7,866	10,495	3,884	9.8
13	5.25	3.50	4	60	6,127	8,175	2,377	12.9
14	5.94	5.16	4	80	9,038	12,059	3,184	16.8
Total	75.03	32.07	29	80	56,128	74,891	22,356	8.2

Phase 1B

Phase 1C

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
15	3.12	1.66	2	45	3,787	3,246	1,309	10.3
16	3.00	1.22	2	35	2,775	2,379	1,194	7.9
17	3.33	1.29	2	35	2,931	2,513	1,304	7.5
18	4.14	2.64	2	60	6,015	5,155	1,762	12.3
19	4.40	1.44	2	35	3,281	2,813	1,549	6.3
20	3.90	1.33	2	35	3,025	2,593	1,369	6.6
21	8.10	5.48	4	80	12,458	10,678	3,166	13.0
22	4.26	1.83	2	45	4,153	3,559	1,566	8.3
23	4.09	1.79	2	45	4,078	3,495	1,513	8.5
Total	38.34	18.68	20	80	42,503	36,431	14,733	9.4

Phase 2

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
24	4.67	1.88	1	45	4,551	3,303	1,622	7.7
24a	9.27	2.57	2	45	6,241	4,529	1,360	5.4
25	2.62	0.77	1	35	1,857	1,347	604	5.6
26	2.17	1.58	1	60	3,833	2,782	634	14.0
27	3.32	1.91	2	45	4,636	3,364	1,060	11.1
28	3.27	1.43	2	35	3,471	2,519	1,048	8.4
29	3.08	1.81	2	45	4,389	3,186	897	11.3
30	1.25	1.38	1	60	3,349	2,430	315	21.3
31	3.19	2.61	2	60	6,320	4,587	897	15.8
32	3.79	1.42	2	35	3,444	2,499	1,031	7.2
33	3.40	1.41	2	35	3,414	2,478	1,011	8.0
34	1.92	1.66	2	45	4,025	2,921	657	16.7
Total	41.95	20.42	20	60	49,528	35,946	11,137	9.4

Phase 3

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
Star Three	32.51	3.81	3	80	7,530	9,303	620	2.3
35	3.66	1.64	1	60	3,244	4,008	467	8.7
36	4.25	3.76	3	80	7,431	9,180	516	17.1
37	7.81	3.91	4	45	7,719	9,536	954	9.7
38	5.37	3.98	3	80	7,853	9,702	734	14.3
39	4.21	2.55	2	60	5,027	6,211	509	11.7
40	6.67	1.95	3	35	3,845	4,750	798	5.6
41	9.07	2.97	4	45	5,875	7,258	968	6.3
42	5.77	3.50	3	60	6,921	8,550	609	11.7
43	7.00	2.11	2	45	4,175	5,158	880	5.8
44	12.31	6.04	6	60	11,922	14,730	1,521	9.5
45	7.39	4.07	3	80	8,040	9,933	830	10.6
Total	106.03	40.29	37	80	79,583	98,320	9,407	7.3

Phase 4

Plot	Area (acres)	Development (Million Sq. Ft.)	Towers	Max. Tower Height (storeys)	Population	Jobs	Parking	Plot Ratio
46	3.27	2.58	2	80	10,008	4,230	779	15.2
47	5.62	2.38	2	60	9,247	3,909	1,011	8.2
48	5.46	4.24	4	60	16,438	6,948	1,518	15.0
49	2.42	1.39	1	80	5,375	2,272	425	11.1
50	5.08	3.41	3	80	13,244	5,598	1,098	13.0
51	10.26	4.16	5	60	16,129	6,817	1,900	7.8
52	7.47	2.85	2	60	11,067	4,678	1,151	7.4
Total	39.58	21.01	19	80	81,508	34,452	7,882	10.2



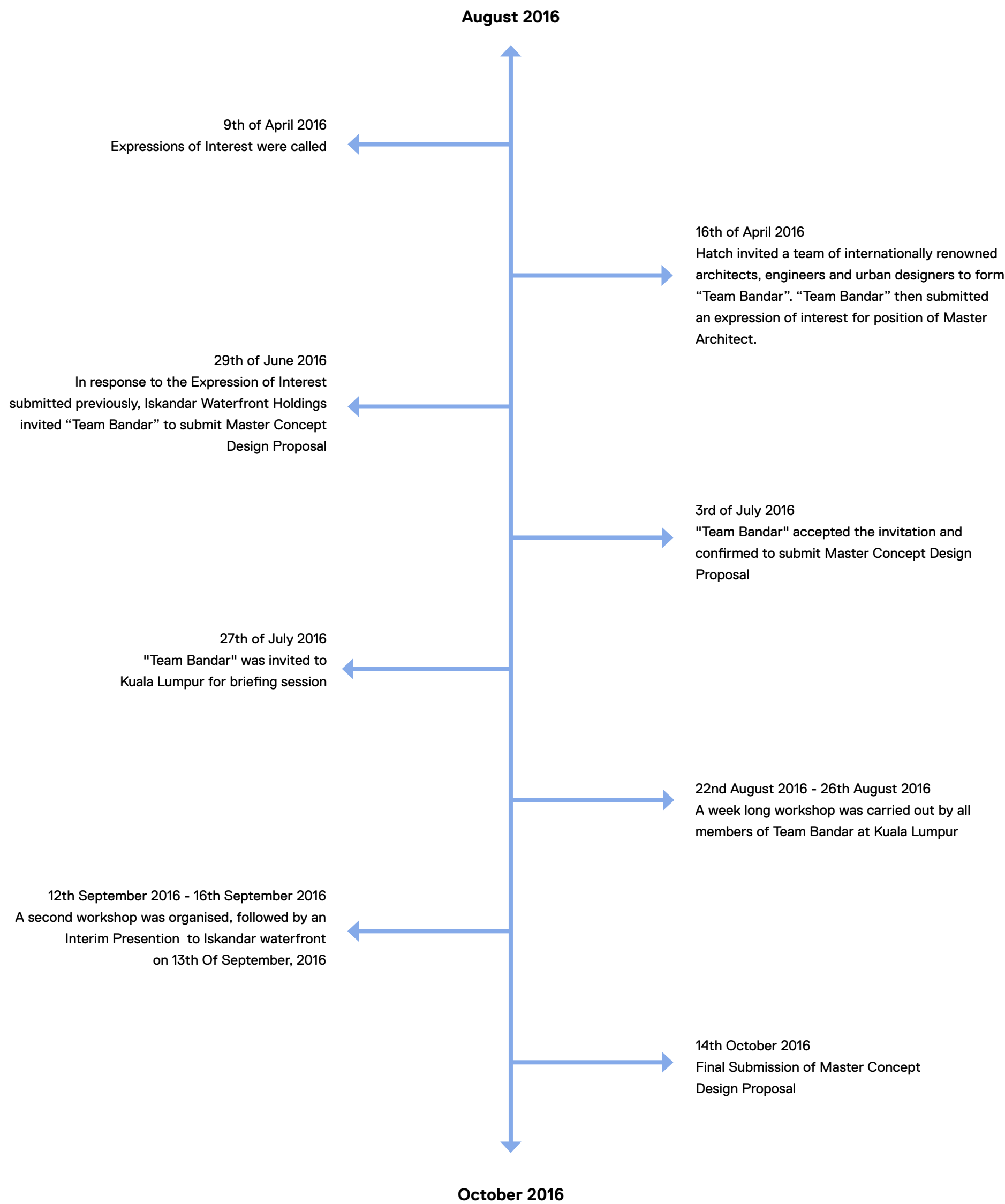
MATA MENOLEH KE ALAM SEMESTA
JUTAAN BINTANG BERKELIP BERSAMA
BAGAI PERANSANG INSPIRASI MINDA
AZAM TEGUH JIWA SEJAHTERA

ASPIRASI DITERUSI

STEELY EYES GLANCE TOWARD THE UNIVERSE
A BILLION STARS WHISPER IN UNISON
LIKE A CHEERING CROWD TO THE HEART

PUSHING THE WILL TO FURTHER ASPIRE

HOW WE WORK



WHO WE ARE



Firm Profiles

Hatch is a global engineering, development, and management consultancy with more than 11,000 staff in 65 offices on six continents. Its Urban Solution practice helps reshape the world's cities through innovative technical and strategic consulting services, including master planning, real estate strategy, policy advisory, economic feasibility, triple bottom line analysis, and climate and resiliency planning.

Key Projects

Calgary Green Rail Line Extension, Canada, 40km, 350,000px
Durban Aerotropolis, South Africa, 20,000ha
Oakland International Boulevard Development Strategy, California, US
Cerro Norte Master Plan, Al-Con, León, Mexico, 60ha
Berkeley Micro grid Feasibility Analysis, City of Berkeley, CA, US



Grimshaw was founded in 1980 and operates worldwide, with offices in London, New York, Doha, Kuala Lumpur, Melbourne and Sydney, employing over 400 staff. Our international portfolio covers various sectors, with substantial experience in aviation projects of all scales, leisure schemes, transport, offices, education, sports, the industrial sector and master planning.

TRX Kuala Lumpur, Malaysia, 28.3 ha
Euston High Speed Rail Masterplan, London, England, 340 ha
Southern Cross Station and Masterplan, Melbourne, Australia, 16 ha
International Terminal Waterloo, London, UK, 60,000 m2
Central to Everleigh Masterplan & Transport Program, Sydney, Australia, 87 ha
Union Station Master Plan, Los Angeles, USA, 17 ha
Fulton Street Transit Centre, Manhattan, NY. USA, 34,000 sq m
Monchengladbach Masterplan, Monchengladbach, Germany, 2000ha



Veritas Design Group is a multi-disciplinary consulting firm which provides integrated architecture, planning, interior design, landscape design, engineering and environmental consultancy, quantity surveying, and project management services for innovative buildings, spaces and environments throughout the Asian region and beyond. Located in Kuala Lumpur, Malaysia, Veritas is an award winning design firm which has gained worldwide exposure and acclaim.

Perbandaran Kampung Baru, Kuala Lumpur
Persian Gulf Masterplan, Kish, Iran
KL Aeropolis, at KLIA (Sepang)
Nusa Jaya West Masterplan, 4500 acres
Oxley Towers, Kuala Lumpur
Star Residence, Kuala Lumpur
MRT Stations Elevated and Underground, Kuala Lumpur and Selangor
ISKL, Kuala Lumpur
Award Winning: Sinkeh Hotel, Penang
Award Winning: The Light Collection 1, Penang



CCG (Caldis Cook Group) is one of Australia's most respected architectural and urban planning firms with expertise across architecture, interior design, urban design, heritage and planning with offices in Sydney, Melbourne, Brisbane and Bangkok.

Central Railway Station 50-year Masterplan, Sydney, Australia, 50ha
Newtown Railway Station, Sydney Australia, 5ha
St. Leonards Interchange Station, Sydney, Australia, 20ha
Springvale Station, Melbourne, Australia, 5ha
Wickham Transport Interchange, Newcastle, Australia, 5ha

