

# KUALA LUMPUR CITY PLAN 2020

Towards A World Class City

## Volume 1

STRATEGIC DIRECTION AND INITIATIVES







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## OCTOBER 2018

The Kuala Lumpur City Plan 2020 has been prepared and produced as part of the process of Local Plan preparation by Kuala Lumpur City Hall with valuable inputs from a range of professionals, Government agencies, industry, interest groups and the community.

Kuala Lumpur City Plan 2020 translates a long term vision for a World Class City, where sustainability is high on its agenda to support the dynamic growth of the City and to ensure the needs of its communities are addressed. The Plan sets the strategic directions and identifies local actions for the implementation of the plan. The Plan shall be used by Kuala Lumpur City Hall in its decision making for planing and building plan applications, for infrastructure development and for the carrying out of works related to the City's development.

This document provides administrative framework and guidance to KLCH in delivering its duties as local authority.

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# Foreward

Minister of Territories



Kuala Lumpur as the capital city of Malaysia plays an instrumental role in transforming Malaysia towards becoming a high income developed nation by the year 2020. As this target draws near, it is pivotal for Kuala Lumpur to accelerate efforts towards achieving this transformation and such efforts have been outlined in the Kuala Lumpur City Plan 2020 (KLCP 2020).

Kuala Lumpur City Plan 2020 (KLCP 2020) is late in being gazetted due to the work culture of the previous administration. In order to ensure a more correct and responsible work culture, it is gazetted even though late.

KLCP 2020 as a local plan for Kuala Lumpur supports the government's effort in implementing the Economy Transformation Programme through one of the National Key Economic Areas that is the Greater Kuala Lumpur/ Klang Valley (KL/KV). The Greater KL/KV aims to transform Kuala Lumpur City into the global top-20 most livable city and top-20 ranking in terms of city economic growth. KLCP 2020 translates Kuala Lumpur Structure Plan 2020's (KLSP 2020) vision and goals for Kuala Lumpur as a World Class City.

Ministry of Territories has ensured that the strategic directions and key initiatives of the KLCP 2020 are in line with the vision, goals, development strategies and policies of the KLSP 2020. KLCP 2020 will also complement the implementation of the Ministry of Territories Strategic Plan which mission is to spearhead the development of the Federal Territory, improve the quality of life and eradicate urban poor.

The KLCP 2020 is about achieving our vision for our city. It formulates strategies and implementation initiatives to ensure that all people who live and work in Kuala Lumpur have fair access to the facilities needed for a healthy, safe and productive life; to quality housing, shops, schools, hospitals and places to work and play, whatever their circumstances are and wherever they live. This vision is based on a strong foundation of consultation, research and analysis; mirrors a wealth of ideas from people of all walks of life and generations.

The Kuala Lumpur City Hall together with the Ministry of Territories and other partners are responsible in implementing and monitoring the implementation of this Plan to achieve the vision for a World-Class Kuala Lumpur by 2020. The next stage is for all parties and stakeholders including business and local communities to work together with Kuala Lumpur City Hall towards achieving this forward looking aspiration.



**YB TUAN HAJI KHALID BIN ABD.SAMAD**  
Minister of Territories









# Preface

## Mayor of Kuala Lumpur

Kuala Lumpur City Plan 2020, which translates the vision, goals, strategies and policies of the Kuala Lumpur Structure Plan 2020, has established frameworks for further implementation through detailed strategic directions and key initiatives in guiding the development and progress of Kuala Lumpur in the future. The Plan sets out direction for accommodating the City's expanding and changing population, attracting investments and business into the City, protecting the City's heritage, established neighbourhoods and environment as well as enhancing the working, business and living environment through improvement in infrastructure, transportation, recreation and community facilities within the City. The strategic directions are supported by clear and precise development parameters and guidelines with regards to the use of land and buildings and the extent that developments can be undertaken, taking into account the need for public transport supportive uses, the need to protect sensitive environment and river system, and last but not least, the need for conserving the heritage and traditional villages.

This Plan has been prepared with the people for the people of Kuala Lumpur and it has evolved to what it is today from the draft version incorporating views, comments and recommendations by the people of Kuala Lumpur. The process undertaken signifies the Kuala Lumpur City Hall's commitment for greater participatory and consultative approach in planning and city management.

I wish to thank the thousands of people of Kuala Lumpur who have come forward in giving their views and all stakeholders including non-governmental organisations, community based organisations, private organisations, government agencies, adjacent local authorities, professional bodies, higher learning institutions and individuals for the passions and commitments they have shown in shaping this Plan. It is my hope that in moving forward, all stakeholders will continue to support and work with Kuala Lumpur City Hall in the implementations of this Plan and in realising our vision for a world class and liveable Kuala Lumpur.

I also wish to thank my predecessors, the former mayors of Kuala Lumpur for their wisdom in initiating the formulation of this forward looking Plan for Kuala Lumpur and for their directions and determination in gazetting this Plan. Our work is only beginning. Through this Plan, we have a clearer view of the way forward.

*'Love Kuala Lumpur'*

**YBHG. Tan Sri Mhd. Amin Nordin Bin Abd. Aziz**  
Mayor of Kuala Lumpur



# Acknowledgement

*Akar keladi melilit selasih  
Selasih tumbuh di hujung taman  
Kalungan budi junjungan kasih  
Jadi kenangan sepanjang zaman*

Appreciation goes to all stakeholders from various segments of the City's population and from various parts of the City including non-governmental organisations, community-based organisations, business communities, private institutions, professional bodies, higher learning institutions others government agencies, adjacent local authorities and private individuals who have come forward with views, feedback, objections and recommendations in the engagement sessions held by the Kuala Lumpur City Hall. Contributions of all stakeholders in the series of forums, focus group discussions, workshops, seminars and open days held during the preparation of this Plan have greatly influenced the final outcome, directions and proposals of this Plan.

Special appreciation is directed to the Federal Territory Planning Advisory Board and the Public Hearing Committee for their time and energy as well as valuable insights in assisting the Kuala Lumpur City Hall.

Deepest appreciation and recognition to the team of consultant experts led by AJM Planning and Urban Design Group for their contribution in the preparation of this Plan. Passion shown, hard work and commitment to see through the finalisation and unveiling of this Plan has been outstanding and is much appreciated.

Appreciation also goes to all officers and staffs of the Kuala Lumpur City Hall at various levels from various departments for their contribution and assistance. To the senior management of the Kuala Lumpur City Hall, directions and guidance given have been invaluable. To all staffs of the Physical Planning Department, hardwork and perseverance for many years throughout the preparation of this Plan is outstanding and a great achievement.

Thank you.

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# Kuala Lumpur City Vision

## Kuala Lumpur's vision is to be A World Class City

Kuala Lumpur seeks to achieve equilibrium between physical, economic, environmental and social sustainability through fair and efficient governance as well as enhancing quality of urban life in its pursuit of a knowledgeable society.

### Vision for A World Class City

The vision '**Kuala Lumpur - 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 benefits of all its communities, workers, visitors and investors. The Kuala Lumpur Structure Plan 2020 (KLSP 2020) emphasised that the vision and goals of Kuala Lumpur were formulated with the aims of creating a sustainable city and with Kuala Lumpur City Hall (KLCH) ensuring that the planning for Kuala Lumpur will strike a balance between physical, economic, social and environmental development.

This vision is a commitment that by the year 2020, the City of Kuala Lumpur will have made many positive changes to its physical environment without compromising the quality of its local environment and its ecology. It also commits to create a liveable and attractive environment for residents, businesses and visitors.

KL City Plan 2020 (KLCP 2020) is the Local Plan for Kuala Lumpur, prepared under provision of Section 13 of Federal Territory (Planning) Act 1982. It translates KLSP 2020's vision and goals for Kuala Lumpur as A World Class City. The Plan sets out strategic directions and key initiatives for the City to achieve this vision by the year 2020.

This Plan will guide decision makers, city planners and administrators, designers and builders on the City's growth direction and on how development in the City shall be undertaken. The plan will also be a useful reference for all stakeholders or interested parties such as investors, city residents, visitors and others in understanding further the City's aspirations for the future and how these aspirations will be achieved.

24 strategic directions with a total of 73 key initiatives within eight development thrusts have been formulated to achieve the overall vision, covering all aspects fundamental to the growth of the City and simultaneously ensuring that the environment, cultural heritage and sense of community are protected and enhanced.

Thus, KLCP 2020 will be a flexible document; one that attracts investors, able to accommodate new economic activities that will open up more jobs and income-earning opportunities in the City.

### GOALS OF KLSP 2020

*The vision and strategic directions of KLSP 2020 are centred upon achieving the five main goals namely :*

#### Goal 1

*To enhance the role of Kuala Lumpur as an international commercial and financial centre*

#### Goal 2

*To create an efficient and equitable city structure*

#### Goal 3

*To enhance the city living environment*

#### Goal 4

*To create a distinctive city identity and image*

#### Goal 5

*To have an efficient and effective governance*

### Holistic Planning and Development

Planning and development implementation for Kuala Lumpur within the plan period of KLCP 2020 and beyond takes a holistic view that acknowledges the inter-related and inter-dependent reality of complex urban environments. Strategies and initiatives set for different elements are acknowledged as inter-related eco-systems and considered in terms of how they impact, support and drive each other.

The holistic view of urban planning for Kuala Lumpur encompasses three broad fundamentals which underpin the overall direction for growth and development of Kuala Lumpur. The first one being sustainability in the context of inter-related eco-system encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognises and addresses resources constraints and capacities.

The second one is engagement whereby Kuala Lumpur will continue to engage all groups of stakeholders. By engaging the people in the process of building a strategy for the future, Kuala Lumpur will be a city for all to share and enjoy for today and the future.

The third one is sharing a common vision and inclusive partnership or collaboration of all stakeholders in the City. Kuala Lumpur acknowledges the role of every agencies or organisations both public and private. A strong collaboration between KLCH and other agencies is prerequisite towards progressive and positive change in the City.



### ‘KUALA LUMPUR - A WORLD CLASS CITY’

Key Principles:

- 1) A world-class working environment
- 2) A world-class living environment
- 3) A world-class business environment
- 4) A world-class governance

1) The *world class working environment* of Kuala Lumpur will provide a wide range of jobs and career opportunities. Good communication system, efficient transportation and infrastructure services with quality built environment which will enable its citizen, workers and investors to work efficiently. The KLCP 2020 will ensure a pleasant and quality working environment that also provides for conducive and well supported enabling facilities. Such facilities include building pedestrian connectivity from transit stations to work places, as well as parks and urban plazas within city centre and other centres.

2) The *world class living environment* of Kuala Lumpur will possess good quality housing with adequate, accessible and high quality community facilities. The KLCP 2020 will strive to make Kuala Lumpur healthy, safe and comfortable with vibrant living environment for everyone in the City. Older housing areas will be regenerated to provide for improved housing units, better urban environment and sufficient community facilities as well as a more attractive environment.

3) KLCP 2020 promotes a *world class business environment* for the City. Development of high quality business premises with excellent and efficient communication and information infrastructures that link Kuala Lumpur regionally and internationally will be of major interest. Clustering of similar and supporting activities within same locality will be promoted.

4) KLCH commits to provide *world class city governance*. It will enable and facilitate development and investment in Kuala Lumpur through efficient and equitable use of available financial, organisational and human resources. Good governance also calls for innovation, creativity and integrity that ensure the provision and maintenance of the best possible working, living and business environments.



## National Development Context

### Second National Physical Plan

The Second National Physical Plan (NPP2) is a long term national level plan for the period until 2020. The NPP2 sets out the national strategic spatial planning policies that determine the general direction and broad pattern of land use, physical development and conservation in Peninsular Malaysia. The main goal of the NPP2 is to establish an efficient, equitable and a sustainable national spatial framework to guide the overall development of the country towards achieving developed and high income nation status by 2020.

NPP2 defines Kuala Lumpur Conurbation (KL Conurbation) which include Kuala Lumpur – Klang Valley – Seremban areas as the National Growth Conurbation (Figure 1.1) which effectively covers an area of approximately 504,000 hectares and is to provide for a potential population of 10.37 million or 37% of the Peninsular Malaysia population by 2020 (27.26 million). This means that the regional population of KL Conurbation will be six times Kuala Lumpur's population of 1.67 million (2010).



Source: Second National Physical Plan (NPP2)

### NPP2 OBJECTIVES:

1. To rationalise and consolidate the national spatial planning framework supported by key infrastructure for economic efficiency and global competitiveness;
2. To optimise utilisation of land and natural resources for sustainable development and bio-diversity conservation;
3. To promote more balanced regional development for national economic integration and unity;
4. To enhance spatial and environmental quality, diversity and safety for a high quality of life and liveability; and
5. To facilitate efficient integrated inter-state connectivity and public common users' space provision for social interaction and sustainable communities in line with 1Malaysia concept.

## 1.4 Kuala Lumpur City Vision

The strong regional population base will enhance Kuala Lumpur's role as an international business, commercial and financial centre. Kuala Lumpur will be the core city in the national growth conurbation and shall continue to be an important employment and high income job centre for the nation.

Kuala Lumpur will be the key beneficiary to the NPP2 regional strategy. Regional linkages via rail to Johor Bahru, George Town and Kuantan regional growth conurbations will further strengthen Kuala Lumpur's position and the vision for World Class City becomes more significant in the context of the NPP2.

NPP2 stresses the importance of resource sharing within KL Conurbation; in particular through mixed use and higher density development at developed areas. It also stresses the importance for KL Conurbation to develop its mass rapid transit system, protect its environment and establish areas of green lungs to provide for identity of communities and regional recreational space. All of these are to establish good quality of life within the conurbation.

NPP2 promotes the development of manufacturing and service related industries in areas that have comparative advantages and agglomeration economies. Integrated network of infrastructure facilities to support industrial and service-related firms to compete in the global market need to be provided.

As for the tourism development, NPP2 identifies Kuala Lumpur as the City where the new embraces the old and the place where the modern sophistication meets the colourful tradition of the nation. It also states that high density and man made tourism development need to adopt focused and concentrated strategy in special demarcated urban tourism areas. Priority must be given to tourism at areas with potential and in case of Kuala Lumpur, urban tourism which include shopping, health, medical, educational, festivals, sports and MICE tourism shall be given priority with available supporting infrastructure, facilities and human resources.



Kuala Lumpur as an international business, commercial and financial centre



Expanding public transport network to alleviate traffic congestion



Promoting urban tourism



## NATIONAL URBANISATION POLICY

The NUP calls for creation of visionary cities which promotes liveable communities and also sustainable urban development.

### Goal

To Create Visionary Cities with Peaceful Community and Living Environment through Sustainable Urban Development

### NUP Key Thrust Statement

#### Thrust 1 :

An efficient and sustainable urban development

#### Thrust 2 :

An urban economy that is resilient, dynamic and competitive urban economy

#### Thrust 3 :

An integrated and efficient urban transportation system

#### Thrust 4 :

Provision of quality urban services, infrastructure and utilities

#### Thrust 5 :

Creation of a conducive liveable urban environment with identity

#### Thrust 6 :

Effective urban governance

*Source : National Urbanisation Policy*

## National Urbanisation Policy

The National Urbanisation Policy (NUP) is a fundamental framework for KLCP 2020. The policy calls for the creation of visionary cities, one that promotes liveable communities as well as sustainable urban development.

The policy is translated in KLCP 2020 development strategies and their related spatial plans and proposals.

The KLCP 2020 emphasises on optimum and balanced land development. Infill development is a priority where uneconomic uses of land and regeneration of blighted urban areas are recommended to ensure the City is safe, healthy, liveable and economically vibrant.

The KLCP 2020 integrates land use with transportation to achieve an economically viable and physically accessible transport network. It also integrates land use with environmentally sensitive areas to ensure protection of sensitive areas and sustain the environmental quality of the City.



## 1.6 Kuala Lumpur City Vision

### Tenth Malaysia Plan

It is Kuala Lumpur's national mission to take upon the Tenth Malaysia Plan's call for cities to play a vital role in the country's economic growth. As the nation's capital city, Kuala Lumpur will play a major role to provide an environment to attract investments. This will elevate Kuala Lumpur's global competitiveness and transform the City into a knowledge intensive economy. In doing so, it shall capitalise upon its existing resources, encourage upscaling of existing traditional trades, encouraging new emerging economic activities and focus on attracting multi national companies.

The KLCP 2020 development strategies and initiatives are in accordance to key aspirations of the Tenth Malaysia Plan. Kuala Lumpur acknowledges the need for foreign direct investments into the City, encourages growth of new economies, innovation-led sectors such as the small medium enterprises (SMEs), education as well as research and development institutions. The City will also expand its ICT infrastructure and more cybercentres will be encouraged to strengthen Kuala Lumpur's position in the Multimedia Super Corridor (MSC) to attract multi-national companies and businesses. Kuala Lumpur can spearhead the nation's aspiration in creating vibrant business environment with attractive living spaces and to be a high income city propelling Malaysia towards a progressive and high income nation, as envisioned in Vision 2020.

The KLCP 2020 emphasises on liveability and quality of life for its local communities. It will ensure the protection of public housing to reduce disparity of urban poor issues in Kuala Lumpur. The Plan shall also focus on urban transportation and quality urban services in order to promote investment and development.

Environmental sustainability is one of the fundamental principles emphasised for development in the KLCP 2020. Here designated Environmental Sensitive Areas have been identified with controlling guidelines and activities for development.

Green density is also a focus of the City where quality green and urban spaces is an important factor for liveability and enhances the local climate of the City.

Kuala Lumpur is a dynamic living city and to support nation building, the City will regenerate older and blighted areas, redeveloped uneconomic use of land and enhance public utilities and services.

The initiatives which have been proposed in the KLCP 2020 will stretch beyond the Tenth Malaysian Plan. They will continue to be implemented under the future Malaysian Plans.





## 12 NATIONAL KEY ECONOMIC AREAS

Out of the 12 NKEAs, 10 are pertinent to Kuala Lumpur. These are:

- Greater Kuala Lumpur/Klang Valley;
- Tourism;
- Education;
- Healthcare;
- Business services;
- Wholesale and retail;
- Financial services;
- Communication content and infrastructure;
- Electronics and electrical; and
- Oil, gas and energy.

### Economic Transformation Programme (ETP) - National Key Economic Areas

Kuala Lumpur's role in propelling Malaysia towards becoming a high income developed nation has been outlined in the Economic Transformation Programme (ETP) with particular focus in one of the 12 National Key Economic Areas (NKEAs). Under the Greater Kuala Lumpur/Klang Valley (Greater KL/KV), Kuala Lumpur will be transformed into a city that simultaneously achieves a top 20 ranking in city economic growth (as defined by city GDP growth rates) while being among the global top 20 most liveable cities by 2020.

As envisaged by the Greater KL/KV, City of Kuala Lumpur will play a vital role in becoming the engine of growth for the whole Greater KL/KV region and

the country, with strong emphasis given on attaining greater liveability through improved public transport system, stability, healthcare, education, infrastructure, culture and environment.

KLCP 2020 lays the foundation for the provision of a more integrated approach to the planning of public transport network by identifying key corridors and areas which will be linked to the current public transport network. These are areas where further intensification of development is expected and will be allowed to happen in the future and as such they shall need to be fully connected to the whole public transport network. Provisions are also made in the KLCP 2020 on initiatives to further improve overall quality of living environment in the City including provision of public facilities, parks and housing as well as improving the quality of the overall built environment in terms of connectivity of pedestrian network, cleanliness, waste collection, safety and environmental pollution.

The aspiration for improved economic performance and accelerated growth shall be supported by Kuala Lumpur's initiatives to strengthen its current economic foundation particularly focussing on NKEA's target key economic sectors. This includes health, urban tourism, medical, retail and service, education, finance and also further enhancing existing manufacturing sectors; all of which have and will continue to contribute towards the growth of the City.



Figure 1.2 Economic Transformation Programme 12 NKEAs

Source: PEMANDU, Economic Transformation Programme



## 1.8 Kuala Lumpur City Vision

### Government Transformation Programme (GTP) - National Key Result Areas

Other than the ETP, the government has also earlier embarked on another transformation programme. This basically aims at improving government efficiency and delivery in seven major policy areas known as the National Key Result Areas (NKRAs). The seven NKRAs are crime prevention, reducing government corruption, increased access to quality education, improvement in the standard of living for low income groups, upgrades to rural infrastructures and improvement in public transportation. The most significant and important to Kuala Lumpur are improvement to public transportation and reducing crime in the City. Initiatives are therefore being put in place within this KLCP 2020 towards improving public transport facilities and creating a safer built environment for the City.

#### NATIONAL KEY RESULT AREAS

The seven National Key Result Areas (NKRAs) under the Government Transformation Programme were identified to improve the socio-economic growth of Malaysia. The NKRAs are:

- i. Reducing crime;
- ii. Fighting corruption;
- iii. Increasing access to quality education;
- iv. Improving the standard of living for low income groups;
- v. Upgrading rural infrastructure;
- vi. Improving the public transportation; and
- vii. Addressing the rising cost of living.



Initiatives undertaken to improve public transport facilities

### THE PEOPLE'S NEEDS

Below are the main concerns raised during public consultations held throughout the preparation process of KLCP 2020. The consultation began with an exhibition and one public forum, followed by 20 public workshops, 14 briefing sessions, 21 focus group discussions and an open day which was carried out for three days.

- i. Good and reliable public transportation system;
- ii. Safe and walkable city;
- iii. Better living standards in a conducive physical environment;
- iv. Employment and business opportunities in the City;
- v. Quality urban environment and inner city living;
- vi. High speed, reliable broadband infrastructure;
- vii. Barrier-free environment;
- viii. Accessible public and community facilities;
- ix. Kampong Bharu and traditional villages;
- x. Participatory and transparent decision-making process; and
- xi. Community empowerment and support for NGOs' active management of community facilities.

### Meeting The People's Needs

More than 10,000 numbers of people participated in forums, attended briefing sessions, workshops, responded to surveys and joined focus-group discussions and technical working committees as well as made suggestions via a dedicated web site. These were part of the public consultation process undertaken throughout the KLCP 2020 plan making period.

Consultations were carried out with the stakeholders including residents, business communities, educational institutions, non-governmental organisations, professional bodies, technical agencies, decision makers and surrounding local planning authorities.

The public consultations were undertaken to empower the people in decision making especially in deciding how they should live and work and what they want to make living in Kuala Lumpur safe, healthy and prosperous. The consultations also provided opportunities for the people to raise specific or general issues and put forward views and ideas in the development and implementation of the KLCP 2020.

Inputs provided are vital for development of Kuala Lumpur as they reflect a strong social foundation needed to create an inclusive society for the City.

The KLCP 2020 must meet the needs of the people. Meeting these needs is a commitment from the KLCH in working towards achieving the Vision of A World Class City for Kuala Lumpur by 2020.

The KLCP 2020 acknowledges that the people of Kuala Lumpur desire for a good quality urban environment and that they want to be included in relevant decision making process. It is therefore KLCH's intention to put in practice an effective and transparent feedback system for any matters raised by the public.



## 1.10 Kuala Lumpur City Vision

The KLCP 2020 went through extensive public consultation process from its initial stage in year 2005. It involved various levels and groups of stakeholder. The process reflects KLCH's transparency and sincere commitment in getting feedback from the people of Kuala Lumpur.





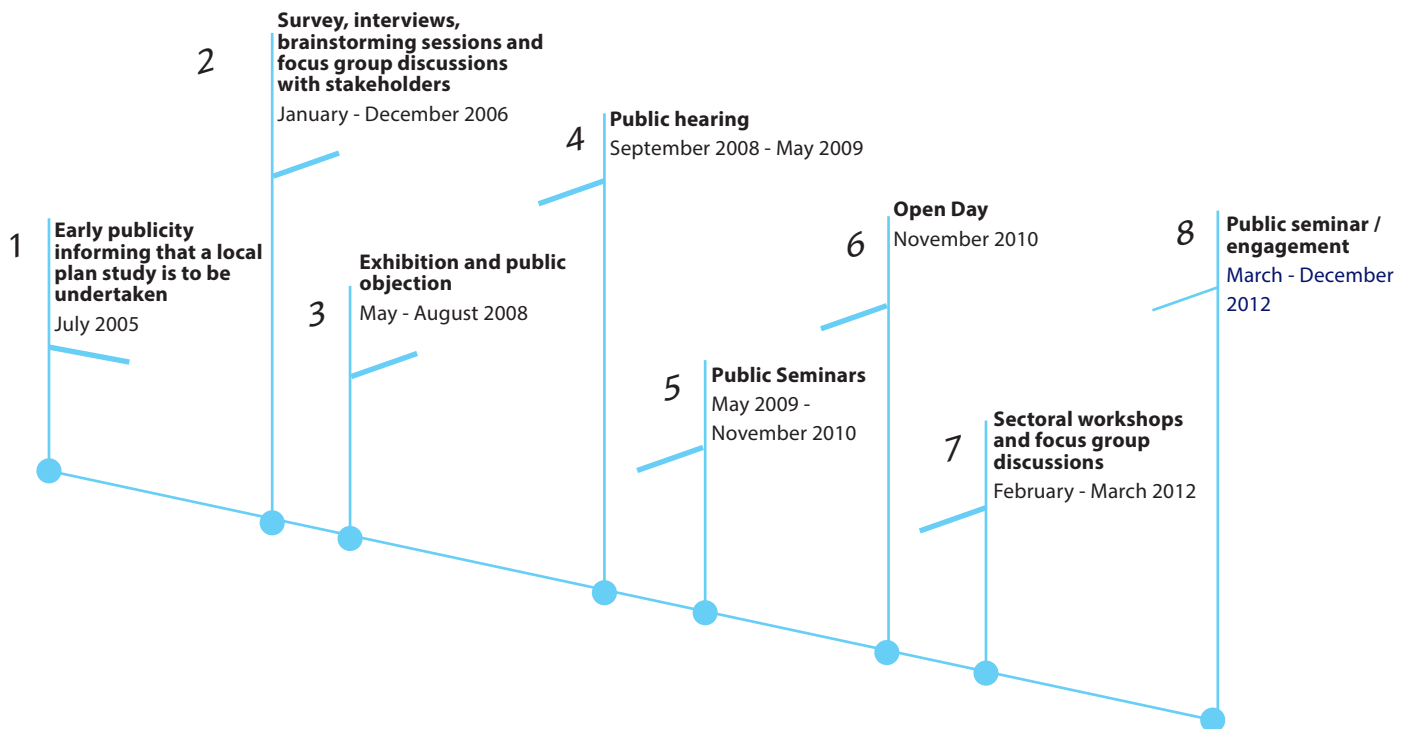


Figure 1.3 : Public Consultation Process





### Realising the Vision

Realising the vision of the KLCP 2020 requires full support and cooperation of every entity who has a role or stake in the future of the City. This includes all government agencies, ministries, business communities, private sectors, professional bodies, educational institutions and the people at large. Programmes and projects identified in KLCP 2020 shall need to be implemented with full support and through smart partnership with all relevant players.



Public consultation process



### KUALA LUMPUR'S COMMITMENTS

Kuala Lumpur pledges to provide for the needs of the people and ensuring the best living quality possible for the residents of the City.

- i. Provide equal opportunity to all its local population and stakeholders to share in its liveability;
- ii. Provide quality of life for its people;
- iii. Create quality built environment with priorities to people's safety, comfort and well-being;
- iv. Manage its natural environment and protect natural resources that provides a foundation for liveability;
- v. Build on its strong cultural environment, which includes the history, arts and multi-cultural values; and
- vi. Addressing climate change in the City by encouraging a more integrated growth and development strategy.



## Integrated Planning Framework

An integrated planning framework has been put in place to ensure that the policies, strategies and development programmes work towards achieving the Vision.

The integrated planning framework includes:

1. Kuala Lumpur Structure Plan 2020 (KLSP 2020);
2. Kuala Lumpur City Plan 2020 (KLCP 2020);
3. Kuala Lumpur City Hall Strategic Plan; and
4. Kuala Lumpur City Hall Annual Budget Report.

From KLSP 2020, the policies are translated into strategic directions, key initiatives and development control principles under the KLCP 2020. This, in turn, will be translated into actions and programmes in the KLCH's Strategic Plan and subsequently implemented through KLCH's Annual Budgets Report.

In order to ensure effective and efficient delivery of these key outcomes, KLCH have come up with a set of mechanism in implementing the KLCP 2020. These comprehensive mechanisms will cover wide range of elements from the marketing stage to the monitoring stage. Within these, a planning aspect approach and operational culture within KLCH which encourages and enables continuous improvement shall be pursued in order to improve results and lead progressive change. This includes the exploration and adoption of new techniques, technologies, processes and ways of operating.

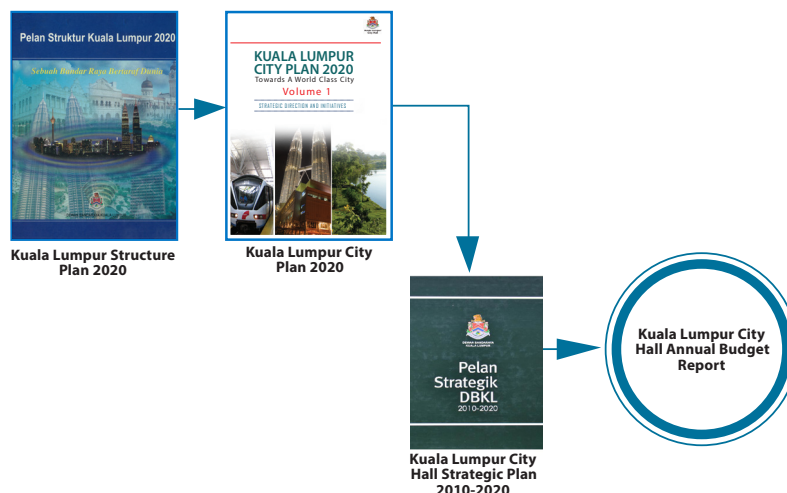


Figure 1.4 Integrated Planning Framework

## IMPLEMENTING THE PLAN

KLCH will use a set of mechanism in implementing the KLCP 2020 in order to ensure effective and efficient process and achieving the best result possible.

### Marketing Mechanism

- i. Positioning the City's key strengths and opportunities;
- ii. Marketing the City as a centre for investments and business opportunities; and
- iii. Marketing the City's culture, lifestyle, social and physical environment globally.

### Planning Control Mechanism

- i. Development Control documents;
- ii. Development Guide Plans; and
- iii. Planning and Design Guidelines .

### Partnership Mechanism

- i. Partnerships and alliances with stakeholders;
- ii. Partnerships with investors;
- iii. Networks with business and community groups; and
- iv. Networks with non-government organisations, professional bodies and many other interest groups.

### Management Mechanism

- i. Good City governance;
- ii. Effective delivery of key City services;
- iii. Efficient and effective integrated regulatory environment; and
- iv. Innovative and integrated strategic and corporate planning.

### Monitoring Mechanism

- i. Tools in monitoring the implementation of the Plan; and
- ii. Feedback system on public's response to proposals.

### About Kuala Lumpur City Plan 2020

The Kuala Lumpur City Plan 2020 (KLCP 2020) is the local plan for the City of Kuala Lumpur. This local plan is prepared under the provision of Section 13 of the Federal Territory (Planning) Act 1982.

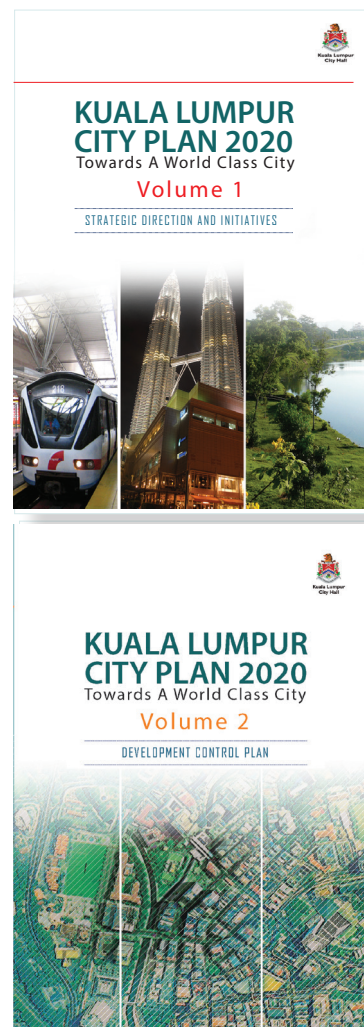
The KLCP 2020 consists of two volumes:

#### i. Volume 1 : Strategic Directions & Initiatives

This is the main document, which focuses on the vision and strategic directions for Kuala Lumpur towards the 2020 horizon. This volume outlines initiatives that will be implemented and pursued by the City in achieving its vision and all the strategic directions outlined.

#### ii. Volume 2 : Development Control Plan

This volume, which is referred to as the Kuala Lumpur Development Control Plan 2015 (KLDCP 2015), contains key components for development control practice. These components are the land use zoning and development intensity (density and plot ratio) as well as other related development control components such as heritage zone, height control, transit planning zone and riverside corridor. The year 2015 refers to the cut-off year where key information affecting land use zoning and development intensity has been taken into consideration.



# Kuala Lumpur 2020

Kuala Lumpur City Plan 2020 promotes planning and development in a sustainable manner, where environmental quality, social equity and economic prosperity are essence in its long-term plan. New developments and opportunities are essential and encouraged. At the same time it is crucial to protect and enhance Kuala Lumpur's valued assets.

### Kuala Lumpur's Regional Role

Kuala Lumpur, the national capital, is Malaysia's premier location for business and trade. It accommodates regional headquarters of national and multinational companies (MNCs), international and regional commercial and financial services, specialised high-end retail business, high-technology manufacturing activities, higher educational training centres, major training institutes and national cultural institutions.

Kuala Lumpur is one of the most affordable cities in the world to live and conduct business. This positive factor contributes to why Kuala Lumpur is sought after by international companies to locate their regional headquarters here.

The dynamic growth of the ASEAN and Asia-Pacific region also exerts a significant influence on Kuala Lumpur, enabling it to play an important economic role in the ASEAN region. However, Kuala Lumpur must retain its competitive edge in the long term in order to sustain its growth. The diversity of its multicultural society is an added advantage, making it an ideal place to live and work.

Kuala Lumpur is an emerging regional educational hub of international stature. With over 100 educational establishments, of which 70% are institutes of higher learning and offering a variety of courses and with more than 17,000 employees, Kuala Lumpur's educational industry is thriving well. This industry is vital towards making Kuala Lumpur a knowledge city where the exchange of information and knowledge will lead towards the birth of new ideas and innovations. Students from all parts of the world such as Indonesia, Middle-East, Africa, Korea, India and China have helped to make Kuala Lumpur an attractive educational destination in this region.

**Figure 2.1 The City of Kuala Lumpur - A Snapshot**

Land Area	<b>242.2 sq.km.</b>
2010 Population	<b>1.67 million<sup>1</sup></b>
2010 Population Density	<b>67 person/ha</b>
2020 Projected Population	<b>2.2 million</b>
2020 KL Conurbation Projected Population	<b>10.5 million</b>
Kuala Lumpur Gross Domestic Product (GDP) 2010	<b>RM 84.9 billion (15.2% of the nation GDP)<sup>2</sup></b>
Per Capita (GDP) 2010	<b>RM 50,698</b>
Highest Average Household Income	<b>RM 5,488</b>
Lowest Poverty Rates 2010	<b>0.70%</b>

Note:

1. The figure is based on actual census counts without adjustment for under enumeration
2. GDP are based on preliminary figure by DOS, 2010



2.2 Kuala Lumpur 2020

Kuala Lumpur is also Malaysia’s key tourism destination. The tourism industry is one of the influential growth catalyst for the nation. In 2010, Kuala Lumpur registered a total of 8.9 million<sup>1</sup> international tourists; an increase of 2.21% from the previous year.

Kuala Lumpur’s economic growth from the regional perspective places it as a potential base for international companies. This is largely due to the fact that Kuala Lumpur has a strong talent base with high English language proficiency, strategically located at the heart of Southeast Asia (Figure 2.2) supported by the high connectivity to the Kuala Lumpur International Airport (KLIA) and also the proximity to Port Klang which is one of the main ports in Peninsular Malaysia. Furthermore, the City also offers superior infrastructure and lower cost of living compared to Hong Kong or Singapore.

1 Tourism Malaysia - Malaysia Hotel Guests by State January - December 2010

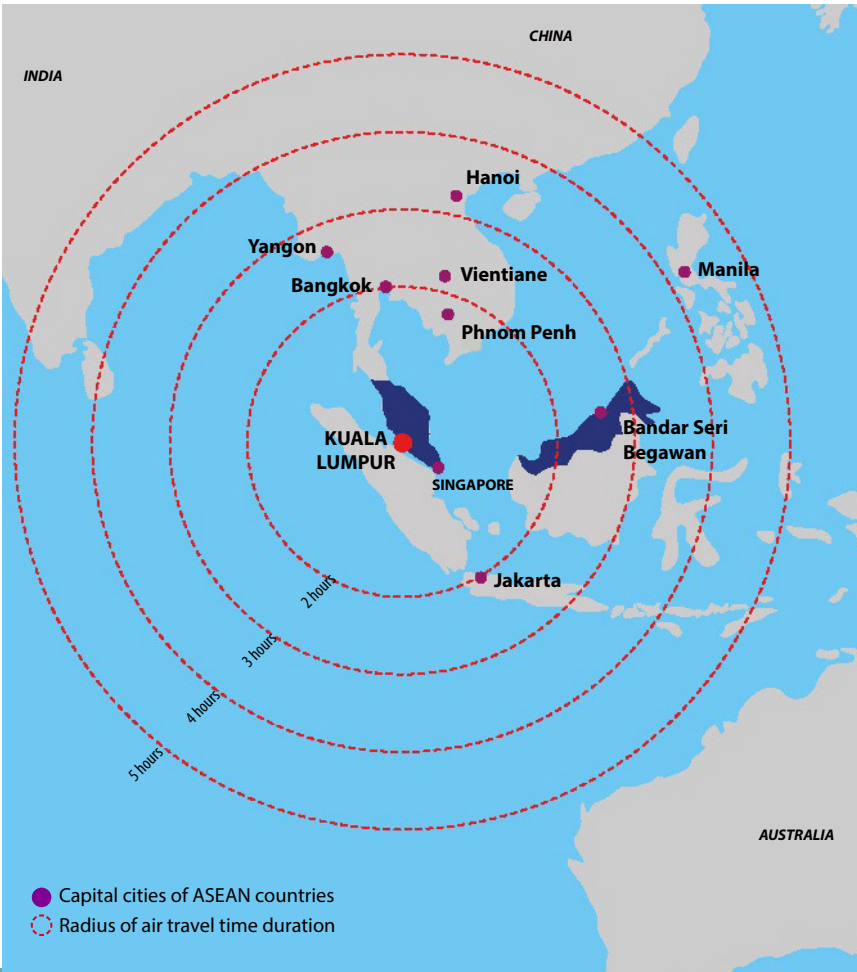


Figure 2.2 Kuala Lumpur in South East Asia Regional Context



Kuala Lumpur International Airport



Kuala Lumpur City Gallery



One of key tourism activities



## Kuala Lumpur within the Larger Conurbation

### Kuala Lumpur Conurbation (KL Conurbation)

The KL Conurbation is a large metropolitan region dominating the spatial landscape of Malaysia. At its core is Kuala Lumpur, the country's key centre for finance and business. It stretches southwards to include Putrajaya, the national administration centre; Cyberjaya, the national multimedia centre; Kuala Lumpur International Airport (KLIA); Kajang, a major town and even Seremban, the state capital of Negeri Sembilan.

### KUALA LUMPUR TO SPEARHEAD KL CONURBATION

Kuala Lumpur's planning and development will take cognisance of the KL Conurbation as a single integrated unit.

Planning strategies and solutions should lead to a more sustainable conurbation, where inter-urban and intra-city movement will be enhanced. Development shall be based on enhancing the region's potential benefits. Promotion of development will focus on spearheading the conurbation as one economic region.

As the country's premier commercial and financial centre, Kuala Lumpur will take a lead role in K-Economy for the KL Conurbation.



Figure 2.3 Kuala Lumpur in KL Conurbation Context

Kuala Lumpur Conurbation also extends west to capture major cities like Petaling Jaya, a dynamic growth centre; Shah Alam, the state capital of Selangor, and Port Klang, an international seaport. In the north, it expands to include smaller towns like Selayang and Bentong in Pahang (Figure 2.3).

The City of Kuala Lumpur exerts immense influence over the KL Conurbation and its future growth pattern. As a premier national commercial and financial city, Kuala Lumpur sits at the centre of a huge, dynamic regional economy that contribute around 40% of the National Gross Domestic Product (GDP) in 2010.

The future growth of KL Conurbation is anticipated to be even faster than before as cities in the region continue to grow and expand, complementing each other. However, there will be many challenges in balancing this growth especially in protecting the sensitive urban environment.

The KL Conurbation has an estimated population of six million (2010). It is a vibrant metropolitan with a high concentration of commercial and industrial activities, integrated with highly inter-dependent supporting services; all of which necessitate a coherent, integrated approach to planning and development of the conurbation. Thus, planning strategies and solutions must ensure development is sustainable and that inter-urban and intra-city movement are enhanced. Development in the conurbation will be based on exploiting the region's potential to integrate the conurbation into one dynamic economic region.

Kuala Lumpur will be the main centre for job creation. It has a leading role in transforming the regional economy into a Knowledge-Based Economy (K-Economy), capitalising on its own existing and future human capital that will encourage higher learning institutions in the City.

### **Greater Kuala Lumpur / Klang Valley (Greater KL/KV)**

The Greater KL/KV is one of the National Key Economic Areas (NKEA) under the 10th Malaysia Plan and is now adopted into the Economic Transformation Plan (ETP) as a key economic transformation catalyst for the nation.

The spatial boundary of the Greater KL/KV extends beyond Kuala Lumpur's boundary in an area that holds 10 municipalities, many of which are large municipalities in their own rights. The area of the Greater KL/KV is smaller than the KL Conurbation but it is no less important, both in terms of population and economic activity.

The Government's transformation projects identified for Greater KL/KV is expected to propel further both the City's population and employment. With all the initiatives put forth under the NKEA, Kuala Lumpur's population is targeted to be 3 million by the year 2020. This will be the optimum population for Kuala Lumpur's dynamic growth.

Out of the 10 municipalities, five of them are located at the immediate surrounding of Kuala Lumpur. The City's surrounding local authorities' areas include Petaling Jaya (under Majlis Bandaraya Petaling Jaya), Subang Jaya (under Majlis Perbandaran Subang Jaya), Ampang (under Majlis Perbandaran Ampang Jaya), Selayang (under Majlis Perbandaran Selayang) and Kajang (under Majlis Perbandaran Kajang) (Figure 2.4).

Kuala Lumpur's economic growth will create impacts to these surrounding areas namely in accelerating their urbanisation role. The inter-linkages they have with Kuala Lumpur resulted in shared issues and concerns that support a holistic and integrated approach towards planning of Kuala Lumpur and the municipalities in Greater KL/KV.



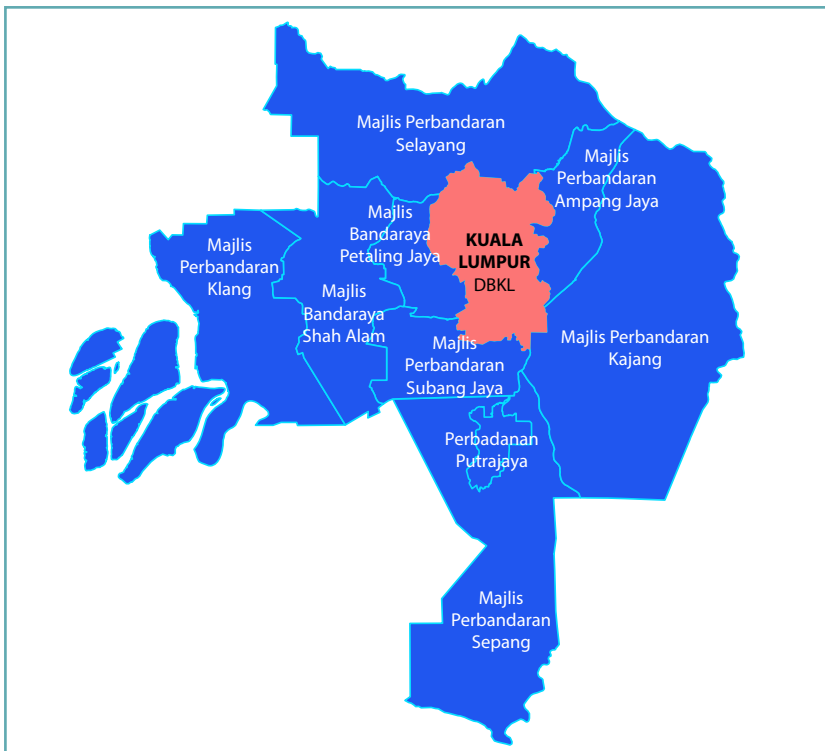


Figure 2.4 Kuala Lumpur and the Surrounding Municipalities within Greater KL/KV

In 2010, the entire Greater KL/KV holds 6 million people and contributes RM263 billion to the nation's Gross National Income (GNI). This means 20% of the national population live here and it generates 30% of the country's economic income, making it a major economic catalyst in the country. Population in the Greater KL/KV is earmarked to grow at 5% per annum over the next decade and its GNI is expected to experience growth of 10% per annum.

The nine Entry Point Projects (EPPs) under the Greater KL/KV NKEA will be implemented to increase the region's GNI by 2020. The EPPs are pivotal to Greater KL/KV especially to Kuala Lumpur.

#### NINE ENTRY POINT PROJECTS (EPP) UNDER GREATER KL/KV NKEA

EPPs are most iconic projects that should generate big results fast. They are clearly defined initiatives that have potential investors identified, a well developed implementation plan and funding requirements determined.

- EPP1 Attract 100 of world's most dynamic firms within priority sectors to locate here;
- EPP2 Attract the right mix of internal and external talent into the region;
- EPP3 Connecting to Singapore via a High Speed Rail (HSR) system;
- EPP4 Build an integrated urban mass rapid transit system;
- EPP5 Revitalise the Klang River into a heritage and commercial centre;
- EPP6 Promote greening of the region for residents to enjoy green space;
- EPP7 Create iconic places and attractions, especially in Kuala Lumpur city;
- EPP8 Create comprehensive pedestrian network within Kuala Lumpur city; and
- EPP9 Provide an efficient solid waste management services.

## 2.6 Kuala Lumpur 2020

One EPP which is most likely to have a significant impact on the City of Kuala Lumpur's economy as a magnet of growth is EPP 1 on attracting 100 of the world's most dynamic firms within identified priority sectors. This EPP aims to attract the world's leading multinational companies to locate their headquarters in the City. It is estimated that this move will generate RM40 billion in annual GNI to Greater KL/KV.

The other EPP that will impact Kuala Lumpur significantly and directly is EPP 5, the River of Life (RoL). RoL aims to transform Klang River and Gombak River, located at the heart of the City into a vibrant and liveable waterfront with high economic value. This transformation which is divided into three components namely river cleaning, river beautification and development is expected to spur further economic investment into the areas immediately surrounding the river corridor.

The Greater KL/KV area, within which the City of Kuala Lumpur, faces many challenges in terms of competition from cities neighbouring countries' in terms of liveability, public transportation and protection of its natural environment. However, its unique function in shaping national economic transformation from a middle-income country to a high-income one, means that these challenges must be tackled over the next 10 years.



Improving pedestrian connectivity and network of parks are some of the key component towards supporting growth of Kuala Lumpur

## Regional Sustainability

Regional sustainability is a common agenda for KLCH and the surrounding municipalities and local planning authorities. Managing development pressures and undertaking a consultative process with the surrounding authorities are part of the planning and development process. Their shared issues relate to road networks, public transportation networks and solid waste management. Development pressures also bring about changes to existing activities and the KLCP 2020 responds to these anticipated changes, reflecting them in its proposal and its land use zoning structure.

Integrated land use and transport planning becomes fundamental principle behind this KLCP 2020 for long term sustainability and future growth of Kuala Lumpur and its surrounding neighbours within the KL Conurbation.

Kuala Lumpur as a city that is fully matured and fully developed lack spaces for its solid waste disposal and currently rely on its neighbour for such facility. Realising the need to sustainably manage its own waste, land to provide facility for a more sustainable option of taking care of its own waste, have been earmarked in the KLCP 2020.

This common agenda and collaborative effort enable KL Conurbation to realise one of the National Physical Plan's main objectives which is to secure spatial and environmental quality and diversity for a high quality of life. Collaborative works between KLCH and the surrounding local authorities must be undertaken continuously to address common issues that contribute towards the regional sustainability.

### A COMMON AGENDA - COLLABORATIVE EFFORT WITH SURROUNDING MUNICIPALITIES

1. Improving regional sustainability;
2. Improving the quality of Sungai Klang and Sungai Gombak and the natural environment surrounding it;
3. Managing future road and rail networks;
4. Managing Bukit Sungai Putih Forest Reserve and Bukit Gasing;
5. Managing residential growth and development pressures;
6. Managing solid waste and drainage issues;
7. Responding to changes in business and industry; and
8. Managing development and land use changes within neighbouring areas.



Figure 2.5 Bukit Kerinchi is located at the border of Kuala Lumpur and Selangor. Its protection should be the common interest of both local authorities.



### River Quality

One pressing issue that greatly affects the region is water quality within the Sungai Klang river basin. This river flows through Kuala Lumpur and Selangor before it eventually flows into the Straits of Malacca. Cleaning the river will enhance the quality of living environment as well as unlock the potential economic benefits of the surrounding area. However, such effort is only possible through integrated river management procedures and practices that are adopted by Kuala Lumpur City Hall and all the municipalities. This also calls for controls in planning and development for various land uses and activities within the river catchment area as well as management of stormwater run off to prevent and manage pollutants from entering the river system.

In the past, urban development along the river have not given the river its due respect in terms of its role and potential asset as an important public space. With the government's RoL project and KLCP 2020 initiatives to transform the riverfront, encouraging quality urban development along the river and making the river more accessible to the public, the river will in the future become an important public space to be enjoyed by the people of Kuala Lumpur and its visitors.

### Hill Land

Hutan Simpan Bukit Sungai Puteh and Bukit Gasing (Bukit Kerinchi) are two natural areas that share common boundaries between Kuala Lumpur and its neighbouring municipalities. Development pressure from their surrounding areas may result into an encroachment of these natural assets. These natural areas are important for Kuala Lumpur and the region's biodiversity and they are part of an eco-system that is invaluable to the urban community. It sustains urban wildlife population, provides green lung which is an urban sanctuary for Kuala Lumpur and improves air quality of the City.

Hence, KLCH and Petaling Jaya City Council (for Bukit Gasing/Bukit Kerinchi) and Kajang Municipal Council (for Bukit Sungai Puteh Forest Reserve) have to protect these areas and limit development at their immediate surrounding.

Protecting and ensuring safety for areas on the hillside and slope is one of the main priorities for Kuala Lumpur. In line with this, a specific guideline has been introduced with specific control measures to be imposed.



Cleaning the river will enhance the quality of living environment.



Kepong Metropolitan Park

### Flooding in Kuala Lumpur

As an area which receives average 3,000 millimetre rainfall annually, Kuala Lumpur is prone to occasional flooding on its low level areas especially during the monsoon season. In 2003, approximately RM915 million of flood damage has been recorded.

However, the construction of the SMART tunnel as part of the Klang Valley Flood Mitigation Project has effectively reduced the adverse effects of flooding in Kuala Lumpur.

## KUALA LUMPUR CYBERCITY BY 2020

A self-contained intelligent city offering world-class business and living environment and all incentives under the Bills of Guarantee (BoGs).

New Cybercentres in Kuala Lumpur will be encouraged for public buildings, universities, research and development (R&D) premises and other high end office buildings.

Kuala Lumpur Cybercity will enhance the quality of service by both public and private sectors to the business and living community. It will gear Kuala Lumpur into a performance culture that complies with the MSC Malaysia Standards which encompass utilities, telecommunications and urban services.

### CURRENT STATUS

MSC Malaysia Status Companies  
**3,241 companies (Feb 2018)**

Cybercities in Kuala Lumpur  
**KLCC, KL Tower and Technology Park Malaysia**

Cybercentres in Kuala Lumpur  
**KL Sentral, TM Cybercentre Complex, Mid Valley City, Bangsar South City, GTower, The Intermark, Wisma Hamzah, Menara Binjai, Menara Maybank, UOA Damansara, Hub Sentul Park and Menara LGB.**

*Source : MSC Malaysia*

## Kuala Lumpur and MSC Malaysia

Kuala Lumpur is located within the Malaysia Multimedia Super Corridor (MSC Malaysia) that is fast becoming a global centre for innovation and communication technologies (ICT). With an MSC hub in Cyberjaya, Kuala Lumpur has three of the nine Cybercities approved in the country which are Kuala Lumpur City Centre (KLCC), KL Tower and Technology Park Malaysia (TPM). In 2013, the Cybercentres in Kuala Lumpur have amounted up to 12 locations including KL Sentral, TM Cybercentre Complex, Mid Valley City, Bangsar South City, GTower, The Intermark, Wisma Hamzah, Menara Binjai, Menara Maybank, UOA Damansara, Hub Sentul Park and Menara LGB.

There are 107 world-class ICT companies in MSC Malaysia undertaking research, developing new products and technologies and exporting them. The growing numbers will strengthen the development of an ICT industry cluster. The ICT industry cluster will consist of similar technology companies locating themselves within similar geographical areas served by high speed data networks and infrastructure as well as all other supportive services and resources.

Kuala Lumpur as the premier city of the nation aspires to be a Cybercity by 2020. This means that Kuala Lumpur will be a self-contained intelligent city offering world-class business and living environment and all incentives under the MSC Bills of Guarantee (BoGs). The KLCP 2020 encourages new development within Kuala Lumpur to be Cybercentres with state of the art infrastructure especially office buildings, research and development premises, public institution as well as technology parks.

## The People of Kuala Lumpur

Kuala Lumpur is a multicultural city that truly reflects the essence of Asia. The Malays and Chinese form the majority among the population with 41% and 39% respectively in the City. The Indians and foreign population in the City share the same percentage with 9% each. This pattern will likely continue to exist until 2020 when Kuala Lumpur population grows to 2.2 million.

More than 30% of Kuala Lumpur's residents achieved tertiary education vis-à-vis the Malaysian average of 16.7%. This indicates a well-educated workforce that is able to respond to the demands of new economies that the City is targeting.

Kuala Lumpur is a city with a high proportion of working-age residents. Almost 58% of the population in Kuala Lumpur are from 20 to 54 years old (Figure 2.7). This indicates the City has strong human resources capable of participating actively in its economic activities.

46% of its population is young, between 20 to 45 years of age. This reflects a significantly high proportion of young adults who create demand for affordable accommodation, active recreation and social facilities in the City. The Department of Statistics also estimated that 25% of the City's resident population are students. These are vital contributing factors to planning and development of Kuala Lumpur which aim to serve the needs of its young population.

Figure 2.6 Kuala Lumpur's Demographic Profile, 2010

		Population	%
Citizenship	Citizen	1,517,998	90.65
	Non-citizen	156,623	9.35
Gender	Male	852,130	50.88
	Female	822,491	49.12
Ethnicity	Malay	679,236	40.56
	Chinese	655,413	39.14
	Indian	156,316	9.33
	Others <sup>1</sup>	9,539	0.57
	Other Bumiputera <sup>2</sup>	17,444	1.04
	Non Malaysian Citizens	156,632	9.35
<b>Total Population</b>		<b>1,674,621</b>	

Note:

1. Refers to Malaysian citizens of other countries origin such as Asian, European, African and others.
2. Refers to Bumiputera group defined under census data such as Malays of Brunei origin and other Bumiputera of Sabah and Sarawak origin.

Source: Department of Statistics, Population and Housing Census 2010

Kuala Lumpur is a multicultural city that truly reflect the essence of Asia





## KUALA LUMPUR FOCUSES ON ITS POPULATION

### Young Population

Kuala Lumpur as a city with relatively young population must address the needs of this dynamic group. This includes opportunities for employment, provision for affordable housing, parks and recreational facilities, social opportunities, city amenities which are friendly to students and cultural venues.

### Special Groups

Kuala Lumpur will meet the needs of the minority especially persons with disabilities, single parents and the elderly by ensuring easily accessible, safe and comfortable public amenities.

## NURTURING THE SOCIAL CAPITAL

Kuala Lumpur will nurture the social capital in its city planning. 'Place Making' will be emphasised in the city centre and neighbourhood areas to nurture a sense of belonging to Kuala Lumpur.

Participatory planning will continue to be part of the overall development process.

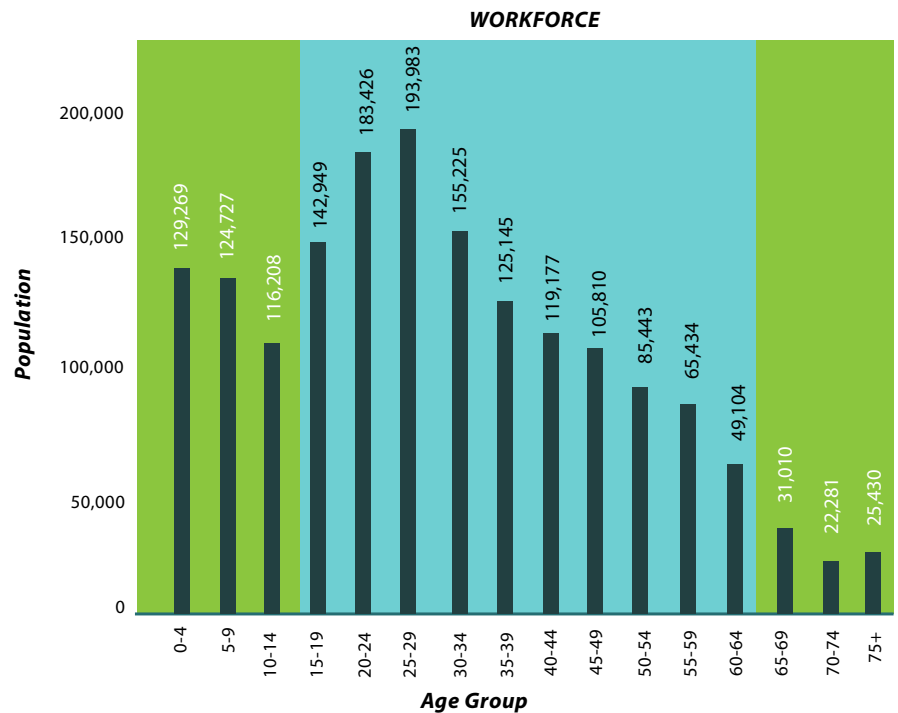


Figure 2.7 Kuala Lumpur Age Groups 2010

Source: Department of Statistics, Population and Housing Census 2010



On the other hand, 5% of the City's residents are 65 years and above while persons with disabilities account for only 2.28% of the City's population. Kuala Lumpur will ensure that facilities for this group of residents allow for accessibility and comfort especially at the public spaces and buildings.

The people of Kuala Lumpur are the social capital of the City. Healthy social development is the essence towards building the societal strength that is needed for economic growth of Kuala Lumpur and the nation. The need to build communities that live in harmony and comfort enhances the capacity for people to recognise shared values. Kuala Lumpur will enable all people to positively participate and contribute to the life of the City. 'Place Making' will be emphasised in the inner city and neighbourhood areas. This is important to nurture a sense of belonging among the people of Kuala Lumpur.

Since the year 2000, Kuala Lumpur has been experiencing population loss to its surrounding areas. The establishment of Putrajaya as the national federal administrative centre, the decentralisation of economic development to other more industrialised states and the availability of relatively cheaper housing development in other parts of the Klang Valley, have caused Kuala Lumpur to experience net out-migration, which together with a relatively slower rate of natural increase in population, have resulted in a growth lower than the national population growth rate.

This phenomenon must be addressed by resolving the major issues such as housing and transportation. This is so as the City needs a strong population base to sustain its activities, its urban services and its transportation system.



Place making will be emphasised in the inner city and neighbourhood areas



## Changing City

### Future Population of Kuala Lumpur

To achieve the vision of a World Class City by 2020, Kuala Lumpur needs an optimal population size that can support its future role as a global leading centre of the region. Naturally Kuala Lumpur is expected to grow to at least 2.2 million population by 2020. However, with the aggressive injection of investment from ETP initiatives under the NKEA, Kuala Lumpur is expected to accommodate optimum capacity for three million population by the year 2020. Kuala Lumpur's population density will also far exceed those of the surrounding urbanised areas making it the epicentre of the national growth conurbation.

One critical task it has is to address the challenge of reversing the declining population growth rate it once experienced and speeding up the population growth over the next 10 years in order to achieve its goals. One key measure is to improve the liveability of the City as a place to live and work. As a national businesses and services centre, Kuala Lumpur's population growth rate has to be equal or higher than the national average growth rate. For this reason, the ETP targets Kuala Lumpur's population to rise by five % per annum, largely through in-migration from both domestic and international migrants.

Figure 2.8 Kuala Lumpur's Population, 2020

Strategic Zones	Area (sq.km)	Population 2020	Density 2020 (person/sq.km)
City Centre	18.1	245,600	13,798
Damansara-Penchala	45.2	259,000	5,464
Sentul - Menjalara	46.6	445,000	9,653
Wangsa Maju-Maluri	46.1	443,710	9,522
Bdr. Tun Razak-Sg.Besi	42.3	340,700	8,269
Bukit Jalil-Seputeh	43.9	464,300	10,748
<b>KUALA LUMPUR</b>	<b>242.2</b>	<b>2,198,400</b>	<b>9,073</b>

Source: Kuala Lumpur Structure Plan, 2020



Future population of Kuala Lumpur



However, the City's growth has to be sustainable and the City has to ensure an even distribution of population. In this context, the urban development strategy is to intensify development where resources are available, develop infill sites and redevelop brownfield sites or land of uneconomic use. The rejuvenation of older low density areas and redevelopment of certain areas such as dilapidated government land in the City shall be encouraged.

More importantly, Kuala Lumpur must be liveable in order to encourage people to live in the City. The KLCP 2020 provides for the in-migration of people to supplement natural growth but it does this by also protecting the City's natural environment and emphasising the enhancement of the City's existing neighbourhoods.

All areas in the City are expected to experience population growth. The zone with the highest population increase is Bukit Jalil-Seputeh, followed by City Centre and Sentul-Menjalara Zone. To accommodate a population size of 2.2 million, more than 150,000 dwelling units are required over the next decade. For this the City has more than 211,400 residential units that have been committed (areas under construction, approved with Development Order and approved in principle) and this is enough to accommodate the targeted population increase by 2020. However, the City is expected to continue growing and the redevelopment programmes in the City shall accommodate the continual growth of population while protecting the liveability of the existing neighbourhoods.



Protecting the City's natural environment



## Meeting Economic Challenges

### Kuala Lumpur as a Premier City

Kuala Lumpur's position as the national premier city must be sustained in the short to long term. The City of Kuala Lumpur will strive to remain competitive with other cities globally. The new emerging conurbations within Malaysia namely the Iskandar Malaysia, the Northern Corridor Economic Region (NCER) and the East Coast Economic Region (ECER) are competing for investments, whether foreign or domestic. In the short span of 10 years before reaching 2020, Kuala Lumpur must grow its economy to maintain its premier position at the national level while competing internationally to be a global investment centre.

Three main economic strategies are identified for Kuala Lumpur. They are:

- i. Positioning to be an attractive global investment centre with a critical population mass and a reasonable pool of skilled workers;
- ii. Positioning to be a vibrant job creation centre through market-driven cluster development to sustain and expand its business base; and
- iii. Modernising manufacturing cluster and integrating it with services sector to facilitate shift to the new k-Economy.



The City Centre is positioned to be an attractive global investment centre

### Enhancing Competitiveness and Internationalisation

To meet the KLSP 2020 objective of establishing Kuala Lumpur as a world class working, living and business environment, the main economic policy states that "KLCH shall implement measures to develop Kuala Lumpur as the centre of Knowledge-Based Economy" (K-Economy), while information technology will be the fundamental enabling tool. The nucleus of k-Economy will be human capital that have the capacity to create, innovate, generate and exploit new ideas as well as apply technology and exercise superior entrepreneurial skills.

Kuala Lumpur will adopt the cluster-base strategy to build competitiveness in the K-Economy. Clusters, which are groups of interrelated industries, have two key elements. Firstly, firms in the cluster must focus on enhancement to prevent relocations of international businesses away from Kuala Lumpur to alternative sites. Secondly, groups of inter-linked companies should locate in close proximity to one other to create economies of scale that would further enhance the various clusters.

Clusters in Kuala Lumpur take various shapes. Some are fledglings requiring support and incentives where as some are growing in strength but would still need support and incentives. Nonetheless, all are vital to the future growth of the urban economy of Kuala Lumpur.



KLCC - one of the cybercentres in the City

Kuala Lumpur can play a critical and leading role in the development of ICT clusters as it is located in the Multimedia Super Corridor (MSC). The MSC, established in 1996, sets the platform to build cybercities and cybercentres that would attract a competitive cluster of local ICT companies and support a sustainable ICT industry. The ICT cluster is to be enhanced to provide new sources of growth for Kuala Lumpur which include software development and support services outsourcing (SSO). Malaysia has been identified to have an edge in higher value-added services and call centres. The ETP is giving emphasis to attract more global players as well as encouraging the participation of the local industry especially in the Greater KL/KV. Towards this end, international promotion and marketing will be intensified, focusing on attracting large-scale businesses in energy, finance, logistics, manufacturing and healthcare sectors to locate in Kuala Lumpur.

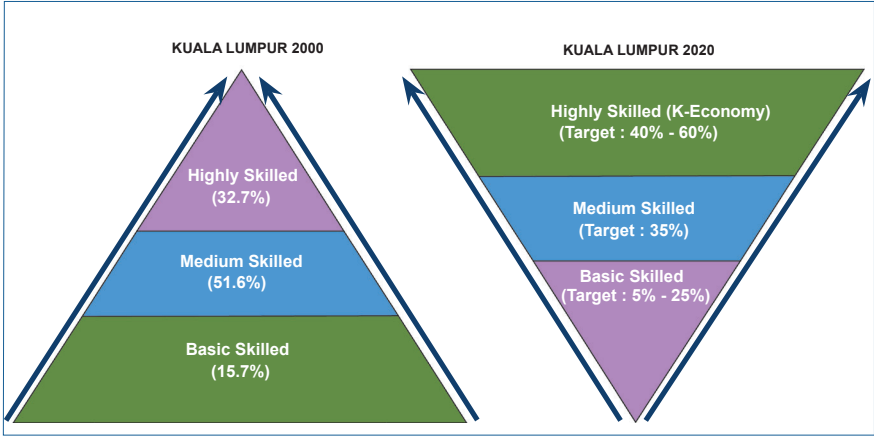


Figure 2.9 Employment Targets for Kuala Lumpur 2020 (Inverting the Skill Structure)

**Provision of World Class Infrastructure**

The provision of world-class infrastructure, especially in the designated international zones in Kuala Lumpur is vital to the internationalisation process and to raise the City’s competitive edge. Priority should be accorded to major physical improvements in the international zones in order to sustain and attract more investments into the City. Kuala Lumpur must have a world-class physical environment in order to attract and retain the regional headquarters of national and multinational companies and to be an international and regional centre for financial and business enterprises.

Interconnectivity within Kuala Lumpur is critical to position Kuala Lumpur at the national and international level. Better interconnectivity within Kuala Lumpur will encourage more firms, especially international firms to consider locating themselves in the City.

**Skilled Human Resources and High Income Employment**

Future trend in expected job growth for all sectors in the City’s economy will be based on high-tech, knowledge-based jobs requiring high and medium, creative and innovative skilled man power. New jobs creation process in the City will be oriented to the availability of skilled manpower by 2020. The thrust into the new economy would impact on the demand for skills structure that reflects on higher skilled workforce (Figure 2.9). The City needs to achieve a new work force structure that reflects one with high K-Economy elements. Thus the economy generators in Kuala Lumpur are expected to shift from labour based economy towards service based economy where by business and jobs will be concentrated in financial services such as banking, healthcare, tourism and education.



The components of the employment structure are as follows:

- Increase the share of highly skilled workers target at 40% to 60% of workforce for Kuala Lumpur by 2020;
- Sustain the proportion of medium skilled at 35%; and
- Sustain basic or elementary jobs at 10% to 25%.

### Positioning Kuala Lumpur as a Vibrant Centre for New Job Creation

Over the period 1991-2000, the employment-population ratio in Kuala Lumpur was exceptionally high at 0.48. In the year 2000, it ranked the highest among all states in Malaysia in terms of job creation, indicating its economic strength in absorbing its own working population as well as those from the neighbouring areas. This trend is also evident from the period 2000-2005 when the number of jobs in Kuala Lumpur increased from 640,400 in 2000 to 729,300 in 2005, resulting in a net job creation of around 73,000. More than a third of the new jobs created are concentrated in the financial and business sector, followed by transportation, storage and communications and ICT.

The dynamism and vibrancy of the services sector, which is a vital part of Kuala Lumpur's economy, is critical for sustaining population and economic growth in Kuala Lumpur. It is, therefore, important for Kuala Lumpur to continue to strengthen its regional economic position and its role as a centre for job creation.

Total jobs creation in the City are expected to rise from to 1.3 million in 2015 and to 1.4 million by 2020. The City Centre is expected to maintain its position as the major source of job creation in the City followed by Bukit Jalil-Seputeh and Sentul-Menjalara.

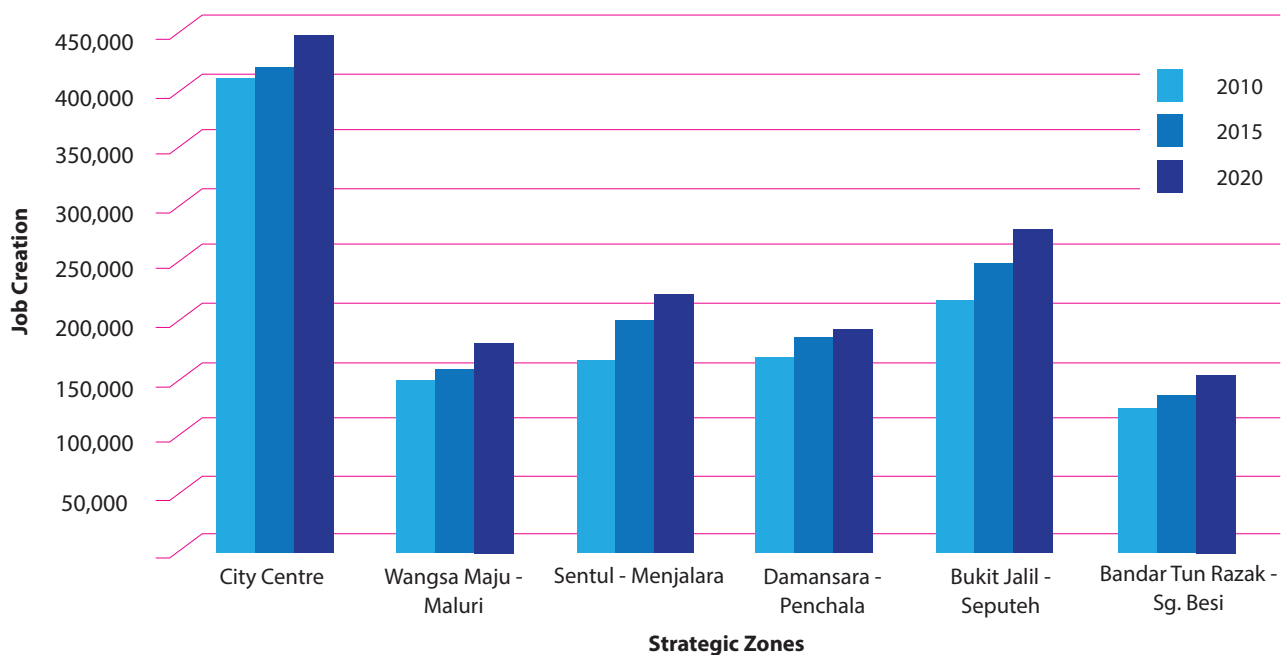


Figure 2.10 Expected Total Job Creation, 2020

The projected trends indicate that manufacturing would decline as a major source of job creation in Kuala Lumpur. This pattern results from the restructuring of the manufacturing sector leading to a greater emphasis on research and development activities which are oriented towards ‘manufacturing-services’. Most of such activities are expected to be housed in office accommodations and in business parks, indicating a shift in demand of property types in the manufacturing sector.

Creating more jobs in Kuala Lumpur entails strengthening the City’s economic activities. Supporting the development of existing and emerging clusters within Kuala Lumpur enables the City to focus on a few key economic activities that provide value-added services. These would serve as a source of growth in the local economic base, supporting businesses and creating employment for the sustainable population target of 2.2 million. Kuala Lumpur’s two key clusters are its business and financial sector and its urban tourism.

There are emerging clusters such as medical, educational and professional consulting services, which the City can promote further. These services, termed as producer services, demand highly skilled and knowledge-based workers. In supporting these economic clusters, the City will enhance its economic base, enabling its economy to grow faster and to be more productive, thus enhancing its ability to be more competitive globally.

Due to its prime location as the national capital, with good connectivity at the national level, in terms of the international airport at KLIA, railway, ports and highways, Kuala Lumpur is the main international tourist destination in the country. According to Euromonitor International’s Top City Destinations Ranking 2010, Kuala Lumpur came in 7th; ahead of other popular destinations such as Paris, New York City and Dubai, with 10.35 million arrivals in 2010.

Kuala Lumpur is positioning itself as a regional shopping hub and it has been relatively successful. Shopping activity has been an attraction that the City offers, especially with its variety of shopping complexes and goods that are competitively priced compared to other international shopping heavens. It was listed by CNN Travel that Kuala Lumpur was the 4th Best World Shopping Destination in 2012 after cities of New York, Tokyo and London.



Kuala Lumpur is the main international tourist destination in the country

Figure 2.11 Top City Destinations Ranking 2010

Cities	Rank	2010 Tourist Arrivals	% Growth 2009-2010
Hong Kong	1	19,973	18.0
Singapore	2	18,297	16.0
London	3	14,706	3.5
Macau	4	13,098	25.9
Bangkok	5	10,984	10.0
Antalya	6	10,641	20.0
<b>Kuala Lumpur</b>	<b>7</b>	<b>10,351</b>	<b>10.0</b>
New York City	8	8,961	4.2
Paris	9	8,176	5.5
Istanbul	10	8,124	7.7
Dubai	11	7,752	-0.4
Mecca	12	6,122	-12.4
Miami	13	6,003	5.6
Rome	14	5,620	1.4
Shanghai	15	5,397	22.9

Source: Euromonitor International, 2012



The task of making Kuala Lumpur a centre for job creation is not limited to the formal economy. More often than not, a vibrant city like Kuala Lumpur has a strong informal sector that exists alongside its highly productive, high value-added services sector. The informal sector plays an important role in the economy of Kuala Lumpur. It is also an important source of income to the urban poor many of whom could be holding two jobs at any one time. In Kuala Lumpur, hawking forms a major part of the informal services.

The urban poor work in some of the more essential services in the City as labourers, street cleaners and others. They live in the City Centre because of the convenience it offers to workplace and play. But many are struggling with the high costs of living in the City such as rising costs of fuel, transportation and accommodation. Because of its social and economic contributions to the life of the City, the informal sector should not be neglected but instead it should be supported and nurtured to integrate with the formal sector, especially the urban tourism cluster. The aim is to provide a more sustainable form of livelihood for the urban poor and to empower them with the means to improve their living conditions.

### Modernising the Industrial Clusters for Higher Economic Growth

The industrial sector in Kuala Lumpur must take a leading role in transforming the City's economic base towards K-Economy in tandem with its location within the MSC. The transition from Production-Economy to Knowledge-Economy means that while new types of industries that are clean, requiring high skilled labour and employing new technologies will be the focus for the City, Kuala Lumpur will revitalise its existing industrial base and ensure that the existing industries are integrated with new developments that are now taking place in the City.



Informal sector plays an important role in the economy





## The KLCP 2020

The KLCP 2020 translates the vision of A World Class City into a plan to manage the City's growth. It promotes planning and development that is sustainable and places priority on three main elements of:

- i. Environmental quality;
- ii. Social equity; and
- iii. Economic prosperity.

These three elements form the framework for the KLCP 2020 which encourages innovative solutions to land development while supporting effective management of activities and their intensities.

As A World-Class City, Kuala Lumpur will plan and develop quality living environment as well as ensure opportunities for wealth creation. It understands that quality of life is of utmost importance to its residents. It ensures communities have access to infrastructure, clean environment, affordable housing, green spaces and parks as well as the opportunity to earn a living to prosper.

### Planning for Wealth Creation

Kuala Lumpur's core business and financial zone is strengthened by not limiting it to the once famous Golden Triangle. The KLCP 2020 identifies a Premier Business and Financial Zone for Kuala Lumpur that will enhance the financial and business cluster in the City. It would induce the growth of supporting financial, professional and business activities in and around this core area.

The financial precinct is located at Jalan Sultan Ismail – Jalan Raja Chulan – Jalan Tun Razak, KLCC area and Tun Razak Exchange at Jalan Davis.

Kuala Lumpur's cluster-based strategy will create distinct employment centres distributed within the City. The Plan also creates opportunities for innovation and knowledge economy within existing emerging industrial land use zoned for technology parks, SME business parks and industrial parks.



Menara 1 Dewan Bandaraya Kuala Lumpur

## 6 CORE PRINCIPLES

The KLCP 2020 has six core guiding principles that will underlay the strategies for planning and development of the City. These principles are:

1. Planning for Wealth Creation
2. Planning for Safety and Comfort
3. Planning for Connectivity and Accessibility
4. Planning for Greener Standards
5. Planning for and with the People
6. Planning for Dynamic City

### **Planning for Safety and Comfort**

Kuala Lumpur priority is to ensure that it is a safe and comfortable city where everyone feels at ease and is able to do business, work, live and play in peace, free from threats of crime, violence or intrusion.

KLCP 2020 focuses upon protecting the natural environment, enhancing the built environment, conserving culture and heritage to create an image that is uniquely Malaysian and providing quality parks, open spaces and facilities for all age groups in the community.

### **Planning for Connectivity and Accessibility**

KLCP 2020 has planned for a comprehensive network of public transportation system for the City. The main aim is to make Kuala Lumpur a well-connected city, enhancing accessibility and improving mobility.

This will be done through integrated land use and transportation planning which will encourage development to grow in a smart manner especially in areas that are well served and accessible by public transportation.

Urban rail will be one of the major public transportation system planned for Kuala Lumpur. The Plan recognises the need for new lines which will increase the coverage of areas served by public transport and extend the areas within transit corridors from the current 20% to 52% once they are completed.

Urban development is promoted and intensified within transit nodes to make workplace and community services more accessible.

### **Planning for Greener Standards**

The KLCP 2020 will adopt greener standards, where environmental sustainability will be a priority. The Plan calls for optimum growth where land use development integrates and co-exists with environment. Water resource management is promoted in the City, where water recycling and rainwater harvesting will be encouraged.

Energy efficient city will be one key feature of this Plan. Kuala Lumpur will promote alternative use of energy and renewable energy in the City. This calls for actions such as planning for public transportation to reduce greenhouse gas emission, reducing household waste generation and encouraging reuse and recycling of waste materials.

### **Planning for and with the People**

Kuala Lumpur will be a city that houses 2.2 million population and provide employment to 1.4 million people by 2020. The City will thus ensure that whatever it plans, builds or develops are in line with what the people want and need. As a city that responds to the changing needs of its people, planning of Kuala Lumpur will be inclusive. It will enable the people to participate fully in the city life, where social inclusion and liveability are important elements of this city living.

Kuala Lumpur will also strive to become an engaging city where it involves its people to support the City's activities such as recreation, cultural and social events, festivals and sports activities for the greater benefit of the community.

### **Planning for Dynamic City**

KLCP 2020 as a Local Plan for Kuala Lumpur has provided for a planning instrument that is pragmatic and adaptable for changing situations and dynamism of the City. The Plan provides framework for changes to be introduced in the planning and development control mechanism and procedures in order to facilitate economic and social development within the framework of sustainable and liveable eco-system.

## Development Directions for Kuala Lumpur

The following chapters in this document will basically present the development thrusts intended for the City of Kuala Lumpur along with the strategic directions and followed by the key initiatives respectively for each direction.

**8** Development Thrusts

**24** Strategic Directions

**73** Key Initiatives

### CHAPTER 3

#### A Dynamic World Class Business City

##### 3.1 Strengthening Kuala Lumpur's Role as a World Class Business City

- 3.1a Enhancing the Premier Financial and Business Precincts
- 3.1b Developing an Attractive Retail Cluster
- 3.1c Promoting Urban Tourism

##### 3.2 Accommodating Economic Growth Spatially

- 3.2a Sustaining and Enhancing Vitality of Urban Centres
- 3.2b Providing Sufficient Commercial Floor Area
- 3.2c Modernising and Integrating the Informal Sector
- 3.2d Enhancing Industrial Areas

##### 3.3 Creating an Innovative City

- 3.3a Encouraging Upscaling of Existing Economies
- 3.3b Encouraging ICT Clusters through Development of Cybercities and Cybercentres

### CHAPTER 4

#### Connectivity & Accessibility for the City

##### 4.1 Building a More Sustainable, Integrated and Environment Friendly Transport Infrastructure

- 4.1a An integrated Planning Transit Network
- 4.1b Extending Urban Rail Network Regional Rail Network
- 4.1c Integrated Transportation Terminal and Park & Ride Facilities
- 4.1d Establishing Functional Road Hierarchy
- 4.1e Giving Priority to Buses
- 4.1f Developing Taxi Transformation Plan

##### 4.2 Moving Towards Travel Demand Management Strategies

- 4.2a Dispersing Peak-Period Traffic
- 4.2b Reducing SOV and Providing Incentives to Road Users
- 4.2c Managing Car Parking
- 4.2d Restraining Traffic within The City Centre
- 4.2e Managing Heavy Vehicles
- 4.2f Utilising Integrated Traffic Information System (ITIS)

##### 4.3 Integrating Developments with Pedestrian Connectivity

- 4.3a Providing a Safe and Comfortable Walking Environment for All Groups of Pedestrian Network Users
- 4.3b Improving Pedestrian Connectivity and Accessibility at Key Locations
- 4.3c Developing Cycling Routes and Facilities

### CHAPTER 5

#### Sustainable Land Use

##### 5.1 Managing and Guiding Use of Land and Intensity of Development

- 5.1a Providing Clear Framework for Future Use of Land and Intensity of Development
- 5.1b Regulating Incompatible Land Use and Activities

##### 5.2 Integrating Transport and Spatial Development

- 5.2a Directing New Transit Corridors and Interchange Points to Priority Areas
- 5.2b Designating Transit Planning Zones (TPZ)
- 5.2c Encouraging Mixed Use Developments

##### 5.3 Redeveloping Previously Developed Sites and Regenerating Older Areas

- 5.3a Redeveloping Previously Used and Under Utilised Land or Buildings
- 5.3b Regenerating Older Areas

### CHAPTER 6

#### City Living Environment

##### 6.1 Meeting the People's Need for Housing

- 6.1a Planning for Growth and Ensuring Adequate Housing Land
- 6.1b Providing Affordable Houses for the Middle-Income and Younger Population in Strategic Locations
- 6.1c Improving Quality of Existing Public Housing and Providing New Public Housing for Lower Income Households
- 6.1d Providing Housing for Special Groups

##### 6.2 Promoting City Living That Will Create a Vibrant and Safe City

- 6.2a Encouraging Mixed Use Development within the City Centre
- 6.2b Protecting Stable Residential Areas as Established Housing for the City
- 6.2c Retaining Traditional Villages and Preserving Their Character

##### 6.3 Providing for Quality Living Spaces

- 6.3a Distributing Residential Intensities for Sufficient Housing Provision
- 6.3b Adopting Safe Community Guidelines
- 6.3c Promoting Sustainable Principles of Neighbourhood Planning
- 6.3d Providing Quality and Sufficient Community Facilities



**CHAPTER 7****Protecting and Enhancing the Environment****7.1 Protecting Environmentally Sensitive Areas**

- 7.1a Preserving Forest and Wildlife Reserves
- 7.1b Protecting Hill Lands and Hillside
- 7.1c Preserving Lakes and Former Mining Ponds

**7.2 Enhancing River Value and River Water Quality**

- 7.2a Improving River Water Quality

**7.3 Ensuring Safety and Best Use of Contaminated Sites**

- 7.3a Regulating Use of Former Landfill Sites

**7.4 Improving Urban Environmental Quality**

- 7.4a Managing Noise to Acceptable Level
- 7.4b Improving Air Quality

**CHAPTER 8****Enhancing Green Network and Blue Corridor****8.1 Comprehensive Green Network for Greener Kuala Lumpur**

- 8.1a Establishing Interconnected Green Network throughout Kuala Lumpur and Increasing the City's Green Density
- 8.1b Protecting Public Open Spaces and Maintaining Recreational Facilities
- 8.1c Securing Land for City's Green Areas
- 8.1d Providing Quality and Functional Recreational Facilities

**8.2 River Corridor as the City's Waterfront Zone**

- 8.2a Rivers as Blue Connector for the City
- 8.2b Enforcing Riverside Corridor Requirement in Development Applications

**CHAPTER 9****Distinctive Image and Identity****9.1 Enhancing and Strengthening City Character and Identity**

- 9.1a Promoting Good Urban Design for New Developments and Redevelopments
- 9.1b Enhancing Character and Quality of Public Spaces
- 9.1c Creating Distinctive Urban Skyline between Centres
- 9.1d Promoting Iconic Places and Landmark Developments

**9.2 A Vibrant City Centre**

- 9.2a Reinforce City Centre's Structure into a Coherent and Legible Pattern
- 9.2b Defining Kuala Lumpur's Capital City Function
- 9.2c Improving Physical Environment as Impetus for Regeneration
- 9.2d Kampong Bharu Regeneration as a Comprehensive Development Area

**9.3 Conserving Built and Cultural Heritage**

- 9.3a Protecting Heritage Zones, Sites and Buildings
- 9.3b Managing and Monitoring Heritage Zones and Buildings
- 9.3c Conserving Significant Traditional Villages and Intangible Heritage Value

**CHAPTER 10****Green Infrastructure****10.1 Providing Infrastructure and Utilities to Support Growth of the City**

- 10.1a Promoting a Coordinated Approach in the Provision of Infrastructure and Utilities to Meet Future Requirements
- 10.1b Achieving Highest Reliability and Standard in Utility Provision

**10.2 Mitigating Floods and Managing Stormwater**

- 10.2a Implementing Kuala Lumpur's Drainage Master Plan
- 10.2b Managing Urban Stormwater in a Sustainable Manner

**10.3 Addressing Climate Change by Encouraging Low Carbon Cities Initiatives**

- 10.3a Promoting Energy Efficient Development and Use of Green Technologies to Reduce Carbon Emission
- 10.3b Promoting Rain Water Harvesting, Recycling and Water Saving
- 10.3c Reducing Waste

# A Dynamic World Class Business City

Kuala Lumpur shall strengthen its role as the premier business and retail hub of the nation, becoming a dynamic international centre that will promote national and regional growth.

Kuala Lumpur's vision to create a world class living and business environment coincides with the national goal of being globally competitive and knowledge-intensive. This entails a paradigm shift to the new economy where more knowledge-intensive industries are encouraged to locate and concentrate in Kuala Lumpur. This thrust is expected to permeate throughout the urban economy, creating more wealth for the people and business community. It shall lead to higher living standards and a more conducive and creative working environment that will encourage active interactions among skilled workers, technopreneurs, innovators, creative artistes and others.

This new urban economy in Kuala Lumpur shall be characterised by an abundance of skilled human resources. Wealth will be generated largely from the intense sharing of codified knowledge and information, new knowledge gained from R&D and intellectual property, increased collaboration between firms and institutions, extensive use of ICT and development of more effective learning mechanisms across the entire economy.

It is thus crucial for the KLCP 2020 to develop an urban structure that will meet the demands of this new urban economy. The Plan will identify how this economic growth and expansion will be accommodated in Kuala Lumpur's spatial and development built form. The Plan must also acknowledge the role of Kuala Lumpur not only as the capital city of Malaysia but also as an important national growth node and gateway towards developing a global economy.

### **Strategic Direction 3.1 Strengthening Kuala Lumpur's Role as A World Class Business City**

*Key Initiative 3.1a*  
**Enhancing the Premier Financial and  
Business Precincts**

*Key Initiative 3.1b*  
**Developing an Attractive Retail Cluster**

*Key Initiative 3.1c*  
**Promoting Urban Tourism**

### **Strategic Direction 3.2 Accommodating Economic Growth Spatially**

*Key Initiative 3.2a*  
**Sustaining and Enhancing Vitality of  
Urban Centres**

*Key Initiative 3.2b*  
**Providing Sufficient Commercial Floor  
Area**

*Key Initiative 3.2c*  
**Modernising and Integrating the  
Informal Sector**

*Key Initiative 3.2d*  
**Enhancing Industrial Areas**

### **Strategic Direction 3.3 Creating an Innovative City**

*Key Initiative 3.3a*  
**Encouraging Upscaling of Existing  
Economies**

*Key Initiative 3.3b*  
**Encouraging ICT Clusters through  
Development of Cybercities and  
Cybercentres**

### Strategic Direction 3.1

#### Strengthening Kuala Lumpur's Role as A World Class Business City

Kuala Lumpur's role as a World Class Business City will be strengthened by making it an attractive and safe place to conduct business, work and live. It shall encourage the increased presence of international organisations to enhance networking partnerships and to create economies of scale through ICT and skilled human resources.

##### Key Initiatives 3.1a

##### – Enhancing the Premier Financial and Business Precincts

*Enhancing the premier financial and business precinct to attract and sustain international investment*

The KLCP 2020 designates premier financial and business precincts in the City Centre. These precincts shall spearhead Kuala Lumpur as a global city and shall provide for quality housing, grade 'A' office buildings, international 5-star hotels and a quality built environment that is safe and attractive for international business and local communities to conduct business, work and live in the City.

These competitive premier precincts will encapsulate the City's vision to be a World-Class City. They will also give the City an edge in attracting new investments for the future and in expanding the existing investments.

Through these precincts, Kuala Lumpur will be able to create a platform to compete with regional competitors in attracting foreign companies to locate here. In line with the statements in the ETP, Kuala Lumpur needs to be a magnet for dynamic firms and global talents. Hence, providing these premier precincts will serve as part of the initiatives in creating a vibrant and competitive economic clusters in the heart of the City. Also in line with the ETP, these premier precincts of economic clusters will be served with world-class amenities and connectivity in order to make them more appealing and attractive to investors, local and international talents.

##### KLSP 2020 POLICY

**CO 2** KLCH 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.

##### KLSP 2020 POLICY

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

#### ETP : GREATER KUALA LUMPUR/KLANG VALLEY AS A MAGNET

##### EPP 1 - Attracting 100 of the world's most dynamic firms within priority sectors

Kuala Lumpur seeks to attract the world's leading and most dynamic firms to relocate their headquarters in the City especially the MNCs in the priority sectors in Greater KL/KV including financial services, business services, education, tourism and retail. This will stimulate additional economic activities and gives the opportunity for more higher value added employment in the City.

##### EPP 2 - Attracting the right mix of internal and external talent

In attracting mix of internal and external talent to come to Kuala Lumpur, the City needs to provide the optimal environment to live, work and play as well as taking other initiatives such as establishing Malaysian Halls in priority cities, leveraging leading personages in Malaysia and several other actions.



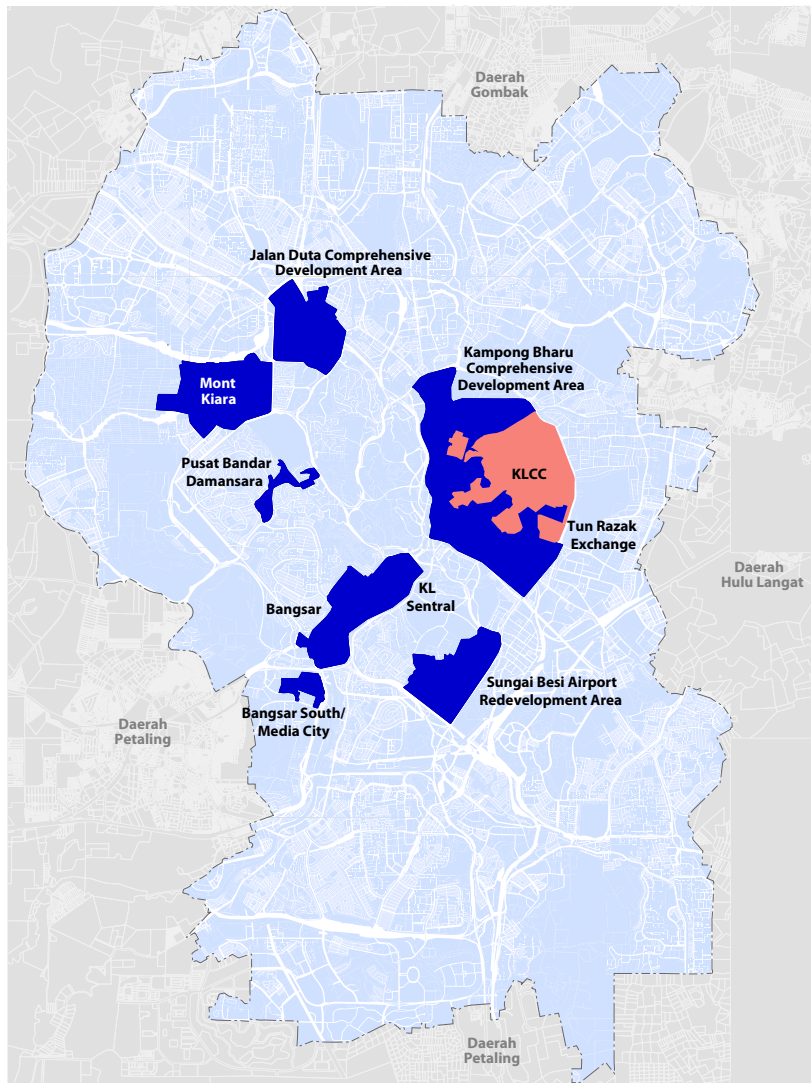


Figure 3.1 Premier Financial and Business Precincts

● Premier Financial Precinct      ● Premier Business Precinct

### KUALA LUMPUR PREMIER FINANCIAL AND BUSINESS PRECINCTS

#### Current Status

- Over 400 financial institutions; and
- Over 2,000 Small Medium Enterprise (SME) professional firms (legal, engineering, accounting, architectural, medical and advertising) with over 40,000 workers.

#### Premier Financial Precinct

- Jalan Sultan Ismail - Jalan Raja Chulan - Jalan Tun Razak;
- Kuala Lumpur Convention Centre (KLCC); and
- Tun Razak Exchange (TRX) at Jalan Davis.

#### Premier Business Precinct

- Jalan Ampang, Bukit Bintang leading to Jalan Imbi, Jalan Tunku Abdul Rahman, Jalan Raja Bot, Jalan Dang Wangi, Jalan Pudu, Jalan Petaling, Jalan Sultan, Jalan Hang Jebat;
- KL Sentral - Bangsar - Mid Valley - Media City;
- Pusat Bandar Damansara;
- Sri Hartamas;
- Sungai Besi Airport Redevelopment Area;
- Jalan Duta Comprehensive Development Area (Jalan Duta CDA); and
- Kampong Bharu Comprehensive Development Area.

### Premier Financial Precinct

The financial precinct will provide for corporate international and national headquarters, agency and embassy functions which are becoming increasingly important because of globalisation. The presence of international financial and business activities in the City provides great opportunities for international and domestic organisations including financial intermediaries and institutions to enhance their networking partnerships, to create economies of scale in adopting innovative information technology and infrastructure and to attract skilled human resources who will ensure the continuous success of business. The thrust forward therefore demands that Kuala Lumpur invests in its physical capital and assets (housing, environment, physical infrastructure, community facilities, roads and transportation) and also in its human capital. By doing this, it further enhances itself as an attractive location for knowledge-intensive businesses.

## 3.4 A Dynamic World Class Business City

This would also assist in fulfilling the objectives of Securities Commission Malaysia and the Bank Negara Malaysia. One strategic move is to make Malaysia a major international Islamic Financial hub which will further enhance Kuala Lumpur's position internationally. The increasing liberalisation of the financial industry accompanied by the expansion of the range and types of financial services would attract international banks, financial institutions and other trading and broking firms to set up their regional and international headquarters in Kuala Lumpur. The designated financial precinct shall provide the enabling environment for these entities.

### Premier Business Precinct

The business precinct is basically the immediate area outside the financial precinct and also including several other areas. Here, all kinds of businesses are attracted by the spillover effects of Kuala Lumpur's dynamic economic activities in the financial precinct which will serve as the catalyst for further growth of other business and professional services.

It is here that the City will be able to focus on building up a creative class because creativity is the winning factor to increase a city's competitive edge. Creative and cultural activities are central to an advanced city's identity and a key sector in world cities. Creative and cultural activities tend to be attracted to business precinct because of their ambience and cosmopolitanism.



Bangsar and Sri Hartamas has turned up to become one of the well-known business addresses outside City Centre of Kuala Lumpur

### PRIORITY ACTIONS

The premier financial and business precincts must demonstrate the intrinsic characteristics of quality living and working environment. This is in line with the ETP for Greater KL/KV. Thus improvements and enhancement of the physical environment in these areas must be prioritised so that they can become examples of good quality urban development in the City.

1. Regenerate and improve the dilapidated and blighted areas such as Jalan Raja Bot, Jalan Haji Taib, Jalan Pudu, Jalan Imbi and other areas within these precincts;
2. Improve the City's physical conditions for safer, attractive and barrier free built environment;
3. Provide excellent infrastructure and infrastructure;
4. Enhance interconnectivity within premier financial and business precincts and other commercial zones;
5. Encourage activities that would support the premier financial and business precincts such as quality office space equipped with ICT enabling environment, fine dining, quality hotels, shopping, quality housing, health, educational, recreational and entertainment facilities;
6. Provide quick access to competitive regulations through InvestKL; and
7. Develop a strong image that sustains the identity of internationalism.

### Key Initiative 3.1b – Developing an Attractive Retail Cluster

*Developing an attractive retail experience for Kuala Lumpur that is vibrant and internationally acclaimed*

In strengthening the role of Kuala Lumpur as a dynamic business city, the KLCP 2020 identifies retail and shopping activities as one of its key commercial functions. Retail activities in Kuala Lumpur can be divided into two major types which are small scale and large scale retail. During recent years, retail activities in Kuala Lumpur seem to have shifted from small-scale retailing such as shophouses to large-scale retailing including the likes of supermarkets and hypermarkets.

Retailing basically can be referred to all activities directly related to the selling of small quantities of goods and services at a profit, to the ultimate customers for personal consumption and non-business use. In the case of Kuala Lumpur the retail activities are usually supported by dining and entertainment activities. These retail activities will turn Kuala Lumpur into a world class shopping city.

Shopping and retail locations in Kuala Lumpur are distinguished by a shopping hierarchy, with the City Centre maintaining its function as prime shopping location in Kuala Lumpur. This is followed by sub-prime shopping precincts located in the traditional shopping areas within and outside the City Centre. The shopping precincts accommodate various range of shopping experience and products; from high-end shopping centres offering general retail products to specialty shopping experience offering specialised and niche products.

#### KUALA LUMPUR RETAIL CLUSTER

##### Shopping Centres

- i. 65 shopping complexes in Kuala Lumpur.

##### High End Shopping

- i. Attracting discerning and sophisticated customers especially tourists and high income groups; and
- ii. Suria KLCC, Star Hill, Lot 10, Pavilion, Berjaya Times Square, Bukit Bintang, Sungai Wang Plaza, Mid Valley, The Gardens and Fahrenheit 88.

##### Traditional Shopping

- i. Offering traditional or local products to attract tourists and locals especially during festival season; and
- ii. Jalan Tuanku Abdul Rahman, Jalan Masjid India, Jalan Pasar, Jalan Petaling, Jalan Raja Bot and Jalan Tun Sambanthan.

##### Specialty Shopping

- i. Electronic components and accessories - Jalan Pasar;
- ii. Computer accessories - Jalan Imbi - Bukit Bintang;
- iii. Wholesale apparels - Jalan Kenanga;
- iv. Chocolate boutiques - Jalan Inai; and
- v. Festivity products - Jalan Masjid India and Little India in Brickfields.



Developing an attractive retail cluster



## 3.6 A Dynamic World Class Business City

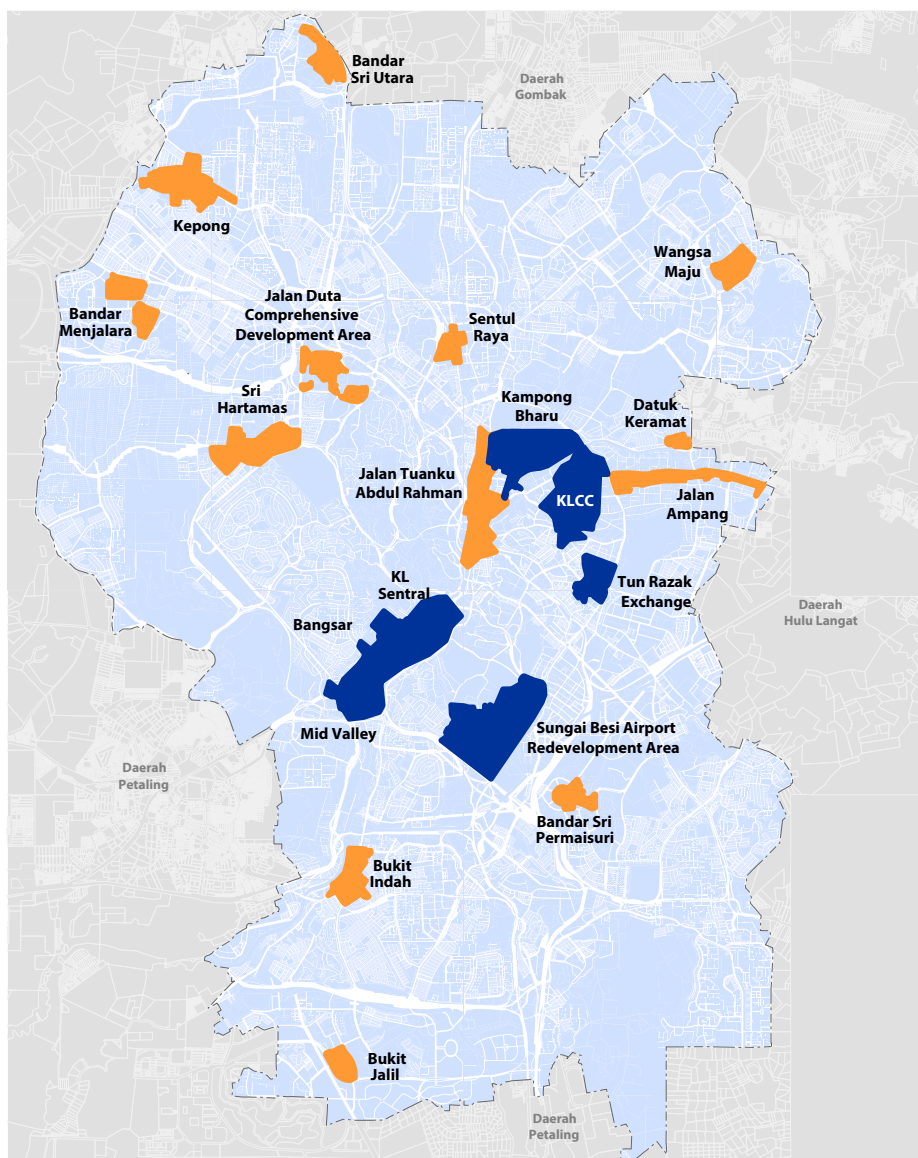


Figure 3.2 Shopping Precincts

- Prime Shopping Precinct
- Sub-Prime Shopping Precinct

Entertainment centre is basically commercial space which are used by establishment that opens till late at night and provides food, drink, entertainment and music for dancing and singing including live music and other forms of entertainment. Among the activities at entertainment areas include discotheques or night clubs, pubs or bars and karaoke outlets. Since this kind of activities may cause nuisance to the surrounding areas, the permission to carry out this activity must be strictly controlled, through permits and use classes specified in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur)(Planning)(Classes of Use of Land and Buildings) Rules 2018.

**Prime Shopping Precinct**

The KLCC-Bukit Bintang area will continue to be the prime shopping precinct in Kuala Lumpur. Within it, there are already high end shopping centres such as Suria KLCC, Avenue K, Starhill, Lot 10, Bukit Bintang Plaza, Sungai Wang Plaza, Berjaya Times Square and the Pavilion. Supporting this prime shopping precinct are 5 and 4 star hotels such as the Mandarin Oriental, Peninsula, JW Marriot, Park Royal, Westin, Impiana and the Grand Millennium Hotel; dining facilities offering a variety of cuisine, both local and international and entertainment facilities that adds to the vibrant atmosphere of the shopping precinct.

**Sub-Prime Shopping Precinct**

Apart from the prime shopping, dining and entertainment zones there are also the sub-prime shopping areas. Examples are the traditional shopping areas of Jalan Tuanku Abdul Rahman-Masjid India-Chow Kit area, Jalan Petaling and Jalan Pasar. Other sub-prime shopping precincts are located mainly in the district centres in each strategic zone within Kuala Lumpur.

Tun Razak Exchange (Sub-Prime Precinct City Center) and Sungai Besi Airport Redevelopment Area (Sub- Prime Precinct Bukit Jalil-Seputeh) are areas which propose the integration of mixed use development that include shopping attractions with public transport infrastructure that will enhance the position of Kuala Lumpur as a major shopping destination within the region.

The designation of sub-prime shopping, dining and entertainment areas across the City is also intended to provide an enabling environment that can support the role of district centres. The sub-prime shopping areas are newly created shopping precincts or existing centres in the various parts of Kuala Lumpur. Currently, they may not have been able to perform their roles effectively, especially where there is a proliferation of shop houses. The resultant effect is considerable vacant or empty commercial floor space in these places. Enhancing the sub-prime areas is an important measure because it allows KLCH to direct its resources to encourage redevelopment, regeneration and improvement to attract more investments into these areas.



Premier financial and Business



### 3.8 A Dynamic World Class Business City

PRIORITY ACTIONS FOR ENHANCING THE SHOPPING PRECINCTS IN KUALA LUMPUR		
Shopping Precinct	Initiatives	
<b>Prime Shopping Precinct</b> i. KLCC - Bukit Bintang; ii. Mid Valley - Bangsar; iii. Sungai Besi Airport Redevelopment Area; iv. Kampong Bharu Comprehensive Development Area; and v. Jalan Duta Comprehensive Development Area.	1.	Continuous monitoring on improvements, enhancement, safety, and cleanliness;
	2.	Introduce pedestrian malls to separate vehicular and pedestrian movements in order to intensify the shopping experiences in the premier shopping precinct;
	3.	Provide access to public transportation network and enhance facilities for transit stops;
	4.	Provide pedestrian connectivity to transit stations and create walking zones in the Prime Shopping areas;
	5.	Mixed use development at CDAs of Kampong Bharu and Jalan Duta to consist of retail, commercial, offices and residential; and
	6.	High-end retailing of apparels, small scale food and provision shops, fine dining and general dining (subject to excellent standards of hygiene and cleanliness), souvenirs, boutiques, beauty saloons and customer - centred services usually associated with retailing and entertainment.
<b>Sub-Prime Shopping Precinct City Centre</b> i. Jalan Tuanku Abdul Rahman; ii. Jalan Masjid India - Jalan Raja Bot; iii. Jalan Petaling; iv. Tun Razak Exchange; and v. Jalan Pasar.	1.	Regenerate and beautify Jalan Tuanku Abdul Rahman-Jalan Masjid India-Jalan Raja Bot area for specialty shopping taking into consideration the uniqueness of the architectural characteristics of these areas;
	2.	Encourage regeneration and redevelopment in Jalan Pasar area;
	3.	Encourage walking zones and provide at grade high pedestrian connectivity within Jalan Tuanku Abdul Rahman, Jalan Petaling and Jalan Pasar areas;
	4.	Mixed use development at Tun Razak Exchange to consist of retail, commercial, offices and residential; and
	5.	Embark on sustained maintenance program for these area.
<b>Sub-Prime Shopping Precinct Damansara - Penchala</b> i. Brickfields-Bangsar-Mid Valley; and ii. Sri Hartamas - Mont Kiara.	1.	Embark on sustained maintenance program for the Mid-Valley and Bangsar precinct that caters to high-end retailing and fine dining which attracts wealthy domestic shoppers and the international community;
	2.	Embark on sustained maintenance program for the Sri-Hartamas-Mont Kiara precinct, allowing room for new development; and
	3.	Allow regeneration and redevelopment in the Brickfields area to target new retailers, and achieve a mix between traditional and modern retailing establishments.
<b>Sub-Prime Shopping Precinct Wangsa Maju - Maluri</b> i. Datok Keramat; ii. Jalan Ampang; and iii. Wangsa Maju.	1.	Pursue enhancement programs in Datok Keramat and Jalan Ampang sub-prime shopping precincts comprising the following: i. Improve existing parking layouts; ii. Intensify connectivity; iii. Undertake pocket landscaping with high permeability pedestrian walkways; and iv. Exclude industrial activities, polluting service industries and warehouse.
<b>Sub-Prime Shopping Precinct Sentul - Menjalara</b> i. Sentul Raya; ii. Bandar Menjalara; iii. Bandar Sri Utara; and iv. Kepong.	1.	Embark on sustained maintenance program for Sentul Raya to ensure that its reputation and role as sub-prime shopping, dining and entertainment precinct is maintained; and
	2.	Pursue enhancement program for Bandar Menjalara and Bandar Sri Utara comprising the following: i. Improve existing parking layouts; ii. Intensify connectivity; iii. Undertake pocket landscaping with high permeability pedestrian walkways; and iv. Exclude industrial activities, polluting service industries and warehouse.
<b>Sub-Prime Shopping Precinct Bukit Jalil - Seputeh</b> i. Bukit Indah; ii. Bukit Jalil; and iii. Sungai Besi Airport.	1.	Embark on sustained maintenance program for Bukit Jalil and Bukit Indah to attract domestic shoppers and the international community. The sub-prime precincts are targeted to house shopping complexes, exhibition centres and family entertainment;
	2.	Encourage the development of specialty shopping areas in Bukit Indah for furniture and interior decor displays and showrooms; and
	3.	Mixed use development at Sungai Besi to consist of retail, commercial, offices and residential.
<b>Sub-Prime Shopping Precinct Bandar Tun Razak-Sungai Besi</b> i. Bandar Sri Permaisuri.	1.	Introduce an enhancement program for Bandar Sri Permaisuri through: i. Promoting the development of street mall/sidewalk retail outlets; and ii. Development of specialty area for educational products, health - related goods like pharmaceutical and medical product, sport equipment and related services.



### Key Initiative 3.1c – Promoting Urban Tourism

*Enhancing Kuala Lumpur's urban tourism and promote it as world class international tourist destination by focusing on its niche tourism products*

Kuala Lumpur will be a major international tourist destination offering a unique lifestyle experience. This shall be achieved by developing and sustaining a world class image for the City.

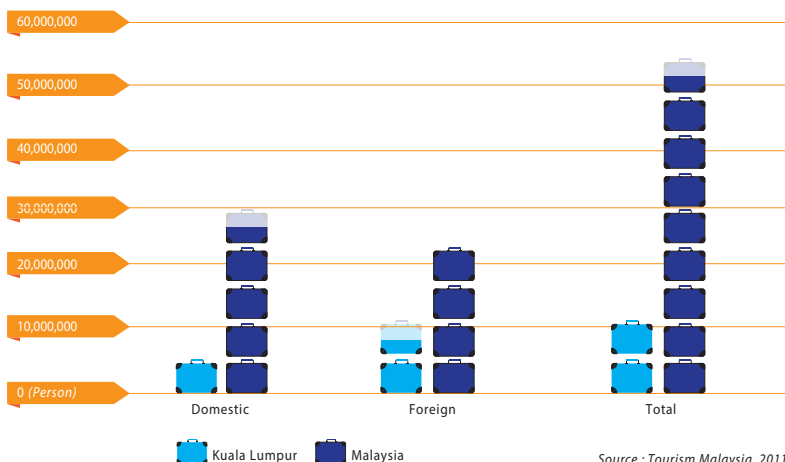
International tourism is a major industry in Kuala Lumpur. It has a cluster of economic activities and is one of the driving forces of the local economy (Figure 3.3). It is an integral part of the strong service sector in Kuala Lumpur.

Tourism permeates the entire services sector with linkages to wholesale and retail trade, restaurants and hotels (shopping, food, accommodations); transportation, storage and communications (car rentals, taxis, travel agencies, tour operators, airlines, cruise ships, bus service and others); finance, insurance, real estate and business (banking, money changers, insurance, property development) and community, social and personal services (tour guides, drivers, food operators, small service providers). In 2010, Kuala Lumpur recorded close to nine million foreign hotel guests or 34% of total foreign arrivals in the country (Figure 3.4). Tourism brings about an income multiplier effect of at least 0.66.

### PRIORITY ACTIONS TOWARD ENHANCING KUALA LUMPUR'S INTERNATIONAL URBAN TOURISM

1. Making Kuala Lumpur a tourist-friendly city;
2. Expanding MICE facilities;
3. Enhancing urban heritage tourism;
4. Promoting Kuala Lumpur as a regional centre for medical and educational tourism; and
5. Developing sports and recreational to strengthen local tourism.

Figure 3.3 Hotel Guests in Kuala Lumpur, 2010



International tourist destination offering a unique lifestyle.

3.10 A Dynamic World Class Business City

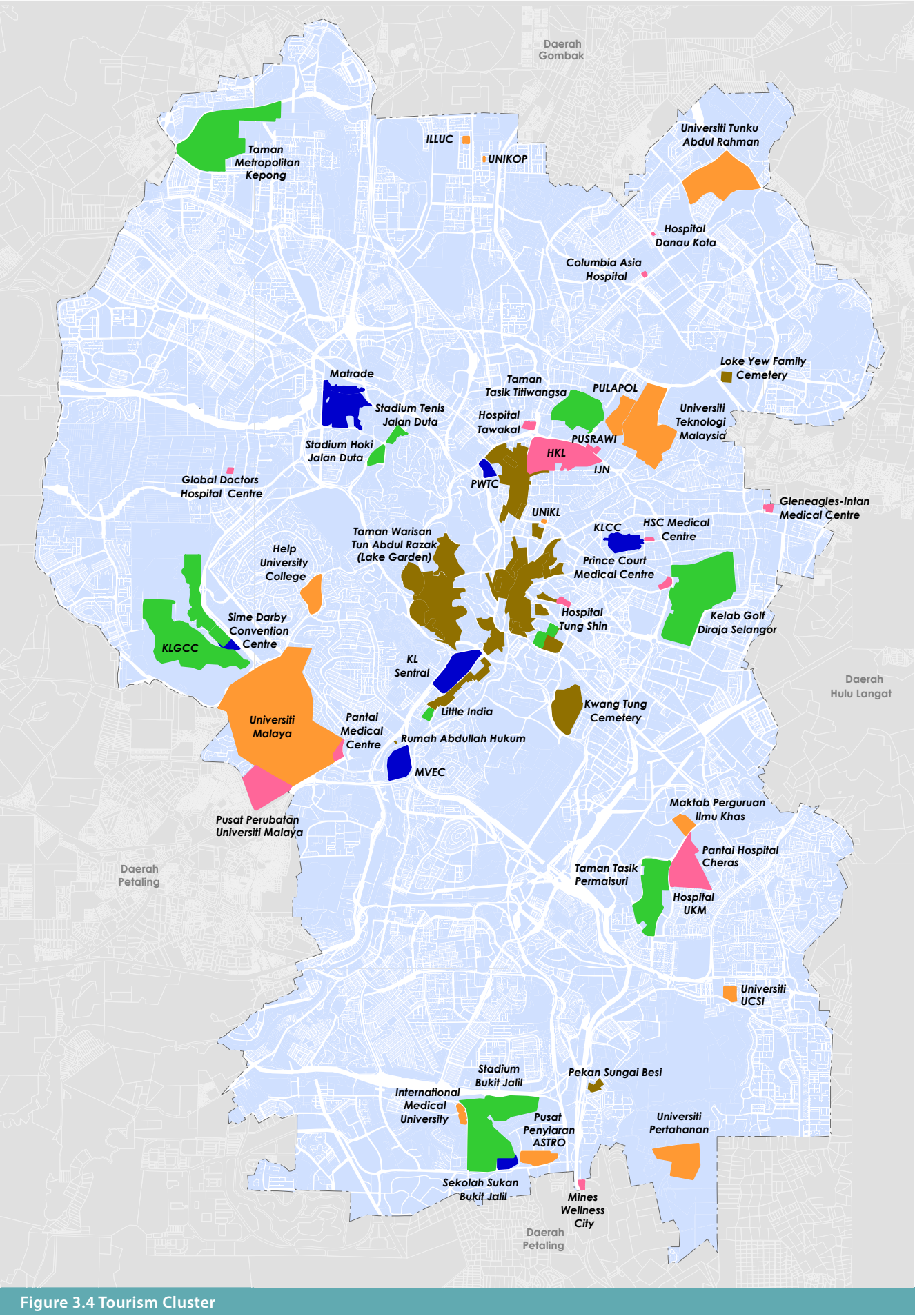


Figure 3.4 Tourism Cluster

● MICE ● Education ● Medical ● Heritage ● Sport And Recreation



Kuala Lumpur will enhance and focus on its niche tourism products like MICE (Meetings, Incentives, Conferences & Exhibitions), medical, educational and sport tourism which have great potentials for growth on top of its already established diversified products such as shopping, culture, heritage, parks and garden tourism.

Increasing tourist arrivals has boosted investors' confidence in the City's hotel industry. The number of hotels in Kuala Lumpur has been rising since 2000 and by 2016 there are 249 hotels (Figure 3.5). The majority of available rooms are high-end quality accommodations in contrast to the available number of budget hotels, indicating a gap in the supply of rooms for backpackers and budget travellers. Thus, KLCH shall encourage the development of all classes of hotels to support the tourism industry.

**Figure 3.5 Tourist Accommodations in Kuala Lumpur, 2016**

Rating	Units
5 Star	29
4 Star	26
3 Star	41
2 Star	30
1 Star	31
No Star	92
<b>TOTAL</b>	<b>249</b>

Source : Ministry of Tourism and Culture, 2016

#### KLSP 2020 POLICY

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

#### KLSP 2020 POLICY

**EC 5** KLCH shall promote the development of MICE facilities and encourage the holding of International events in the City.

#### KLSP 2020 POLICY

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



Niche tourism products like MICE, medical, educational and sport





### Making Kuala Lumpur a Tourist-Friendly City

As a tourist-friendly city, Kuala Lumpur shall undertake measures to improve tourist facilities and upgrade the supporting amenities for tourists. Measures include improvement in the aspects of accessibility and connectivity, information, comfort, safety, cleanliness and quality of facilities. The overall principle for all actions to be planned and implemented is to make visiting Kuala Lumpur an easy experience for visitors.

### Expanding MICE Facilities

MICE sector or business tourism is an important component of the tourism industry. MICE participants usually are high yield tourists, spending more on a daily basis than pure leisure tourists. Therefore, there is a need for more large-scale, quality MICE facilities in Kuala Lumpur to accommodate large-scale international expositions, exhibitions and conferences. However, facilities have to be located in areas that are easily accessible by mass public transportation as well as having complementary services such as dining, shopping and accommodations.



Quality MICE facilities (MATRADE)

### PRIORITY ACTIONS TOWARD A TOURIST - FRIENDLY CITY

1. Create strategically located visitors' centres in the City to provide information and tourists guides;
2. Encourage private sectors to open souvenir outlets integrated with visitors centres;
3. Introduce user-friendly information kiosks;
4. Encourage location of inbound travel agencies around visitors centres to assist foreign visitors and to create greater synergy between the Tourist Information Office and the private tour agencies, leading to a centralisation of inbound tour agencies for Kuala Lumpur in order to streamline and standardise costs;
5. Upgrade all sign postings and add critical tourist information on signboards as tourist guide notes along all major routes into the City and along all major roads within the vicinity of tourist attractions;
6. Enhance and beautify tourist areas in the City Centre with street furniture and facilities that will create a safe and barrier free environment;
7. Identify coach parking and dedicated car parking facilities in major tourist attraction areas;
8. Create sufficient public transportation facilities such as buses and taxis and improve pedestrian linkages;
9. Locate law enforcer posts at popular tourist destinations to assist tourists and ensuring their safety;
10. Sustain a maintenance program on all public toilets, including those in private buildings where pedestrian traffic is high, such as in shopping complexes, museum galleries and all public/exhibit centres;
11. Assume greater and more direct influence over the routes and quality of the hop-on-hop-off bus services to ensure that they are effective and reasonably priced;
12. Encourage the development of backpackers' market by supporting the development of budget hotels, bed and breakfast particularly in the City Centre and within the vicinity of tourist attractions;
13. Allow the conversion of heritage and underutilised buildings in the City into boutique hotels and quality 'bed and breakfast' (B&B) accommodations, especially in the City Centre and in other potential tourism spots; and
14. Allow the regeneration and redevelopment of dilapidated areas in tourism zones.

The KLCP 2020 proposes that a new MICE facility be developed at Jalan Duta area where the former Government complex was located. The new MICE facility should be large enough to accommodate regional and international events with indoor exhibition halls. This would complement MATRADE, providing the mass required to support the construction of public mass transportation links.

### Developing Medical Tourism into a Competitive Sector for Kuala Lumpur

Areas surrounding key medical centres (Figure 3.4) that contribute towards the growth of medical tourism are designated as medical tourism zones and are therefore encouraged to be enhanced with development that support and promote medical tourism in the City.

These include the development of:

- i. Serviced apartments as alternative accommodations for foreign patients seeking treatment in the hospitals;
- ii. Hostels and budget accommodations to meet both the needs of foreign patients and workers in the medical centres;
- iii. Urban facilities that provide for a clean, safe and comfortable built environment for the tourists; and
- iv. Public transport facility and connectivity to surrounding areas.

### MICE in KUALA LUMPUR

- i. Kuala Lumpur Convention Centre (KLCC)
- ii. Putra World Trade Centre (PWTC)
- iii. Exhibition and Convention Centre (MATRADE)
- iv. Sime Darby Convention Centre
- v. Mid Valley Exhibition Centre (MVEC)

### Medical Tourism Zones

- i. **City Centre** : areas around Hospital Tung Shin, HSC Medical Centre, Hospital Kuala Lumpur (HKL), National Heart Institute (IJN) and Prince Court Medical Centre.
- ii. **Damansara Penchala** : areas around Pantai Medical Centre, Pusat Perubatan University Malaya (PPUM) and a wellness area centered in Brickfields to encourage the development of 'specialist services in 'Blind Massage and Ayurvedic Treatment'.
- iii. **Wangsa Maju-Maluri** : areas around Hospital Tawakal, PUSRAWI, Gleneagles Intan Medical Centre and Hospital Columbia Asia;
- iv. **Bandar Tun Razak-Sungai Besi** : areas around Cheras Pantai Medical Centre, Pusat Perubatan Universiti Kebangsaan Malaysia (PPUKM), Hospital Rehabilitasi Cheras and Mines Wellness Centre.



Key medical centres that contribute towards the growth of medical tourism.







Universiti Malaysia (UM)

### Promoting Kuala Lumpur as a Regional Centre for Educational Tourism

Kuala Lumpur also serves as the centre of higher education in the country through the presence of key national universities in the City such as the Universiti Malaysia and Universiti Teknologi Malaysia and private educational institutions (Figure 3.4). Today, there are more than 100 private education institution scattered all over the City. It is one of the fastest growing industries, with high productivity and high capital intensity, supporting the growth of knowledge economy in Kuala Lumpur. KLCP 2020 therefore, designates educational zones in Kuala Lumpur. This would help Malaysia market itself as an attractive regional hub for educational tourism.

One measure to spearhead Kuala Lumpur as a regional tertiary educational hub is to make land available for the development and expansion of new educational facilities but this will be a challenge given that in the City, most of the land is privately owned and are expensive. Thus, regeneration and redevelopment of old, unused or dilapidated buildings are encouraged to convert into educational use, especially for post-secondary education and training in order to create city campuses.

To further support the industry, a student-friendly program should be initiated to cover the whole of Kuala Lumpur. This program requires collaborative efforts between KLCH, educational institutions as well as the business community. Activities that support educational centres as well as availability of public transportation should be encouraged and made available within educational zones.

### PRIORITY ACTIONS TOWARD ENHANCING KUALA LUMPUR'S INTERNATIONAL URBAN TOURISM

#### 1. Enhancing urban walks along heritage trails in Kuala Lumpur to strengthen their appeal to international tourists.

Urban walks are the concept of walkabouts which provide an alternative way for tourists to experience Kuala Lumpur at ground level. The array and mix of urban walks that combine heritage buildings, lifestyle and parks allow international tourists the opportunities to appreciate the intrinsic attractions of Kuala Lumpur. There are numerous heritage trails in the City Centre located at Merdeka Square, Market Square, Petaling Street and Jalan Raja Chulan.

#### 2. Encouraging improvements and adaptive reuse of heritage and cultural buildings to enhance their tourism appeal.

Heritage buildings can be reused for functional activities that are tourism-based. Adaptive reuse of such buildings breathe life into them, allowing them to showcase their aesthetic features while continuing to serve their functional roles.

### EDUCATIONAL TOURISM ZONES

- i. City Centre:** areas around Open University, Universiti Kuala Lumpur (UNIKL), Universiti Kebangsaan Malaysia City Campus, Universiti Utara Malaysia City Campus and Institute Medical Researcher (IMR);
- ii. Damansara-Penchala:** areas around Universiti Malaysia and HELP University College;
- iii. Wangsa Maju-Maluri:** areas around Universiti Tunku Abdul Rahman (UTAR) and the Semarak Cluster where Universiti Teknologi Malaysia (UTM), Pusat Latihan Polis (PULAPOL), UKM City Campus and Kolej Telekom are located;
- iv. Sentul-Menjalara:** areas around International Islamic College (ILLUC) and UNIKOP are located;
- v. Bukit Jalil-Seputeh:** areas around Asia Pacific Institute of Information Technology (APIIT) and the ASTRO Broadcasting Centre located in Technology Park Malaysia as well as the International Medical University (IMU); and
- vi. Bandar Tun Razak-Sungai Besi:** areas around Universiti College Sedaya International (UCSI) and Universiti Pertahanan Nasional Malaysia (UPNM).



Universiti Teknologi Malaysia (UTM)



### NKEA GREATER KL/KV EPP 7: Creating Iconic Places and Attractions

#### Heritage Triangle Walking Museum

- i. Linking cultural and heritage sites around Masjid Jamek -Dataran Merdeka - Dayabumi - Central Market through an official walking trail; and
- ii. Supported by kiosks, live exhibitions and culture-focused retail activities.

#### Central Market Art Colony

- i. Transforming Central Market into a complex with live art studios;
- ii. Spaces for live performances and educational events will be allocated;and
- iii. Pedestrian promenades will be made available and relocation of crafts and souvenir shops within the surrounding areas.

### Developing Sport and Recreational to Strengthen Local Tourism

Among the visionary goals of Kuala Lumpur is to promote a healthy society in the City and the way to do this is to focus on its sports and recreational resources. The sports and recreational resources not only serve to enhance the health of its residential population but they are also potential sources for domestic tourism, attracting visitors from other parts of the country to Kuala Lumpur.

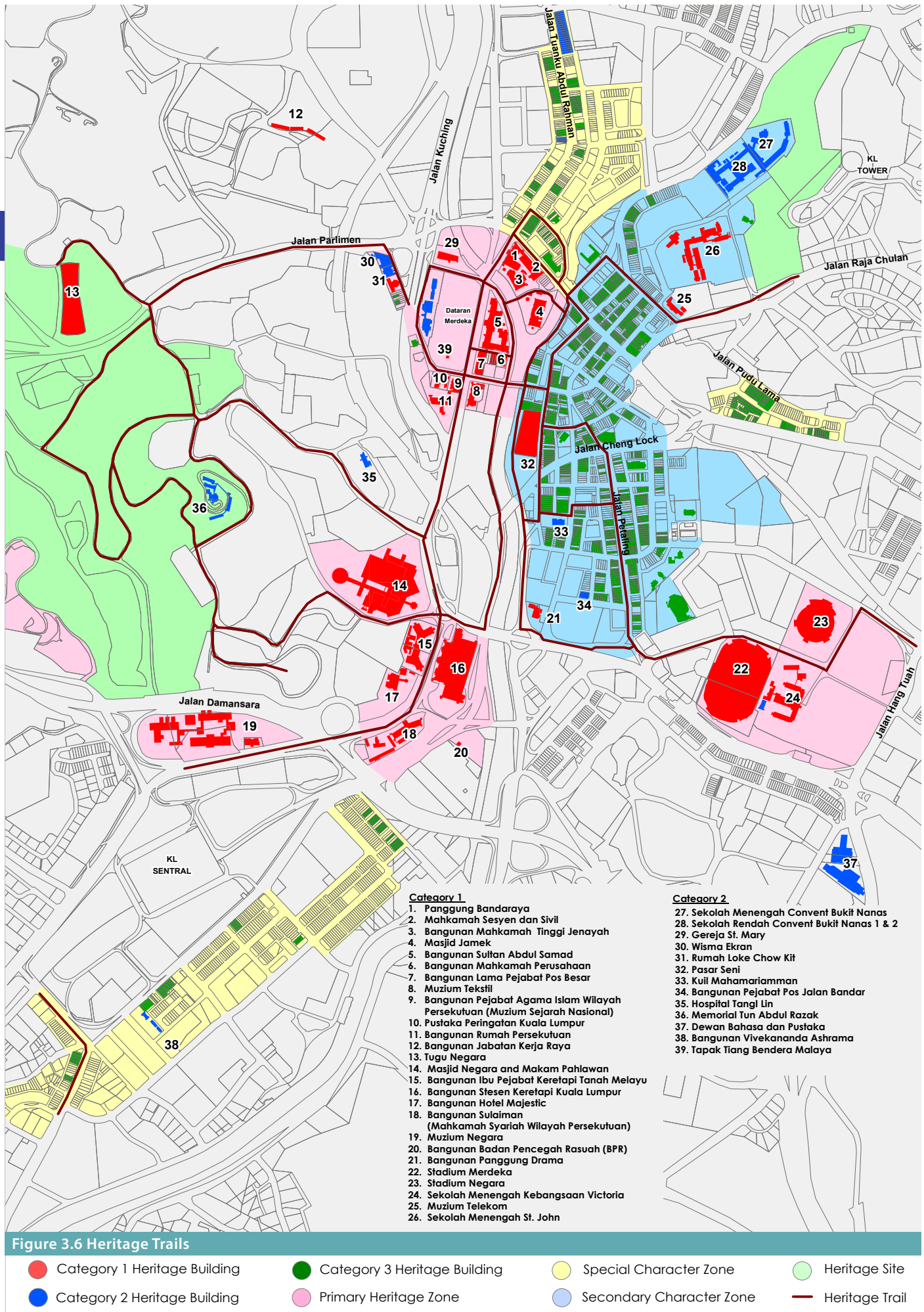
### Enhancing Urban Heritage Tourism

Kuala Lumpur is a cosmopolitan city with a rich cultural heritage. There are many heritage and cultural landmarks in the City of Kuala Lumpur that draws upon its rich cultural heritage. In short, Kuala Lumpur has a varied range of urban cultural resources that include historical, industrial, social and artistic artifact. These are manifested in the City's architecture, urban landscape and landmarks. Complementing this, is the presence of a multi-ethnic and multi-cultural society which creates a distinctive and unique city identity. Thus, KLCP 2020 encourages urban heritage to be expanded as part of the City's urban tourism.



Cosmopolitan city with a rich cultural heritage

### 3.16 A Dynamic World Class Business City





## Strategic Direction 3.2

### Accommodating Economic Growth Spatially

The economic growth of Kuala Lumpur has to be supported spatially where physical development provides for the enabling environment for economic activities to prosper and creates economies of scale that benefit the local community.

#### Key Initiative 3.2a

##### – Sustaining and Enhancing Vitality of Urban Centres

*The vitality, viability and character of existing city centre, district and local centres should be sustained and enhanced*

Healthy and vibrant centres are vital for Kuala Lumpur's economic well being. KLCP 2020 therefore, provides for a hierarchy of centres to promote new investments which are appropriate to that particular centre in terms of its function and character. The adopted hierarchy of centres is in line with the strategy for functional urban centres set out by the KLSP 2020.

The hierarchy of centres is categorised according to their importance in terms of the functions that they provide, which are reflected in the range and amount of services and facilities. The hierarchy of centres are :

- i. City Centre;
- ii. District Centre; and
- iii. Local Centre.

The City Centre, expanded to include KL Sentral and the TRX at Jalan Davis, is the highest level of centre and offers the broadest range of services and facilities with catchment goes beyond the boundary of Federal Territory Kuala Lumpur. It is the main focus for public transport that links employment, shopping, leisure and education centres with other facilities and services. The City Centre accommodates higher intensity developments. Mixed use developments that include living components are promoted in order to ensure a vibrant 24-hour city centre. Development on infill plots and redevelopment of older buildings to cater for demand for new facilities and services are promoted. New developments and redevelopments must provide for high quality building and facilities that will contribute positively to the overall urban environment.

District centres are second tier urban centres performing varied function including being secondary employment or shopping locations.



District Centre of Bandar Menjalara

They are well distributed serving their strategic zones catchment, but vary in size and the range of goods and services. The district centres are:

1. Bangsar;
2. Pusat Bandar Damansara;
3. Sri Hartamas;
4. Bandar Menjalara;
5. Kepong;
6. Sentul Raya;
7. Batu Cantonment;
8. Wangsa Maju;
9. Maluri;
10. Chan Sow Lin;
11. Bandar Tun Razak;
12. Taman Segar;
13. Puchong;
14. Kerinchi;
15. Sri Petaling;
16. Bukit Jalil; and
17. Bukit Indah.



Local centres are commercial areas located within residential neighbourhoods and provide small scale retail and services. The provision of local shops and services is important to local communities in providing for local needs and in reducing the need to travel longer distance for daily good and services. The maintenance or provision of facilities which are readily accessible by walking, cycling and public transport and which provide for day-to-day needs such as general stores, pharmacies, clinics and other services will make an important contribution to the overall strategy of KLCP 2020 to promote sustainable communities. (Figure 3.7)



District Centre of Sri Hartamas



Sub-prime shopping, dining and entertainment areas



Good pedestrian environment shall be emphasised in all commercial centres

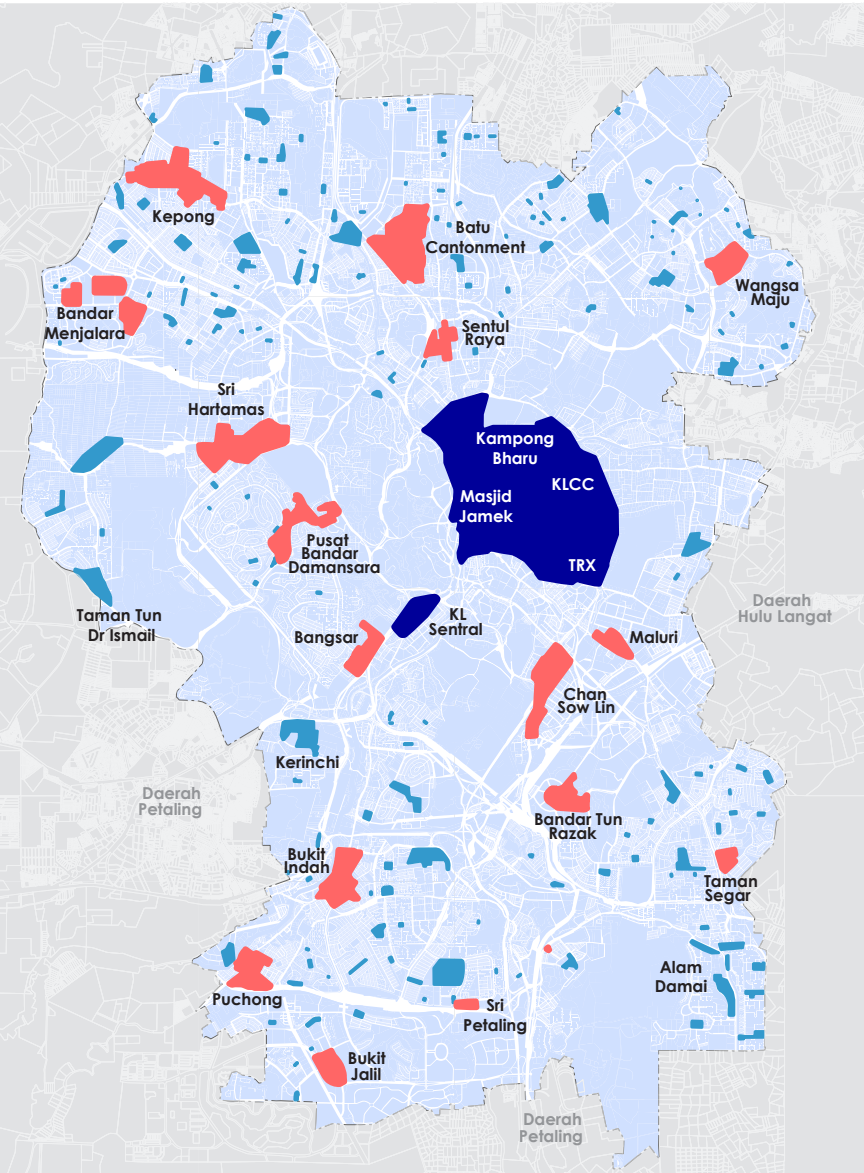


Figure 3.7 Hierarchy of Centres

● City Centre      ● Distric Centre      ● Local Centre

**Key Initiative 3.2b****– Providing Sufficient Commercial Floor Area**

*Ensuring sufficient land for commercial development that are capable to respond to changing needs and evolving trends*

The continuous demand for commercial floor space in Kuala Lumpur must be managed to ensure sustainable growth of commerce activities. The commercial floor area relates to the whole range of commercial use and activities. The distribution of these commercial spaces shall support the various economic activities, accommodating their anticipated growth and expansion. Thus, it is important to acknowledge the business clusters available in Kuala Lumpur to allow for their expansion spatially. This is especially for the small to medium sized businesses as they form an important element of Kuala Lumpur's economy. These businesses are often involved in new creative ideas and services that could enrich the City's business environment.

Attractive and affordable premises for businesses are important and they can be located in the City Centre or in the identified District Centres. Clustering of these businesses helps to assist local businesses to expand. However, ready access to markets and clientele is also important, hence emphasis must be given to the need for integration of land use planning with transportation.

The commercial floor space generated by the KLCP 2020 relates capacity to the proposed initiatives that support the City's medium to long term growth. This huge amount of commercial floor space must be managed to ensure the City's sustainability. Monitoring mechanism shall be put into place by KLCH to ensure there is no sudden oversupply or shortage of such spaces.



Mixed Use Development in Setapak



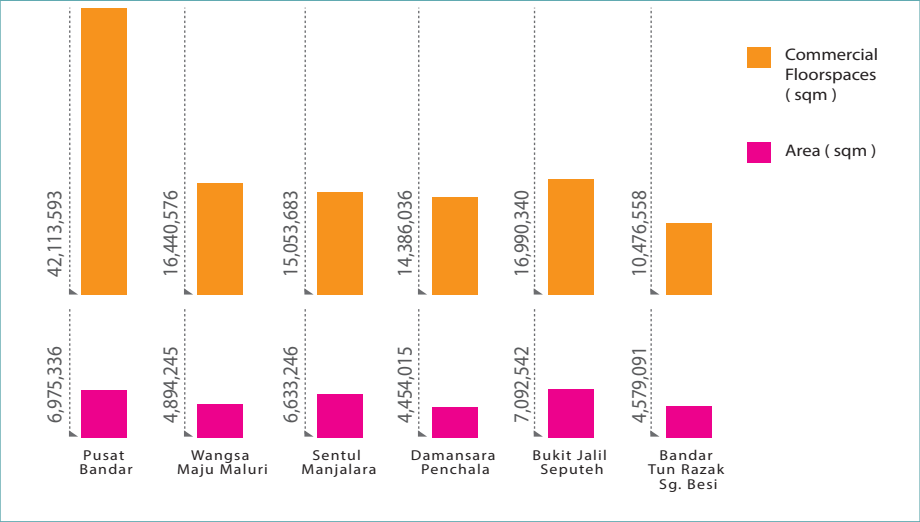
Attractive and affordable premises



Grade A office spaces shall be encouraged



Figure 3.8 Distribution of Commercial Floor Space by Strategic Zones



- Note:
- i. Calculation of commercial floor space from City Centre Commercial Zone is taken at 90% of total gross floor space generated;
  - ii. For Major Commercial Zone, 90% of total gross floor space generated;
  - iii. 100% for Commercial and Local Commercial Zones;
  - iv. 40% of total gross floor space generated for Mixed Use Zone; and
  - v. 30% of total gross floor space generated for Mixed Use Industry.

COMMERCIAL FLOOR SPACE, 2020

The economic growth of Kuala Lumpur will depend largely on its ability to provide for the required enabling environment for commerce and business to operate. Such enabling environment, amongst others, is reflected in the amount of commercial floor space made available at the right time and of the right quality by the City.

KLCP 2020 has made provision that the City should be able to supply an optimal amount of commercial floor space to meet future requirements for the year 2020 and beyond. An estimated total of 115 million square metres of commercial floor space can be provided for by the City; suffice to support the projected employment of 1.4 million (prior to implementation of NKEA transformation programme) as well as the anticipated growth likely to be propelled by NKEA initiatives.

The full realisation of such commercial floor space will be highly dependent on market sentiments in the future as commercial development is continuously changing and evolving. Land uses, development forms and operational functions are affected by a number of trends including economic climate, technology, consumer demographics, consumer preferences, business strategies and several other factors.

Nevertheless, Kuala Lumpur will be prepared and geared towards achieving its destination as a magnet of growth for Greater KL/KV by ensuring sufficient availability of land well served by infrastructure, that are flexible to accommodate the changing trend and demand. Such flexibility is provided for in the KLCP 2020 through its zoning and use classes categories.





**Key Initiative 3.2c****– Modernising and Integrating the Informal Sector**

*Modernising and integrating the informal sector into Kuala Lumpur's formal sector will provide better income, earning opportunities and stable employment for low income earners*

The informal sector plays an important role in the local economy. It is an important source of income for the urban low-income group who may have to hold down two jobs at any one time in order to live in Kuala Lumpur where costs of living tend to be higher. Hawking and petty trading form a large part of the secondary jobs for the urban poor. The additional income enables them to continue to reside in the City especially within the City Centre.

A high proportion of the informal sector in Kuala Lumpur is engaged in the preparation and sale of food. In fact, restaurants or food catering is one of the most dynamic sub-components of tourism. The proliferation of hawkers, especially food hawkers have raised some concerns over their contribution to traffic congestion. The KLSP 2020 has identified shortage of purpose built hawker's facilities as an issue. Another concern is the inappropriate location of existing hawkers' centres. This is because hawkers in Kuala Lumpur are highly dependent on pedestrian and motor vehicle movements to ply their trade effectively.

Modernising and integrating the informal sector into the formal sector is a move that will not only lead towards eradication of urban poverty but also legitimises petty trading as a stable source of employment and income-earning source for the low income group. Modernising and

integrating them entail stepping up on licensing and provision of appropriate hawkers' facilities. As many of them are engaged in food preparation where hygiene and cleanliness are deemed critical, licensing enables the authorities to monitor their impacts on the urban environment as well as to check on possible disease outbreaks.

The provision of appropriate hawkers' facilities is crucial for keeping the City clean and to sustain cleanliness of the environment at all times. These hawkers' facilities must be integrated and placed near to the formal sector business premises. Placing them in shop lots or integrating them in complexes that are properly designed for hawking activities can further enhance the informal sector.

**PRIORITY ACTIONS FOR IMPROVING HAWKERS FACILITIES**

1. Upgrading existing hawker centres for enhanced comfort as well as cleaner and orderly operation. Upgrading may involve physical improvement to existing facilities, better waste disposal and collection facilities as well as cleaner discharges by installing grease pollutant traps and litter traps at drainage outlets;
2. Encourage private development to provide and manage new hawker centres. This shall be achieved through development control mechanism, requiring provision within developments, as and when appropriate; and
3. Continuously embarking on educational programme to educate hawkers to improve standard of hygiene in food preparation and entrepreneurial skills.



Continuous improvement shall be undertaken to improve the standard of cleanliness and hygiene of the hawker's facilities

**Key Initiative 3.2d**  
**– Enhancing Industrial Areas**

*Enhancing and modernising existing industrial areas to meet the dynamic growth of Kuala Lumpur*

The industrial sector continues to be relevant in the Kuala Lumpur economy as a source of employment, wealth creation and in establishing the K-Economy for Kuala Lumpur. With an estimated 3,235 establishments (Annual Survey of Manufacturing Industries, 2006) and 71,000 jobs, the manufacturing sector in Kuala Lumpur is not a large employer.

Whilst its contribution to Kuala Lumpur’s economy is declining over time, it is a mature economic sector which has seen an almost constant GDP value between year 2005 -2010 (Figure 3.9).

In meeting the needs of economic growth and rapid urbanisation in Kuala Lumpur, the industrial sector has to be modernised and existing industrial areas will need to be enhanced; with SMEs transforming themselves into the K-Economy activities. This is in line with Malaysia’s effort to enhance its global position as a trading nation as well as its effort to raise competitiveness in the manufacturing sector. Upgrading of existing industrial areas into integrated industrial parks would promote greater integration between manufacturing and services.



Existing industrial areas shall be enhanced and modernised

Figure 3.9 Kuala Lumpur Industrial Sector GDP



Source : Department of Statistics, 2010

Figure 3.10 Industrial Areas in 2020

## SENTUL - MENJALARA

No	Area	Zoning
1	Segambut	Industry
2	Batu 6 ½ Kepong	Industry
3	Taman Bukit Maluri	Industry
4	Sri Edaran	Industry
5	Taman Kepong	Industry
6	Batu Muda	Industry
7	Taman Wahyu	Mixed Use Industry
8	Spring Crest	Industry
9	Bengkel MARA	Mixed Use Industry

## WANGSA MAJU - MALURI

10	Genting Kelang/ Setapak	Mixed Use Industry & Industry
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## BANDAR TUN RAZAK - SUNGAI BESI

11	Chan Sow Lin	Mixed Use Industry
12	Desa Tun Razak	Industry
13	Shamelin	Industry
14	Taman Midah	Industry
15	Kampung Pakar	Industry
16	Taman Sungai Besi	Industry
17	Desa Tasek	Industry
18	Cheras Baru	Industry
19	Alam Damai	Industry

## BUKIT JALIL - SEPUTEH

20	Kuchai Entrepreneur Park	Industry
21	Maris	Industry
22	Batu 7 ½, Jalan Puchong	Mixed Use Industry
23	Seri Keladi	Industry
24	Taman Teknologi Malaysia	Industry

KLCP 2020 identifies 24 industrial sites with a total area of 494.58 hectares that will remain to support industrial activities in the City. These industrial sites have been zoned into three land use zoning categories which will allow various compatible industrial activities within each zone (Figure 3.10 and Figure 3.11).

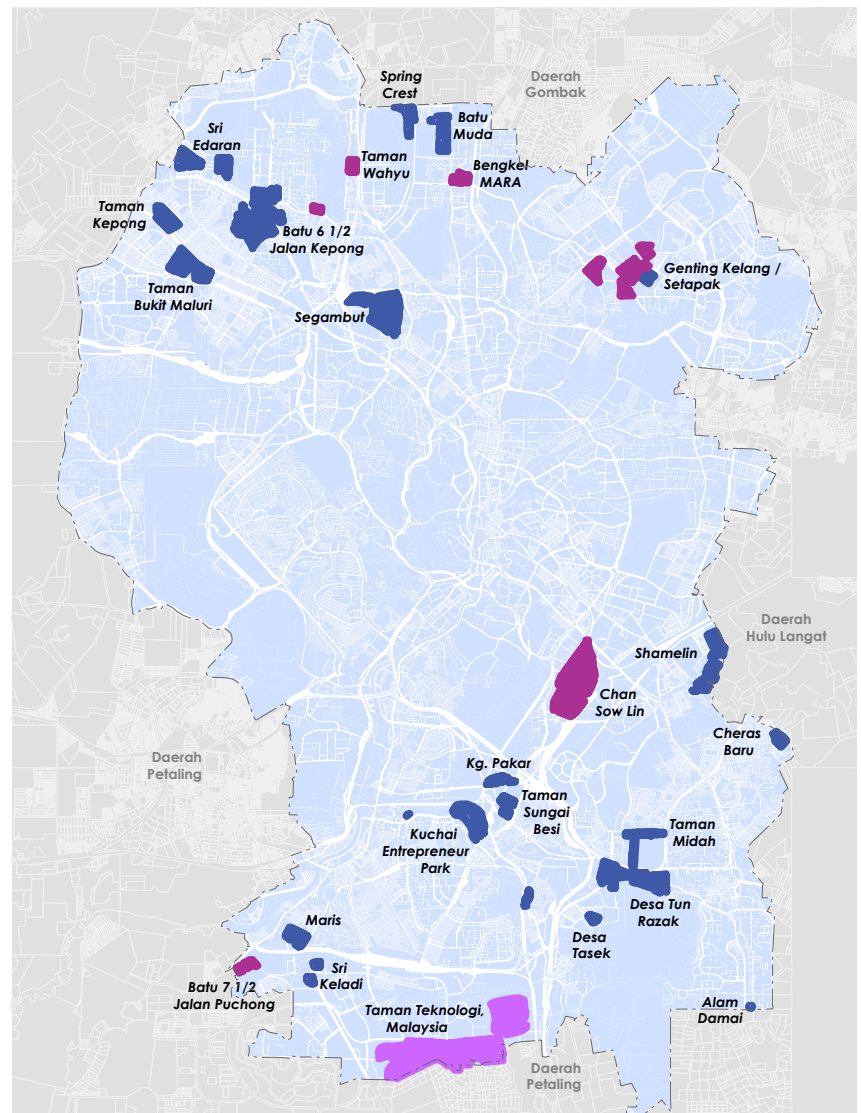


Figure 3.11 Industrial Zone 2020

● Industry    ● Mixed Use Industry    ● Technology Park



Most of these industrial activities are located within residential areas or commercial zones especially in shophouses, posing nuisance to their surrounding neighbours.

The areas that they are currently located have been zoned to the appropriate land uses that are compatible to their immediate surroundings (Figure 3.12).

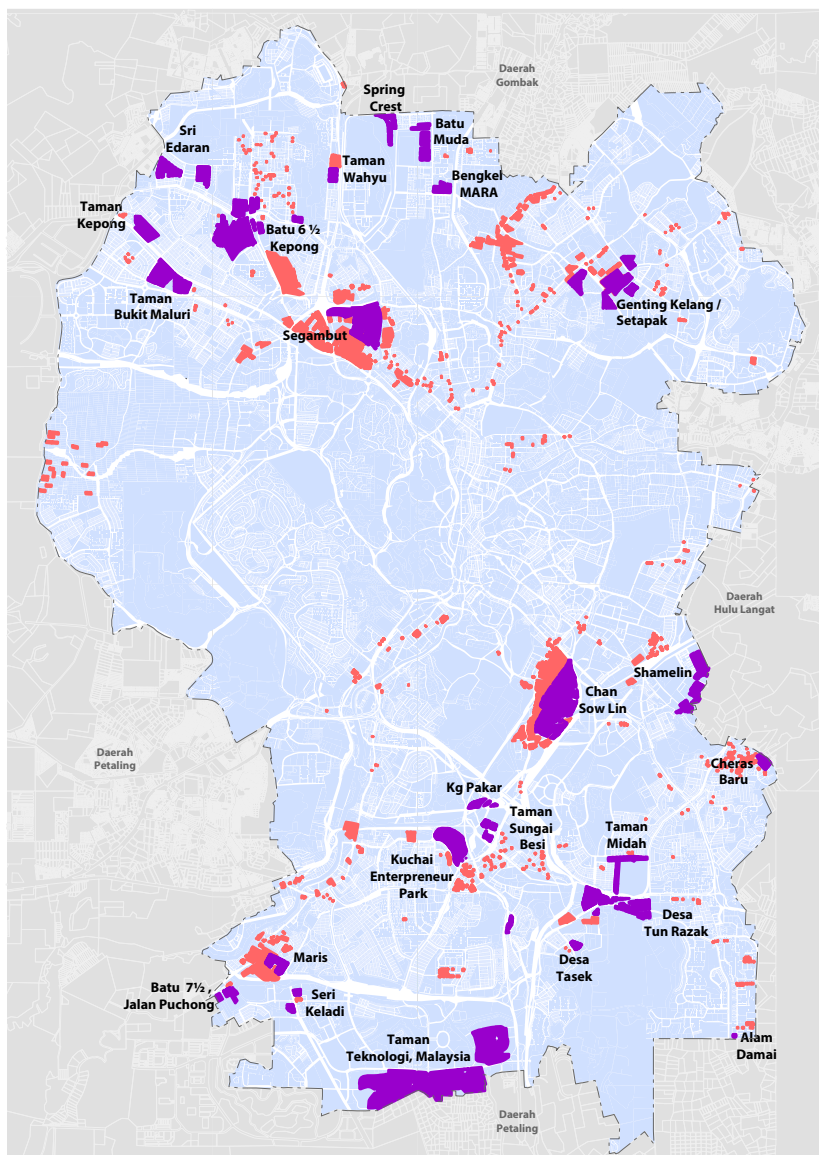


Figure 3.12 Existing Industrial Areas

● Industrial Zone ● Industrial Activities in Non Industrial Zones

### PRIORITY ACTIONS FOR ENHANCING AND MODERNISING INDUSTRIAL AREAS

#### 1. Industrial Area Improvement Programme

KLCH shall identify and prioritise areas where Industrial Area Improvement Programmes will be undertaken. The Industrial Area Improvement Programme will involve enhancements within the identified industrial area to create a more pleasant atmosphere for local business and neighbouring residential areas. It will focus on improving public domain areas within the selected industrial areas. These include roadways, footpaths, gateways, signages, parking for lorries and cars, landscaping and public facilities.

#### 2. Comprehensive Industrial Area Revitalisation Programme

Whilst the Industrial Area Improvement Programme focuses on improving public domain within the purview of KLCH and short term in its implementation, the Comprehensive Industrial Area Revitalisation Programme will involve an extensive implementation plan to revitalise, improve and maintain physical infrastructure of selected industrial areas. Here, planning and implementation will require extensive involvement of stakeholders particularly land and business owners. Involvement will not be limited to giving inputs and feedbacks, but more specifically an active role in organising, financing and carrying out redevelopment work, physical improvement and/or promoting economic development of the area.

Areas identified in the Comprehensive Industrial Area Revitalisation Programme shall be upgraded or redeveloped for modern industrial park capable of accommodating wider range of activities to support industrial cluster within Kuala Lumpur. They shall also be able to 'receive' existing industrial activities that are located outside planned industrial zones such as in residential and commercial zones in other parts of the City. Such relocation has the dual benefits of strengthening the industrial areas while improving the character of existing residential and commercial areas.

Consideration shall be given on viability of such programme and KLCH shall, from time to time, examine potential development or planning incentives to be given to the Comprehensive Industrial Area Revitalisation Programme that meets Kuala Lumpur's industrial strategy. Incubator facilities to help small medium industries (SMIs) and small medium enterprises (SMEs) develop new start-up business shall be encouraged within the industrial parks.

## Strategic Direction 3.3

### Creating an Innovative City

The dynamic growth of the City and its economy requires Kuala Lumpur to be creative and progressive so as to continuously develop and innovate to meet new challenges and demands of a growing city.

#### Key Initiative 3.3a

##### – Encouraging Upscaling of Existing Economies

*Encouraging upscaling of existing economies enables Kuala Lumpur to be a competitive global centre for trade and industries*

The strategy to upscale Kuala Lumpur into A World Class City that is capable of competing at both global and regional levels for international businesses and investment is a major, long-term exercise that demands considerable commitment from both public and private sectors. It is an all-encompassing move that requires investments in both structural and non-structural changes. The physical environment has to be enhanced. Connectivity within the City and between the City and other parts of the country has to be upgraded to a level that is comparable to any world class city. Inter-urban connectivity will provide the basis upon which all kinds of businesses thrive, enabling them to expand, to continue to grow as well as to sustain their growth within Kuala Lumpur. In addition, human resources in the City have to be upgraded, their skills enhanced in order to continue to attract international investments. These, in turn, are expected to create more jobs and wealth in the City, further attracting more skilled workers into Kuala Lumpur to work and live.

Workers and their families will find the living environment conducive if the City invests heavily in its social infrastructure such as housing, recreation, cultural, dining and shopping facilities to meet international standards. Concerns for the environment, for sustainability in using the City's resources for the poor as well as for the rich groups are encapsulated into this strategy to make Kuala Lumpur into a major international investment and job centre that is globally competitive.

One key activity that has been progressively changing is manufacturing. Much of these activities in Kuala Lumpur have up-scaled themselves and some have moved away from the City because of their inability to adapt to a rapidly growing city like Kuala Lumpur. The redevelopment and upgrading of existing industrial estates into Integrated Business Parks for mixed use activities such as industrial, support services, commercial, training facilities and residential in order to cater to varying needs of the City.

In encouraging these industries to upscale, business premises are encouraged to be located in a built environment that is clean and modern. The KLCP 2020 thus, allows for such activities to integrate with office activities, thereby resulting in a Mixed Use Industrial (MXI) land use zone.

#### MIXED USE INDUSTRY (MXI)

Refers to land and building allowed for a mix of light, non-polluting industrial and commercial development or activities as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur)(Planning)(Classes of Use of Land and Buildings) Rules 2018.

The predominant activity is industry, where commercial component shall not exceed 30% of total gross floor area.



### Key Initiative 3.3b

#### – Encouraging ICT Clusters through Development of Cybercities and Cybercentres

*Encouraging the development of ICT clusters to attract K-Economy investments and encouraging participation of local industry players*

The development of ICT clusters in Kuala Lumpur will attract global players and encourage the participation of local industry in potential markets. Kuala Lumpur will need to enhance its support services and facilities to successfully attract K-Economy investments.

Kuala Lumpur plays a pivotal and leading role in the Multimedia Super Corridor (MSC) in Malaysia. The MSC, established in 1996, sets the platform to build cybercities and cybercentres which would support a competitive cluster of local ICT companies, thus creating a sustainable ICT industry which will lead to a complete MSC-enabled environment by year 2020.

Kuala Lumpur now has three designated cybercities and seven number cybercentres (Figure 3.13 and Figure 3.14). These areas provide the enabling environment that supports the establishment of ICT clusters. The KLCP 2020 encourages more areas/buildings especially redevelopment areas to be designated as cybercities or cybercentres. Such initiatives should be identified at the early stage of planning to ensure that its implementation meets the requirements set by Multimedia Development Corporation (MDeC).



Taman Teknologi, Malaysia



Malaysia External Trade Development Corporation, MATRADE



More cybercentres such as KL Sentral shall be encouraged



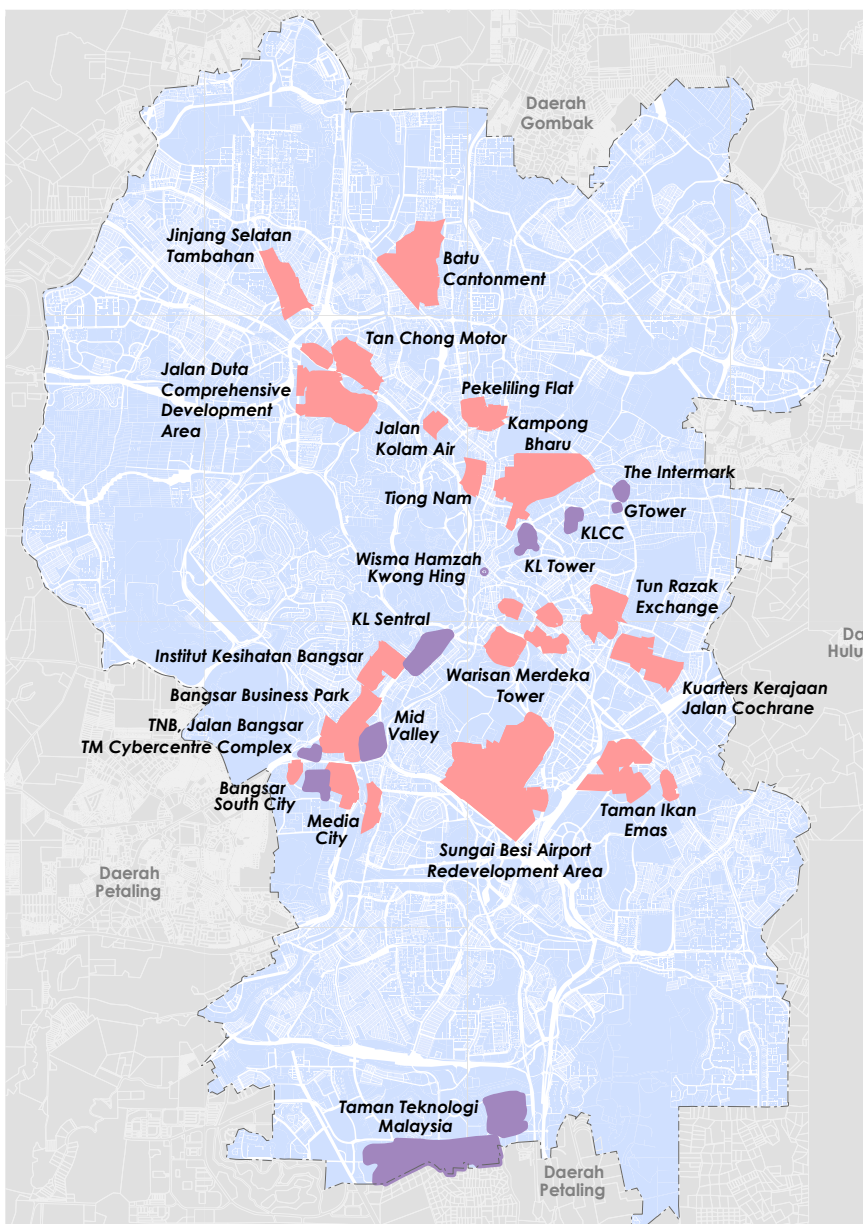


Figure 3.13 Cybercities and Cybercentres

● Existing
 ● Potential / Proposed

Areas identified as potential MSC cybercity or cybercentre are:

- i. Bangsar Business Park;
- ii. Jalan Duta Comprehensive Development Area;
- iii. Tun Razak Exchange (TRX)
- iv. Sungai Besi Airport Redevelopment Area; and
- v. Kampong Bharu Comprehensive Development Area.

Other than that several other proposed redevelopment areas are also identified as part of the ICT clusters in Kuala Lumpur and redevelopment sites include Sungai Besi Airport, Institut Kesihatan Bangsar, TNB Jalan Bangsar and Warisan Merdeka Tower.



Bangsar South Cybercity

## 3.28 A Dynamic World Class Business City

Figure 3.14 Cybercities and Cybercentres in Kuala Lumpur, 2010

Cybercities	Area (hectares)	Designated Premises
1. Taman Teknologi Malaysia	85	<ul style="list-style-type: none"> <li>i. Incubator(1,2,3)</li> <li>ii. Enterprise (1,2,3A,3B,4)</li> <li>iii. Innovation House</li> <li>iv. Resource Centre</li> <li>v. Master Centre</li> <li>vi. Warehouse</li> <li>vii. IRIS Smart Technology Complex</li> <li>viii. Patimas Technology Centre</li> <li>ix. MIMOS</li> </ul>
2. KLCC	2.17	KLCC Tower 2
3. KL Tower	1.34	KL Tower
Cybercentres	Area	Designated Premises
1. KL Sentral	30	<ul style="list-style-type: none"> <li>i. Plaza Sentral (Block 1A, 1B, 2A &amp; 2B,3A, 3B &amp; 4)</li> <li>ii. Quill 7</li> <li>iii. 1 Sentral</li> <li>iv. Mercu UEM</li> </ul>
2. TM Cybercentre Complex	3.08	<ul style="list-style-type: none"> <li>i. Menara TM</li> <li>ii. TM Annexe 1</li> <li>iii. TM Annexe 2</li> </ul>
3. Mid Valley City	21	The Gardens (North Tower & South Tower)
4. Bangsar South City	11.10	<ul style="list-style-type: none"> <li>i. Tower 3A, Avenue 3, The Horizon</li> <li>ii. Tower 3, Avenue 3, The Horizon</li> <li>iii. Tower 5, Avenue 5, The Horizon</li> <li>iv. Tower 9, Avenue 5, The Horizon</li> <li>v. Tower 2A, Avenue 5, The Horizon</li> <li>vi. Tower 6, Avenue 5, The Horizon</li> <li>vii. Tower 2, Avenue 5, The Horizon</li> <li>viii. Tower 5, Avenue 7, The Horizon</li> </ul>
5. GTower	4.65	GTower
6. The Intermark	2.12	Vista Tower
7. Wisma Hamzah Kwong Hing	1.69	Wisma Hamzah Kwong Hing

Source : Multimedia Development Corporation



Taman Teknologi Malaysia



Mid Valley City – The Gardens



KL Tower

# Sustainable Land Use

Aspiring to be a World Class City requires new integrated approach to development and land use management of the City. Attaining sustainability must become priority and focus for future development and growth of Kuala Lumpur

The pattern of land uses in terms of their location, mix and intensity is a critical component of the City's character and structure. It is intended to provide land for residential, commercial, industrial and public uses. These various uses are to be located appropriately in order to enhance community balance and character. Furthermore it is to enable the City to provide adequate public services to city dwellers and visitors and at the same time preserve and protect important natural areas within the City.

Today's land use pattern has been the result of past practices and development trends which were based on single land use zoning. Changes in market forces, trends and focus coupled with environmental and climatic concerns requires new and integrated approach to land use planning and spatial developments.

The vision for Greater KL/KV under NKEA reasserts Kuala Lumpur's role as magnet and driver for growth. Kuala Lumpur's role now transcends beyond its traditional role as a capital city.

As the importance of liveability and economic growth increases in tandem, land use and spatial development within the City needs to be managed in a manner that is sustainable, focusing on providing quality urban environment for living and working as well as responding to the needs of existing and future business environment.

Key objective for land use management within this KLCP 2020 therefore shall be to provide a clear framework for future use of land within the tenets of sustainable development.

### **Strategic Direction 5.1 Managing and Guiding Use of Land and Intensity of Development**

Key Initiative 5.1a  
**Providing Clear Framework for  
Future Use of Land and Intensity of  
Development**

Key Initiative 5.1b  
**Regulating Incompatible Land Use  
and Activities**

### **Strategic Direction 5.2 Integrating Transport and Spatial Development**

Key Initiative 5.2a  
**Directing New Transit Corridors and  
Interchange Points to Priority Areas**

Key Initiative 5.2b  
**Designating Transit Planning Zones  
(TPZ)**

Key Initiative 5.2c  
**Encouraging Mixed Use  
Developments**

### **Strategic Direction 5.3 Redeveloping Previously Developed Sites and Regenerating Older Areas**

Key Initiative 5.3a  
**Redeveloping Previously Used and  
Underutilised Land or Buildings**

Key Initiative 5.3b  
**Regenerating Older Areas**



### Strategic Direction 5.1

#### Managing and Guiding Use of Land and Intensity of Development

Kuala Lumpur's physical and spatial development need to be managed in a sustainable manner where the overall objectives for economic growth meet the community objectives for quality of life.

##### Key Initiative 5.1a – Providing Clear Framework for Future Use of Land and Intensity of Development

*Controlling and guiding development through land use zoning and development intensity parameters*

KLCP 2020 provides framework for which future use of land within Kuala Lumpur will be managed and guided with greater transparency and certainty. Land Use Zoning Map that forms part of this Plan exhibits how the City's land use structure and pattern will be. This pattern reflects physical and spatial direction which aims to facilitate economic activities and growth of the City whilst safeguarding the community interests. It takes account of:

- i. The strategic economic directions towards achieving growth and economic objectives;
- ii. The aspirations to create a world class liveable city with high quality residential environment and improved quality of life for city dwellers;
- iii. The aspiration to provide comprehensive public amenities within a high quality urban environment;
- iv. The need to improve and alleviate the effect of traffic congestion in the City by influencing land use and travelling pattern;
- v. The need to protect and enhance natural environment and public open spaces; and
- vi. The need to regenerate areas within the City for optimum utilisation of land and providing better housing, work places, community facilities and recreational areas.



As the City matures and greenfield sites for development become limited, redevelopment of underutilised brownfield sites and regeneration of older areas shall be pursued in meeting a multitude of objectives for growth of the City.

Redevelopment especially of government's land presents opportunity for Kuala Lumpur to also provide for the needs of its citizens in terms of housing, business and community living well within the catchment or service areas of existing infrastructure.

It also enhances the value of land, giving government financial returns which in return enable the government to develop better facilities and provide services demanded by the people.



Current development trends and activities require new approaches to development control that are adaptable and response positively to changes in future requirements. KLCH recognises that changes to the current development control system needs to be implemented in order for Kuala Lumpur to be a globally recognised city that is attractive for investments and businesses and to be able to facilitate its cluster economic strategy.

While adaptability is important to facilitate growth, assurance that community goals and resources such as parks, open spaces, public facilities and character of existing established neighbourhood is critical. The Land Use Zoning Plan provides means of such protection for land and buildings that are important to the community.

The Land Use Zoning and Intensity Plan, which will replace the current Comprehensive Development Plans (CDPs), provides clear focus for management of future growth, use of land and intensity of development. These plans are vital context for other sectoral plans such as infrastructure, transport, housing and public facilities particularly for their forward planning and investment.

#### **Effect of KLCP 2020 and KLDGP 2015**

The existing statutory plans used in development control are the CDP 1039 (Central Commercial Area), CDP 1040 (Density Zoning) and CDP 1041 (Land Use Zoning). The CDP 1039 is applicable to the Central Commercial Area within the City Centre. The CDP 1040 is a density zoning plan covering 36 sq. miles of the City and is applied to residential development. The CDP 1041 is a land uses zoning plan that identifies 10 categories of land use in the City.

The KLCP 2020 and its supporting KLDGP 2015 will supersede the three CDPs and all other gazetted plans currently being enforced.

#### **Land Use Zoning for Kuala Lumpur**

The KLCP 2020 designates 22 classifications of land use zones in the Land Use Zoning Map (referred as DCP1-Land Use Zoning Map in the KLDGP 2015, see Volume 2 - Kuala Lumpur Development Control Plan 2015 (KLDGP 2015). This includes the introduction of Mixed Use zone, new classification for commercial zones to reflect a multi-function of commercial centres and further breakdown of residential zones to reflect intensity of residential developments.



## 5.4 Sustainable Land Use

Areas zoned for residential accounts for more than 28% of total area of Kuala Lumpur which reflects 15% increase from the year 2005. This is to provide for additional land requirements for 2020 projected population in the City.

Commercial zone makes up 14% of the total Kuala Lumpur area. However industrial area has reduced to only 2% of the total Kuala Lumpur area. This significant reduction is influenced by the decline in demand for industrial land and further commercialisation of existing dilapidated older industrial areas.

This is very much consistent with the policy of KLSP 2020 which envisaged that modernisation will happen to Kuala Lumpur's older industrial areas and change of use from industry to commercial is expected.

Figure 5.1 and Figure 5.2 provide detailed breakdown and planned distribution of land use for Kuala Lumpur by 2020.

Figure 5.1 Land Use Zones, 2020

Land Use Category	Land Use Zone 2020	Area (Hectares)	%
<b>COMMERCIAL</b>	City Centre Commercial (CCC)	373.11	1.54
	Major Commercial (MC)	577.31	2.38
	Commercial (C)	953.07	3.93
	Local Commercial (LC)	209.86	0.87
	Mixed Use (MX)	1,282.64	5.30
<b>Sub Total</b>		<b>3,395.99</b>	<b>14.02</b>
<b>RESIDENTIAL</b>	Residential 1 (R1)	1,221.09	5.04
	Residential 2 (R2)	1,038.29	4.29
	Residential 3 (R3)	1,164.20	4.81
	Traditional Village (TV)	229.61	0.95
	Established Housing (EH)	3,303.35	13.64
	Public Housing (PH)	16.60	0.07
<b>Sub Total</b>		<b>6,973.09</b>	<b>28.79</b>
<b>INDUSTRIAL</b>	Industry (IP)	244.86	1.01
	Mixed Use Industry (MXI)	99.52	0.41
	Technology Park (TP)	152.86	0.63
<b>Sub Total</b>		<b>497.24</b>	<b>2.05</b>
<b>INSTITUTIONAL</b>	Institutional (INT)	2,386.91	9.85
<b>Sub Total</b>		<b>2,386.91</b>	<b>9.85</b>
<b>OPEN SPACE</b>	Public Open Space (OS1)	1,808.64	7.47
	Private Open Space (OS2)	451.52	1.86
	Forest Reserve (FR)	68.65	0.28
<b>Sub Total</b>		<b>2,328.81</b>	<b>9.61</b>
<b>OTHERS</b>	Public Facilities (PF)	1,129.85	4.66
	Cemetery (CE)	361.40	1.49
	Transportation (TR)	5,972.47	24.66
	Infrastructure and Utility (IU)	1,175.29	4.85
<b>Sub Total</b>		<b>8,639.01</b>	<b>35.67</b>
<b>TOTAL</b>		<b>24,221.05</b>	<b>100.00</b>





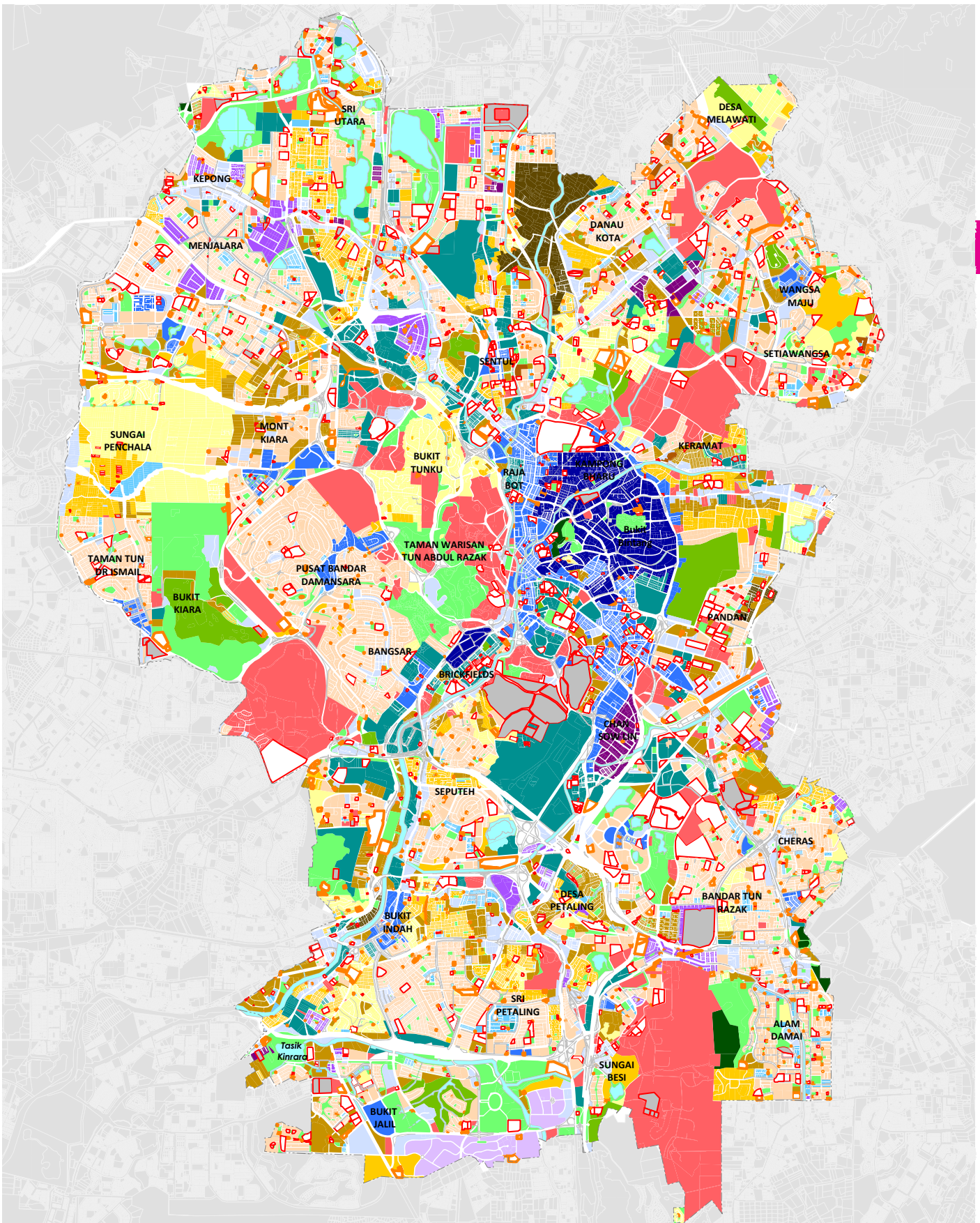


Figure 5.2 Land Use Zoning, 2020

## Land Use Zoning

- |                              |                          |                          |                                     |
|------------------------------|--------------------------|--------------------------|-------------------------------------|
| City Centre Commercial (CCC) | Residential 1 (R1)       | Industrial (IP)          | Institutional (INT)                 |
| Major Commercial (MC)        | Residential 2 (R2)       | Mixed Use Industry (MXI) | Public Facilities (PF)              |
| Commercial (C)               | Residential 3 (R3)       | Technology Park (TP)     | Cemetery (CE)                       |
| Local Commercial (LC)        | Traditional Village (TV) | Public Open Space (OS1)  | Transportation (TR)                 |
| Mixed Use (MX)               | Established Housing (EH) | Private Open Space (OS2) | Infrastructure & Utility (IU)       |
|                              | Public Housing (PH)      | Forest Reserve (FR)      | River, Drain, Lake & Retention Pond |



## 5.6 Sustainable Land Use

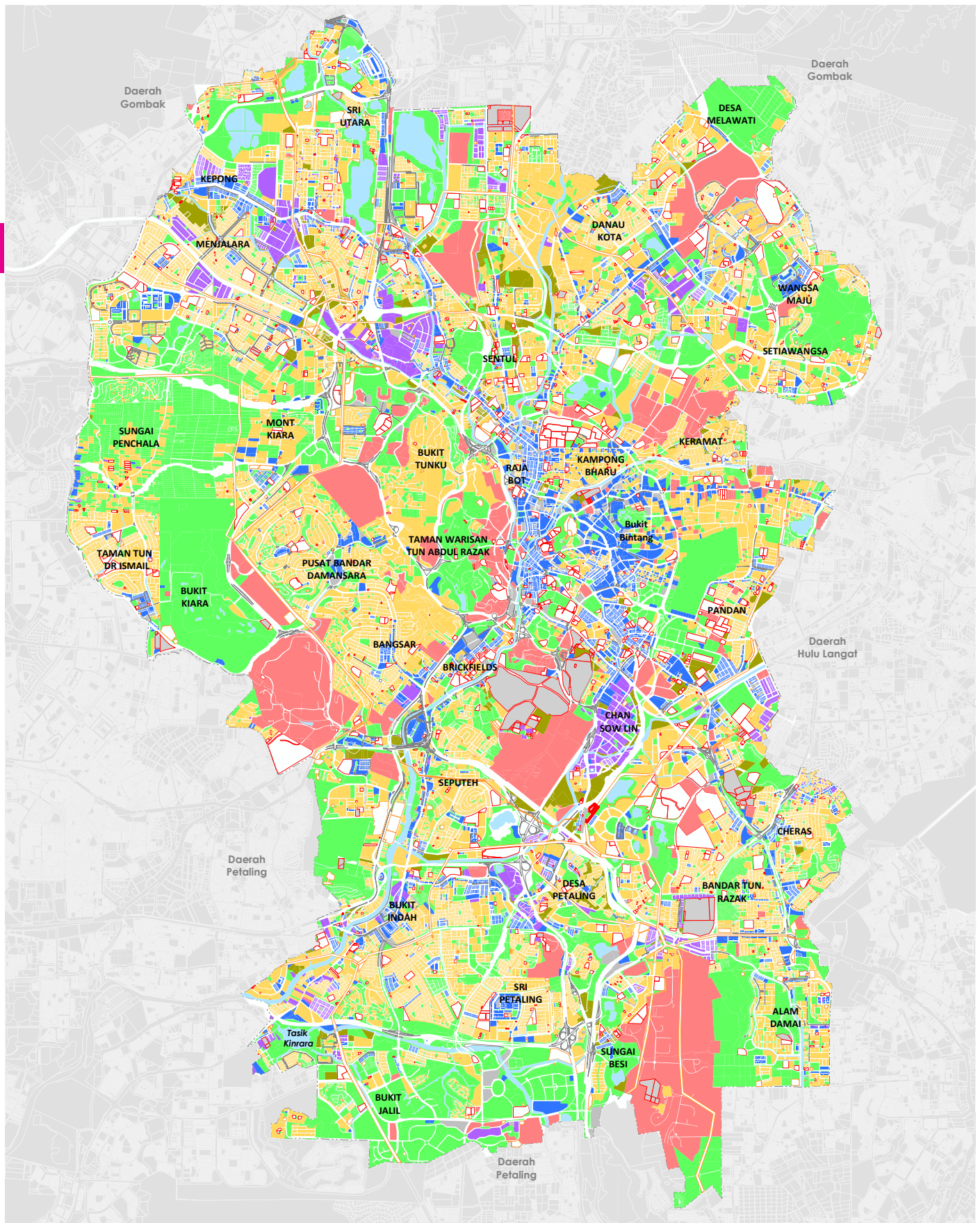


Figure 5.3 Land Use, 2015





### Commercial

Commercial zones are categorised into five classifications which define the functions, activities and intensity (refer to Volume 2 - KLDCP 2015).

The commercial land use zones are:

- City Centre Commercial (CCC);
- Major Commercial (MC);
- Commercial (C);
- Local Commercial (LC); and
- Mixed Use (MX).

Designation of commercial land use zone is reflected by factors amongst others; hierarchy of centres defined for commercial areas in Kuala Lumpur. The hierarchy comprises of City Centre, District Centre and Local Centre (Chapter 3.0).

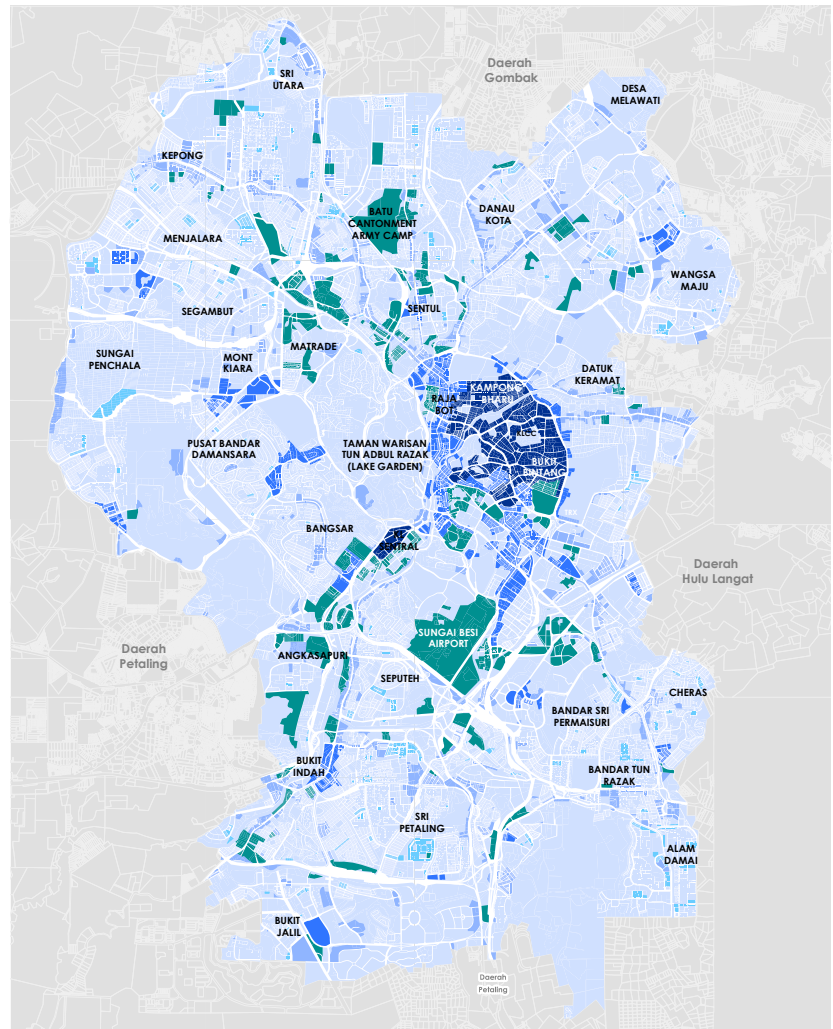


Figure 5.4 Distribution of Commercial Zones



Figure 5.5 Commercial Land Use by Strategic Zone, 2020

Strategic Zone	Area (Ha)	%
City Centre	700.15	20.62
Damansara - Penchala	445.90	13.42
Sentul - Menjalara	662.81	19.52
Wangsa Maju - Maluri	465.59	13.71
Bandar Tun Razak - Sungai Besi	405.75	11.95
Bukit Jalil - Seputeh	705.79	20.78
<b>Total</b>	<b>3,363.77</b>	<b>100</b>
<b>Total % of Kuala Lumpur</b>		<b>14.02</b>



The City Centre Commercial (CCC) zone is primarily located in the City Centre of Kuala Lumpur, generally within the central business district area around KLCC, Bukit Bintang, along Jalan Raja Chulan, Jalan Sultan Ismail, Jalan Ampang and Kampong Bharu. Outside the City Centre, KL Sentral has also been zoned as City Centre Commercial Zone.

Within this zone, commercial activities allowable are most varied compared to other commercial zones. The Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur)(Planning)(Classes of Use of Land and Buildings) Rules 2018 specifies permissible activities that can be undertaken within this zone.



KLCC as the node of City Centre Commercial (CCC) Zone.

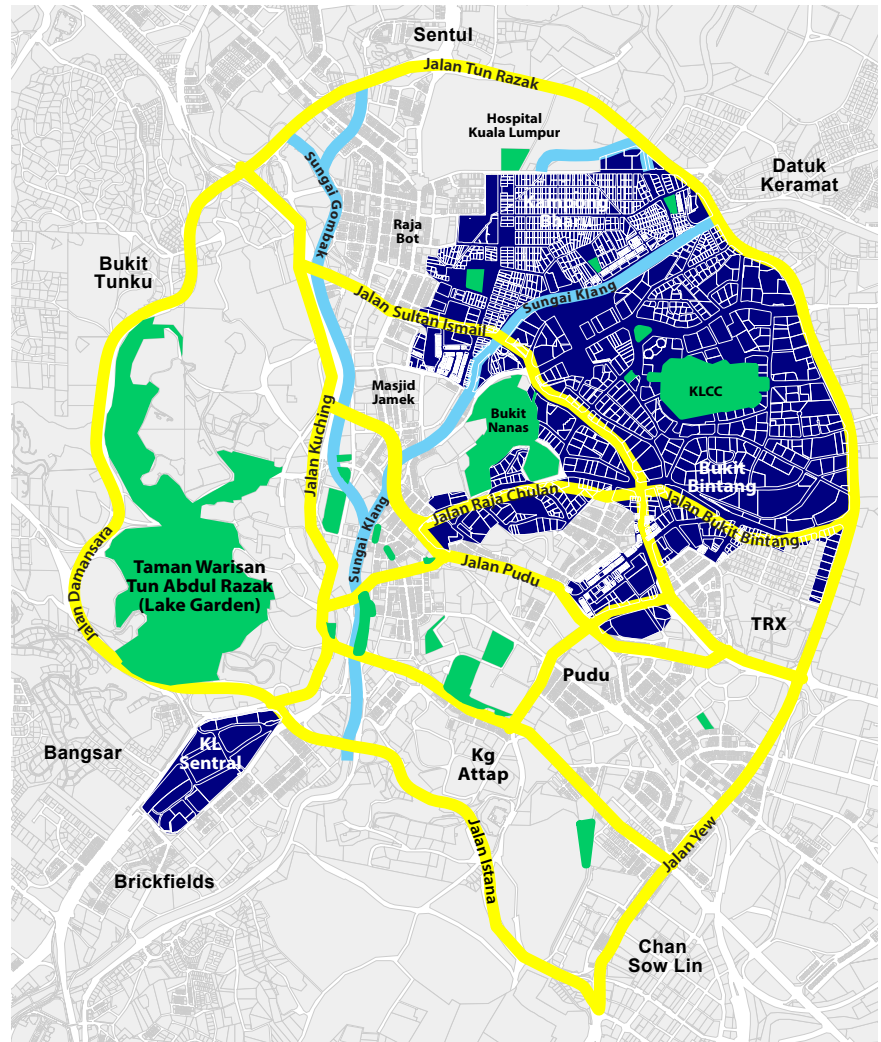


Figure 5.6 City Centre Commercial Zone (CCC)

● City Centre Commercial 
 ● Green Spaces 
 — River 
 — Main Road

### CITY CENTRE COMMERCIAL ZONE IN KLCP 2020 LAND USE ZONING MAP

City Centre Commercial (CCC) refers to areas located within part of City Centre and the KL Sentral area.

This zone is the highest hierarchy of commercial zones in Kuala Lumpur reflecting its function as the main and prime commercial locations which provide environment attractive to international business community.



Major Commercial (MC) which ranks second in terms of hierarchy of commercial zones is also the primary location for commercial and employment focus of the City. Major Commercial (MC) is primarily zoned for areas located within the City Centre and at strategic district centres namely Pusat Bandar Damansara, Bangsar, Bandar Bukit Jalil, Sri Hartamas, Wangsa Maju and also along the linear strip of Jalan Tun Razak, heading southward towards Chan Sow Lin.

Major Commercial is generally zoned for the older shophouses in the inner part of the City Centre, notably along the north-south belt of Jalan Ipoh, Jalan Tunku Abdul Rahman, Jalan Petaling, Jalan Loke Yew and around Jalan Pasar/Jalan Pudu area. Grouped together these zones form an outer belt bordering the City Centre Commercial zone and Jalan Tun Razak. This provides a clearly defined use and urban structure for Kuala Lumpur City Centre.

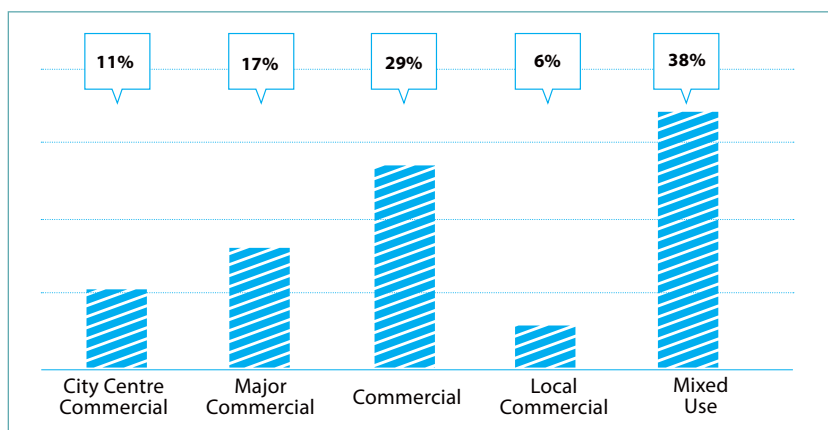


Figure 5.7 Breakdown of Commercial Zones

Whilst Major Commercial (MC) zones are more concentrated, Commercial (C) zones are more linear following major roads such as Jalan Kepong, Jalan Kelang Lama, Jalan Ampang and Jalan Genting Kelang. It makes up almost 29% of total commercial zones in Kuala Lumpur.

Local Commercial (LC), being the lowest in the hierarchy, functions as activity centre serving localised areas or neighbourhoods.

Mixed Use zone is the largest with almost 37% share of commercial zones. Mixed Use zones are generally strategically located on brownfield redevelopment areas and where integration with public transport network is possible (refer Key Initiative 5.2c).

Zoning and Intensity Map of the KLDCP 2015 is expected to allow for 115 million square metres of commercial floor spaces with the largest concentration in the Kuala Lumpur City Centre, followed by Bukit Jalil - Seputeh and Sentul - Menjalara strategic zones. Part of this increase is as a result of the redevelopment of large sites such as Kampong Bharu comprehensive development area, MATRADE development, Sungai Besi Airport redevelopment and many other significantly large redevelopment sites.



Residential

KLCP 2020 categorises residential areas into six land use zones:

- 1. Residential 1 (R1);
- 2. Residential 2 (R2);
- 3. Residential 3 (R3);
- 4. Traditional Village (TV);
- 5. Established Housing (EH); and
- 6. Public Housing (PH).

Established Housing (47.41%) makes up the largest composition of total housing land in Kuala Lumpur followed by Residential 1 (17.65%), Residential 3 (16.56%) and Residential 2 (14.85%). Designation of a large amount of Established Housing amplifies KLCH’s intention to protect liveability of the more stable, newer and established housing areas in Kuala Lumpur. Areas designated under Established Housing zone will be provided with greater protection whereby conflicting uses of land or building will not be allowed and that the use of building remains residential.

In addition, specific zone for public housing is provided in KLDGP 2015 to cater for the selected group of the population. Strategic directions on housing provision for the City elaborate further the initiative for housing in Kuala Lumpur (refer Chapter 6).

High rise residential buildings in Residential (R3) zone.

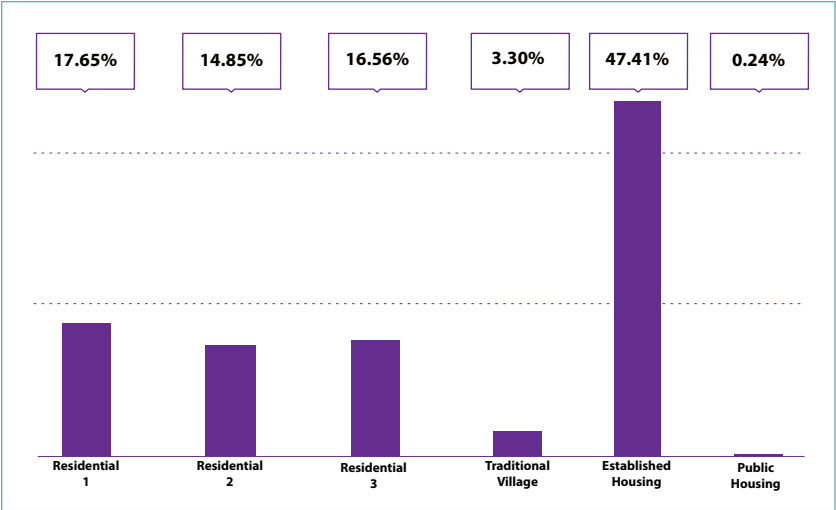


Figure 5.8 Breakdown of Residential Zones



Figure 5.9 Residential Land Use by Strategic Zones, 2020

Strategic Zone	Area (Ha)	%
City Centre	53.96	0.77
Damansara - Penchala	1,673.68	24.00
Sentul - Menjalara	1,316.06	18.87
Wangsa Maju - Maluri	1,649.07	23.65
Bandar Tun Razak - Sungai Besi	1,276.34	18.30
Bukit Jalil - Seputeh	1,003.99	14.40
<b>Total</b>	<b>6,873.09</b>	<b>100.00</b>

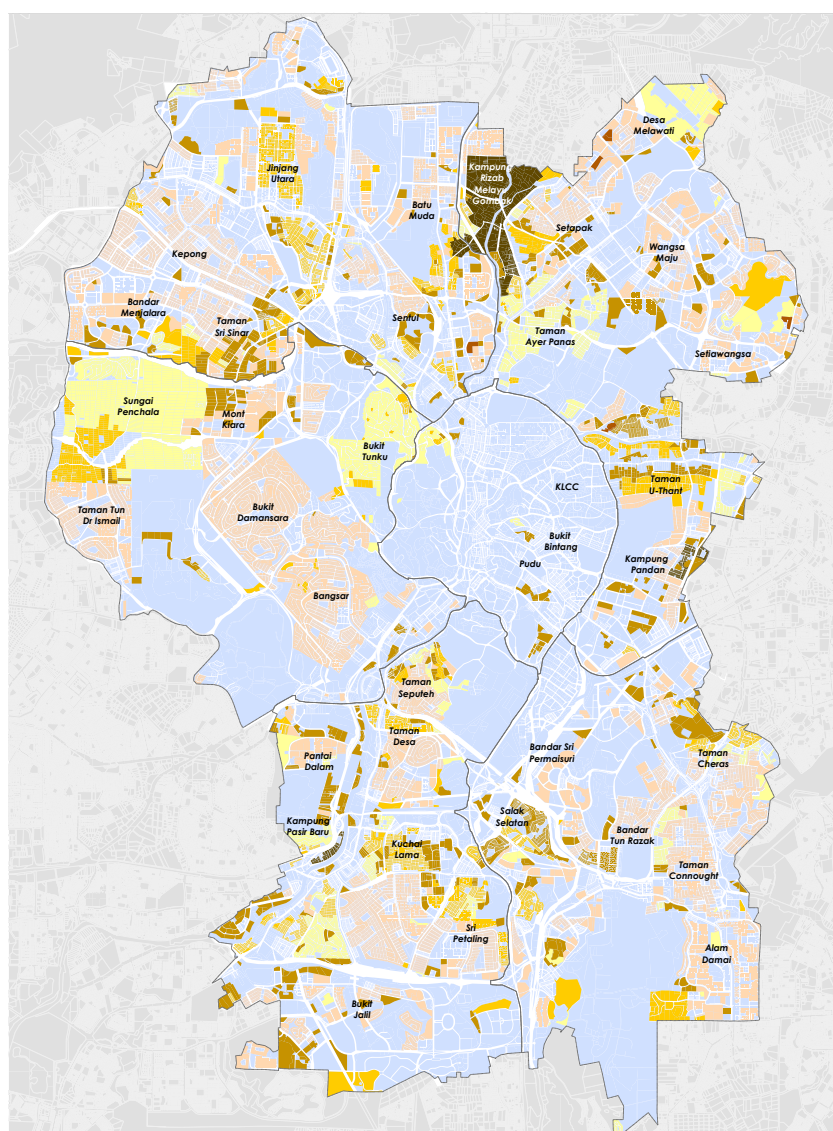


Figure 5.10 Distribution of Residential Zones



## RESIDENTIAL ZONES

### Residential 1 (R1)

Refers to designated low density residential areas where residential developments up to maximum 40 persons per acre are permitted.

### Residential 2 (R2)

Refers to designated medium density residential areas with residential developments of 41 persons per acre up to maximum of 120 persons per acre.

### Residential 3 (R3)

Refers to designated high density residential areas with residential developments of 121 persons per acre up to maximum of 400 persons per acre.

### Traditional Village (TV)

Refers to designated existing villages whereby the village character and setting will be protected. This zone is predominantly residential in character and other uses or activities that are ancillary to the main residential activities and do not generate nuisances detrimental to the amenity of the area or to the health, welfare and safety of its residents may be permitted as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018 and in the relevant Development Guide Plan (DGP).

### Established Housing (EH)

Refers to designated existing housing areas that are (i) housing of good quality and character, (ii) well-planned with relatively good infrastructure and amenities, (iii) relatively new, or (iv) where developments are committed.

### Public Housing (PH)

Refers to housing areas maintained by KLCH that provide decent and safe housing for eligible low-income families, the elderly and persons with disabilities.

### Key Initiative 5.1b

#### – Regulating Incompatible Land Use and Activities

*Managing incompatible land use and activities to achieve a healthy and clean built environment*

One of the major concerns for Kuala Lumpur is the presence of large numbers of incompatible activities and industries, which are located in unplanned industrial sites, residential areas, commercial precincts and on government land. These have created nuisance to adjoining land and residential neighbourhoods, unsightly physical environment of commercial centres and uncontrolled discharges of effluents into drainage system.

In order to realise the City's vision for a world class urban environment, it is important therefore that the activities be regulated properly. Measures within the KLCP 2020 include designating industrial parks where clean, modern and compatible industrial activities are encouraged. In addition, KLCP 2020 will also regulate industrial and other polluting activities through use classes rules and licensing procedure.

Figure 5.11 Industrial Land Use by Strategic Zone, 2020

Strategic Zone	Industry (ha)	Mixed Use Industry (ha)	Technology Park (ha)	Total (ha)
City Centre	-	-	-	-
Damansara - Penchala	-	-	-	-
Sentul - Menjalara	148.21	10.26	-	158.47
Wangsa Maju - Maluri	2.07	31.20	-	33.27
Bandar Tun Razak - Sg Besi	61.51	53.95	-	115.46
Bukit Jalil - Seputeh	31.81	3.67	152.19	187.68
<b>Total (ha)</b>	<b>243.60</b>	<b>99.08</b>	<b>152.19</b>	<b>494.87</b>

### INDUSTRIAL ZONES IN KLCP 2020 LAND USE ZONING MAP

#### Industrial (IP)

Refers to land and building designated for light industry including manufacturing, packaging, servicing and warehousing. Other activities or uses that are ancillary to the main industrial uses or activities that are deemed to be suitable within this zone may be permitted as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018.



Industrial activities that are outside designated industrial zones shall be monitored, controlled and relocated to suitable designated industrial areas.





Activities such as motorcycle repair and services, recycling and noise generating activities, that include entertainment will be controlled and be permitted in certain zones only. The control on activities and uses is provided through land use zoning map and use classes rules through Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018.

With the objective to clean up existing industrial areas and turn them into a modern industrial park, existing industrial related activities that are located outside the designated industrial areas will be encouraged to relocate to proper industrial parks. Measures will be undertaken to improve their built environment through general area improvement programmes with better landscaping, cleanliness and improved facilities.

Some of the existing industrial areas will be allowed to change into commercial use and activities in particular those that are no longer viable for industrial. Nonetheless this does not mean that industrial areas in Kuala Lumpur are taken for granted as KLCH recognises the importance of industrial activities. This can be seen from the provision of land designated for industrial activities and initiatives proposed to enhance the industrial activities. This is part of the effort in making sure that industrial land are still being offered in the City.

**Figure 5.12 Industrial Areas**

**SENTUL - MENJALARA**

- 1 Segambut
- 2 Batu 6 ½ Kepong
- 3 Taman Bukit Maluri
- 4 Sri Edaran
- 5 Taman Kepong
- 6 Batu Muda
- 7 Taman Wahyu
- 8 Spring Crest
- 9 Bengkel MARA

**WANGSA MAJU - MALURI**

- 10 Genting Kelang/ Setapak

**BANDAR TUN RAZAK - SUNGAI BESI**

- 11 Chan Sow Lin
- 12 Desa Tun Razak
- 13 Shamelin
- 14 Taman Midah
- 15 Kampung Pakar
- 16 Taman Sungai Besi
- 17 Desa Tasek
- 18 Cheras Baru
- 19 Alam Damai

**BUKIT JALIL - SEPUK**

- 20 Kuchai Entrepreneur Park
- 21 Maris
- 22 Batu 7½, Jalan Puchong
- 23 Seri Keladi
- 24 Taman Teknologi Malaysia



Measures to improve the built environment of existing industrial areas shall be undertaken.



## Strategic Direction 5.2

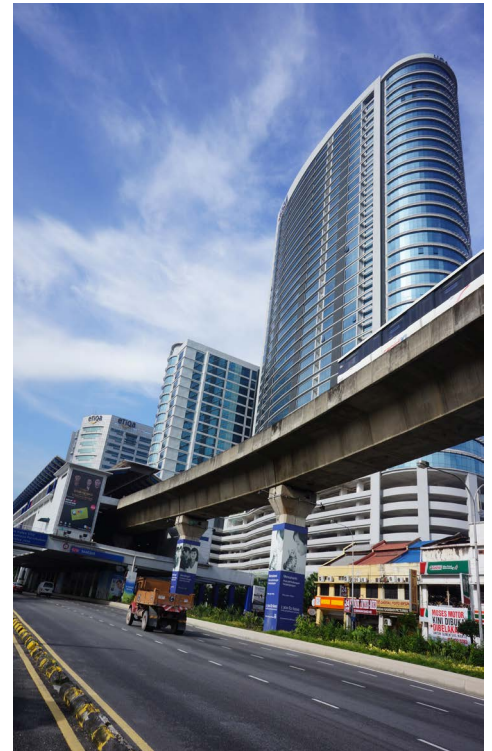
### Integrating Transport and Spatial Development

Integration of transport and land use development will support Kuala Lumpur's development and growth and help to ensure that people of Kuala Lumpur have convenient access to the services and facilities they need.

Transport and land use are closely interconnected as an element of spatial structure of a city. Existing public transport network, in particular the transit network (KTM, LRT and Monorail), has over the past been planned in isolation with poor integration of land use activities and station locations in many places. With exception to some locations such as KL Sentral and KLCC, this practice has resulted in missed opportunity for transit oriented development and better connectivity of stations and from surrounding developments.

Recognising that integration is critical for sustainable growth of the City, KLCP 2020 aims to ensure integration between transport and land use in the most cohesive and effective way. Whilst responsibility for implementation of public transport infrastructure is beyond KLCH, this integration shall be influenced by:

1. Ensuring that future proposals for new transit corridors such as MRT, LRT extension and BRT serve key locations especially in the City Centre, district centres, comprehensive development areas, redevelopment sites, high density housing areas and other areas not yet served by existing transit network;
2. Ensuring that public transport interchange points or stations are well related to travel generating uses;
3. Increasing intensities and concentration of developments, creating a compact city with adequate mix of use at selected locations, without a decline in quality of life; and
4. Achieving direct, convenient, attractive, safe and universal accessibility for pedestrian at all existing and new transit stations in order to improve connectivity, attractiveness and quality of urban environment surrounding transit facilities.



In achieving KLCP 2020 objective for better integration between land use and transit development, areas around existing transit stations have been zoned with land use and intensity that supports and provide greater opportunity for larger number of population to utilise existing transit infrastructure.

Future transit network will be required to support areas where developments and land use activities will be concentrated, where higher density development will be located and commercial intensification can be allowed. Some of these areas are not fully served by transit network and their intensification means that they need to be served by public transport.

### Key Initiative 5.2a – Directing New Transit Corridors and Interchange Points to Priority Areas

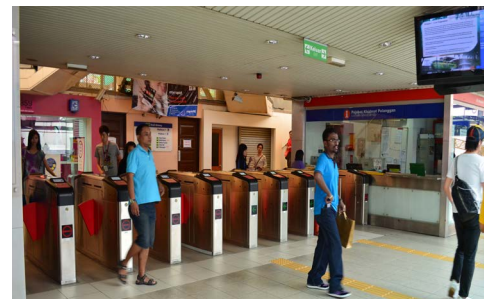
*Integrating planning and development of transit corridors and interchange points with land use framework*

With presently only 11% of areas in Kuala Lumpur are situated within direct catchment of transit stations, further expansion of transit network currently being planned and in the future shall be directed to serve and provide transit interchange points at the followings critical locations:

1. Comprehensive Development Areas of Jalan Duta and Kampong Bharu;
2. Major redevelopment sites;
3. Major activity and employment centres particularly district centres of Pusat Bandar Damansara, Sri Hartamas, Bandar Tun Razak, Bukit Indah and Kepong; and
4. Commercial belt along Jalan Ampang, Jalan Genting Klang, Jalan Kepong and Jalan Klang Lama.

Whilst the intention of KLCP 2020 is to provide for a comprehensive and fully integrated transit and public transport network, implementation of each of the new transit corridors is highly dependant on financial resources available today and in the future.

With the Federal Government prioritising implementation of public transport infrastructure for Greater KL/KV with a Mass Rapid Transit (MRT) network, initiative in this Plan is to seek full integration of the stations location with land use and development planning for the MRT corridors.



Pedestrian connectivity and facilities between new transit stations to its surrounding areas will be emphasised.

Figure 5.13 Integration of MRT1 Stations with Surrounding Development

Station	Proposed Integration
Pusat Bandar Damansara	Station to integrate with commercial zone (eg: office towers, higher learning institution)
Pasar Seni	Station to integrate with existing Pasar Seni LRT station for interchange with LRT and development of area along Klang River under River of Life Initiative of the NKEA
Merdeka	Building to building integration with Warisan Merdeka development, Jalan Hang Jebat
Bukit Bintang	Station to integrate with existing Bukit Bintang monorail station
Tun Razak Exchange (TRX)	Full station integration with redevelopment of the former government land at Jalan Davis; to be known as Tun Razak Exchange (TRX)

New public transit network will complement existing network



### Principles for Transit Station

#### Location and Developments

The future transit stations will be subjected to the following principles:

- 1. Station Access and Station Planning** – Planning for the transit station itself must be considered in light of the various methods people will use to access the station including walking, cycling, driving and parking, drop and ride and using feeder bus. Station design and access must also respond to its surrounding locality so that all of these activities work together seamlessly. Access must be for all with the principle of universal design or barrier free environment being priority objective.
- 2. Public Realm** – All station areas need good public spaces so that people feel comfortable and welcome. While these public spaces may include parks and plazas, streets and sidewalks are also critical components of the public realm and must be given careful treatment as part of any station area planning process.
- 3. Connectivity to Adjacent Buildings** – All stations must provide for seamless connectivity through building to building, where possible using travelator or other suitable means.

### LAND USE INTEGRATION REQUIREMENTS FOR MRT TRANSIT STATIONS

The detailed planning and development of MRT stations will be subjected to detailed scrutiny in terms of design in order to achieve greater integration between station facilities and development surrounding the stations.

#### 1. MRT1 Sungai Buloh-Kajang Line

Since this MRT line is earmarked as phase 1 in the overall MRT development for Greater KL/KV, KLCH shall seek to ensure that integration for these stations is achieved (Figure 5.13).

#### 2. MRT2 Sungai Buloh-Serdang-Putrajaya and MRT 3 (Circle Line)

Implementation of the MRT2 and MRT3 have been considered to be at a much later phase. As such, KLCH shall seek to ensure that possibility of integration and interchange points is investigated early at the stage when the location is being considered for development by the owners. Coordination with public transport authority and development proponents shall be undertaken to achieve integration objective. The possible locations for interchange points are:

- i. KLCC;
- ii. Kampong Bharu;
- iii. Sentul;
- iv. Tan Chong redevelopment site;
- v. MATRADE;
- vi. Bangsar South and Angkasapuri redevelopment site;
- vii. Lapangan Terbang Sungai Besi; and
- viii. Tun Razak Exchange (TRX).





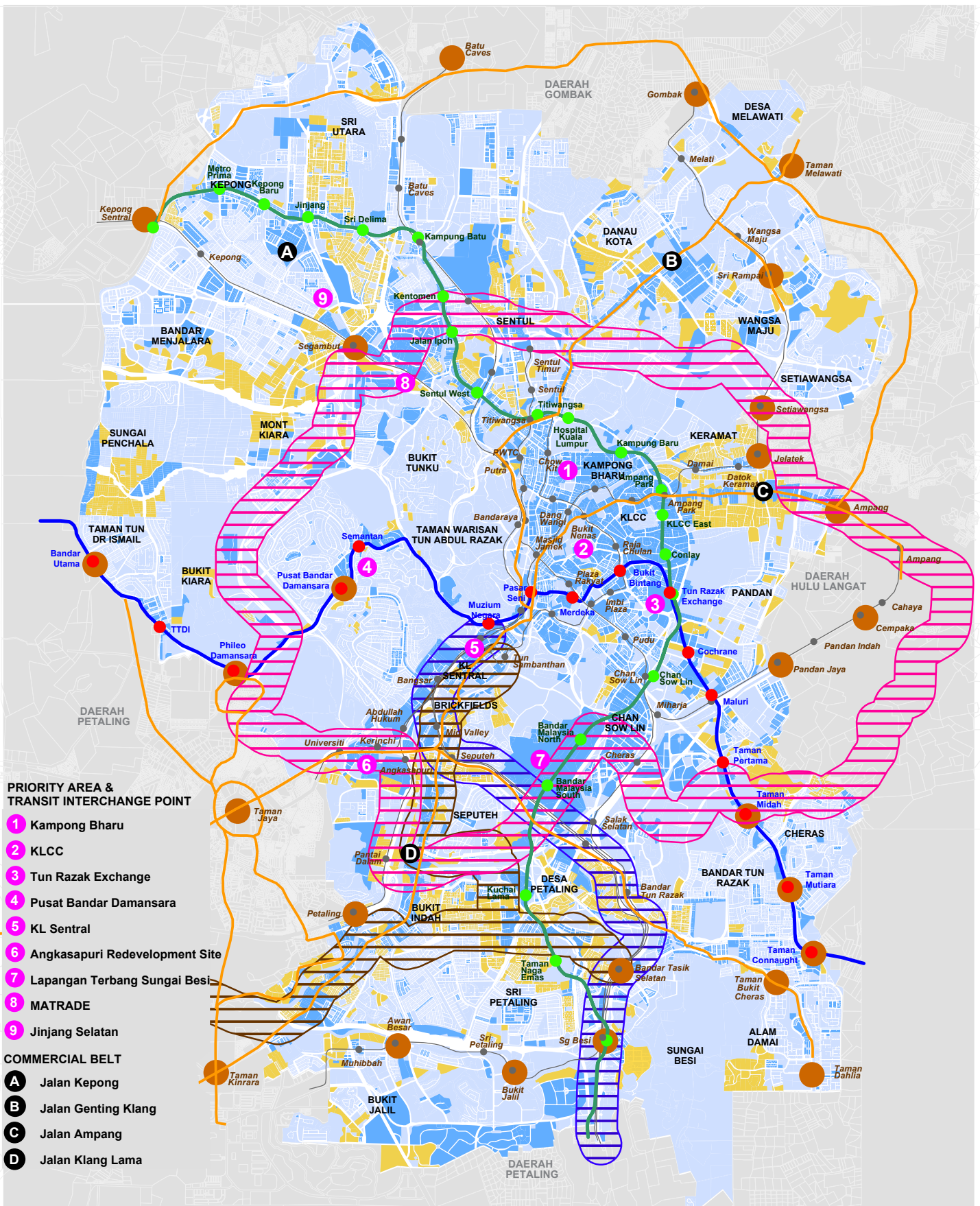


Figure 5.14 Priority Locations for Transit Interchange Points

**Key Initiative 5.2b****– Designating Transit Planning Zones (TPZ)**

*Designate TPZ at suitable locations and encourage developments to integrate with public transport facilities*

The KLCP 2020 seeks to achieve a more efficient and effective city planning and development through the integration of land use planning and development with the public transport network. This is to be achieved by ensuring and encouraging existing and future developments that are currently, or are planned to be accessible to public transport. Selected areas around existing and future rail stations are identified as TPZ where incentives are to be given for development through further intensification and mixed use developments.

Land and buildings within the TPZ, which are located within 400m of either selected existing or future rail stations, are designated for Mixed Use zones and medium high density residential zones.

Commercial areas will be intensified to optimise investment in public transport, to minimise the need to travel or influence the mode of travel towards public transport and provide integration between land development and transport planning.

This aims to help alleviate traffic congestion problems particularly in the City Centre and to optimise use of land around existing and future rail stations. Developments in the TPZ are encouraged to have the following characteristics or components:

- i. High density residential and high plot ratio commercial development within TPZ;
- ii. Mixed-use development of commercial, residential, community facilities and other civic uses;
- iii. Pedestrian environment for all groups including the disabled; and
- iv. Good urban design.

Transit Planning Zone (TPZ) is defined as area within 400m around a rail station. The Kuala Lumpur Development Control Plan 2015 (KLDCP 2015) provides further elaboration and guide on application and incentives for development in the TPZ.

Transit supportive land uses and activities encourage transit use and increase the transportation network efficiency. Transit supportive land uses are employment generation uses (commercial, office and industry), residential uses (high density), retail activities (pedestrian oriented street retail and shopping), civic use areas, entertainment, recreational and cultural facilities.

**102 LOCATIONS HAVE BEEN DESIGNATED AS TRANSIT PLANNING ZONES (TPZ) :****MAIN TPZ**

1. KL Sentral

**KTM KOMUTER**

2. Angkasapuri
3. Bank Negara
4. Batu Kentomen
5. Kepong
6. Kuala Lumpur
7. Mid Valley
8. Pantai Dalam
9. Petaling
10. Putra
11. Salak Selatan
12. Segambut
13. Sentul
14. Seputeh
15. Taman Wahyu
16. Bandar Tasik Selatan
17. Kampung Batu

**MONORAIL**

18. Bukit Bintang
19. Bukit Nanas
20. Chow Kit
21. Hang Tuah
22. Imbi Plaza
23. KL Sentral
24. Maharajalela
25. Medan Tuanku
26. Raja Chulan
27. Titiwangsa
28. Tun Sambanthan

**MRT 1 (SG. BULOH - KAJANG LINE)**

29. Bukit Bintang
30. Cochrane
31. Maluri
32. Merdeka
33. Muzium Negara
34. Pasar Seni
35. Phileo Damansara
36. Pusat Bandar Damansara
37. Semantan
38. Taman Connaught
39. Taman Midah
40. Taman Mutiara
41. Taman Pertama
42. TTDI
43. Tun Razak Exchange

**MRT2 (SG. BULOH - SERDANG - PUTRAJAYA LINE)**

44. Ampang Park
45. Bandar Malaysia North
46. Bandar Malaysia South
47. Chan Sow Lin
48. Conlay
49. Hospital Kuala Lumpur

50. Jalan Ipoh

51. Jinjang
52. Kampung Batu
53. Kampung Bharu
54. Kentomen
55. Kepong Baru
56. KLCC East
57. Kuchai Lama
58. Metro Prima
59. Sentul West
60. Sri Delima
61. Sungai Besi
62. Taman Naga Emas
63. Titiwangsa
64. Tun Razak Exchange

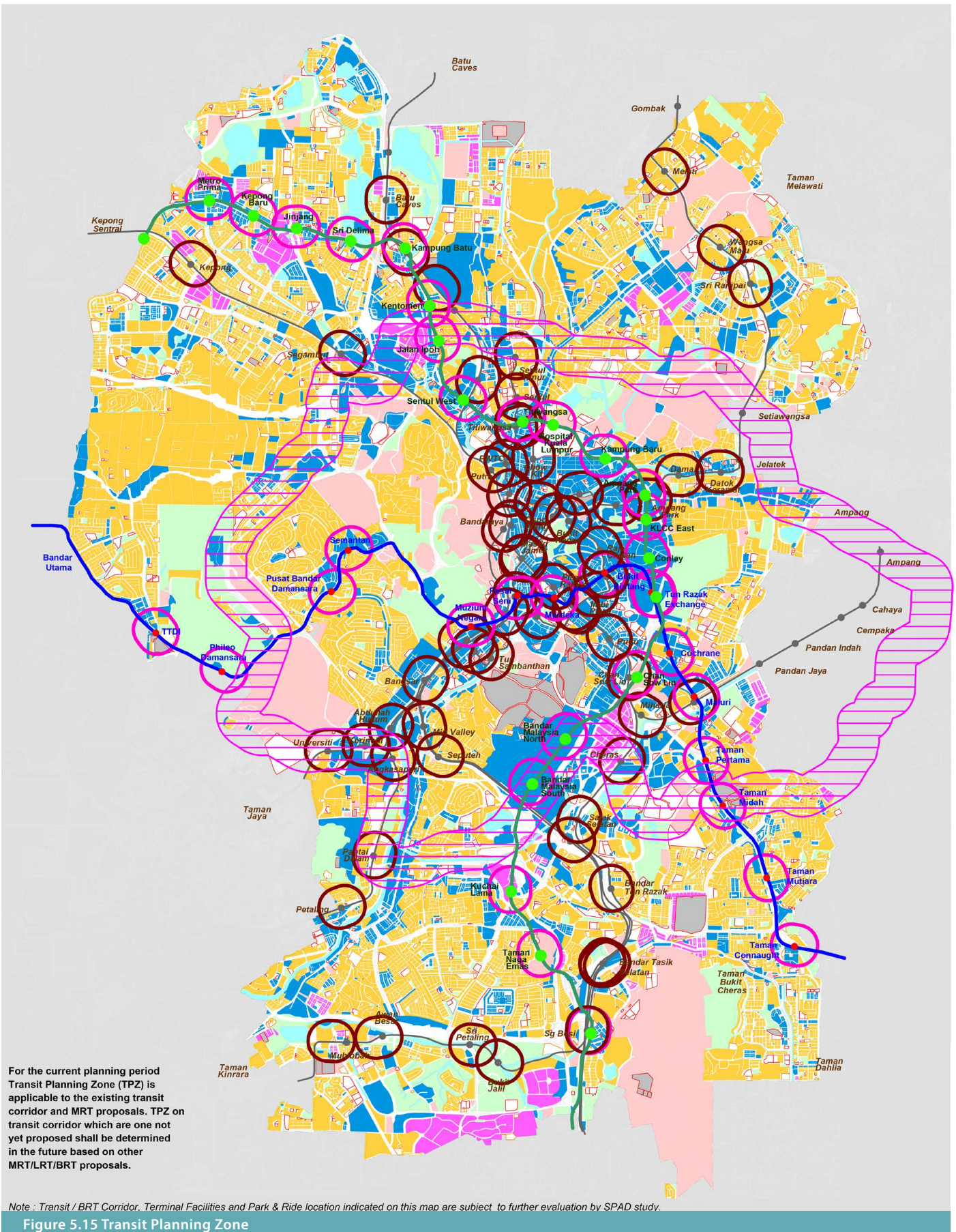
**KELANA JAYA LINE**

65. Abdullah Hukum
66. Ampang Park
67. Bangsar
68. Damai
69. Dang Wangi
70. Datok Keramat
71. Kerinchi
72. Kampung Bharu
73. KLCC
74. Masjid Jamek
75. Melati
76. Pasar Seni
77. Sri Rampai
78. Universiti
79. Wangsa Maju

**AMPANG LINE**

80. Awan Besar
81. Bandar Tun Razak
82. Bandaraya
83. Bukit Jalil
84. Chan Sow Lin
85. Cheras
86. Hang Tuah
87. Maluri
88. Masjid Jamek
89. Miharja
90. Muhibbah
91. Plaza Rakyat
92. Pudu
93. PWTC
94. Salak Selatan
95. Sentul
96. Sentul Timur
97. Sri Petaling
98. Sultan Ismail
99. Sungai Besi
100. Bandar Tasik Selatan
101. Titiwangsa
- KLIA Express
102. Bandar Tasik Selatan







### Key Initiative 5.2c

#### – Encouraging Mixed Use Developments

*Designate Mixed Use zones at strategic locations in support of transit oriented development and at locations that necessitate redevelopment for improved urban environment*

The KLCP 2020 encourages patterns and forms of development that reduce the need to travel especially by car. Therefore, the plan designates Mixed Use zones at locations where rail transport facilities already existed and supports high trip generating mixed use development at locations with both high levels of public transport accessibility and capacity.

Primary objectives of the Mixed Use zones are to:

1. Allow a mixture of complimentary land use types, which may include housing, retail, offices, commercial services and civic uses to encourage linking of trips;
2. Promote transit-supportive development which is relatively dense, mixed use and designed for the safety and convenience of pedestrians;
3. Encourage street activities to support retail businesses;
4. Provide housing especially in the City Centre to bring back population and city centre living;
5. Provide flexibility in land use standards to facilitate demand and trend changes; and
6. Reinforce streets as public spaces and encourage pedestrian movement.

Mixed Use zones are categorised into two namely Mixed Use (MX) and Mixed Use Industry (MXI). In these mixed use zones, mixed use developments will be encouraged to include, but are not limited to, any combination of housing, office, retail and business, public and institutional use and compatible industrial use, subjected to conformity to use and activity classes of the respective Mixed Use zones.

Land uses may be mixed vertically or horizontally. For example, businesses, housing and civic uses may be mixed 'vertically' by constructing offices and residences above retail space or 'horizontally' by connecting different uses adjacent to each other with pedestrian pathways, plazas and other public spaces.



### MIXED USE ZONES IN KLCP 2020 LAND USE ZONING MAP

#### Mixed Use (MX)

Refers to area intended for the development of a mix of varied but compatible land uses and activities, primarily commercial such as retail and offices with residential or residing activities (condominium, apartment, serviced residences and hotels). These residing activities must not be less than 60% of the total gross floor space of the mixed use development.

#### Mixed Use Industry (MXI)

Refers to land and building allowed for a mix of light, non-polluting industrial and commercial development or activities as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018. The predominant activity is industry, where commercial component shall not exceed 30% of total gross floor area.



Example of vertical mixed use development where retail is located on the ground floor and residential on the upper floors

Mixed use development encourages a reduction in the need to travel long distances. Mixing uses can also help achieve intensive development by using the same space for more than one purpose. It contributes to vitality and safety by preventing areas becoming deserted and hostile. New developments should create or enhance a mix of uses within large buildings, within the development and/or between the development and its surroundings.



The Scotts Garden development along Jalan Klang Lama

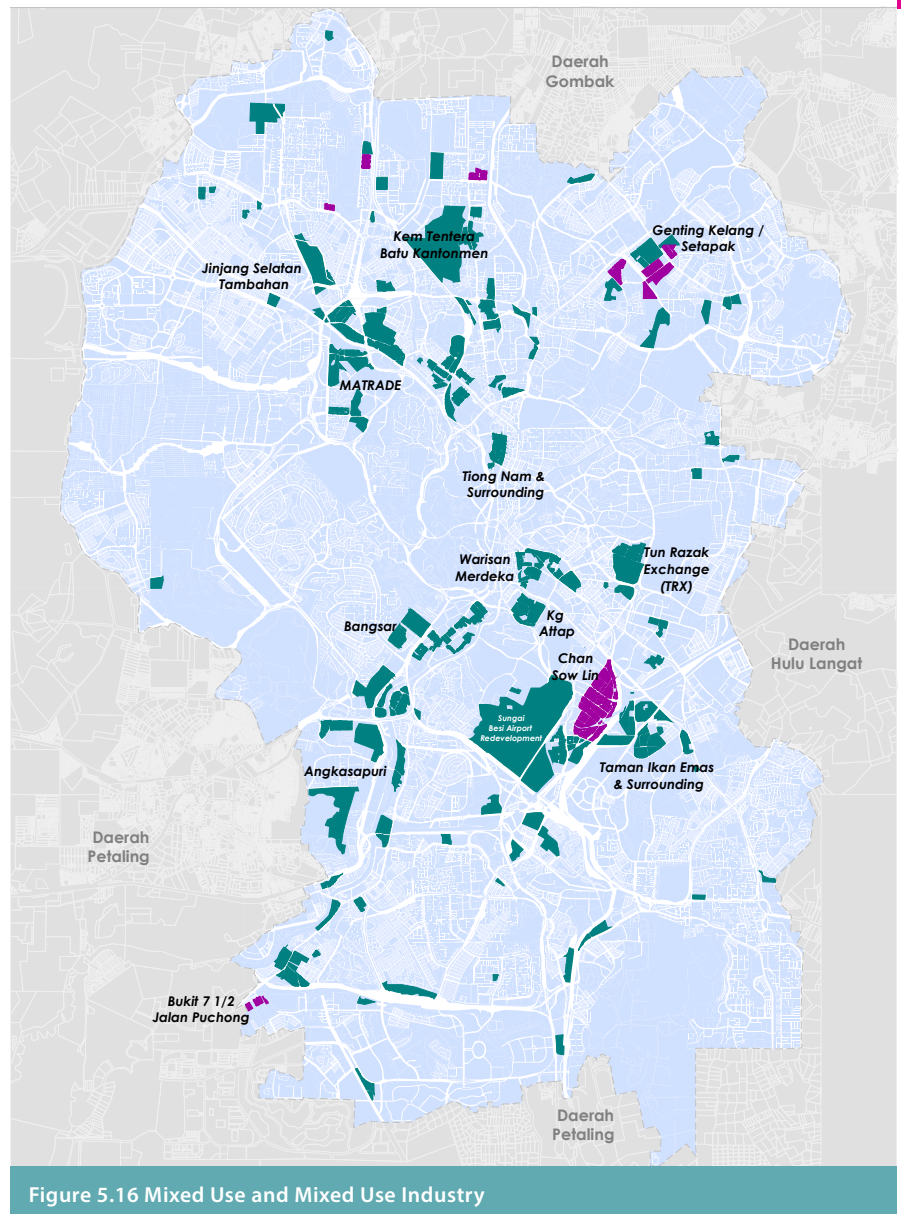


Figure 5.16 Mixed Use and Mixed Use Industry



Mixed Use



Mixed Use Industry

## Strategic Direction 5.3

### Redeveloping Previously Developed Sites and Regenerating Older Areas

Redevelopment and regeneration provide opportunity to greatly improve the social, economic and environmental health of the City.

#### Key Initiative 5.3a

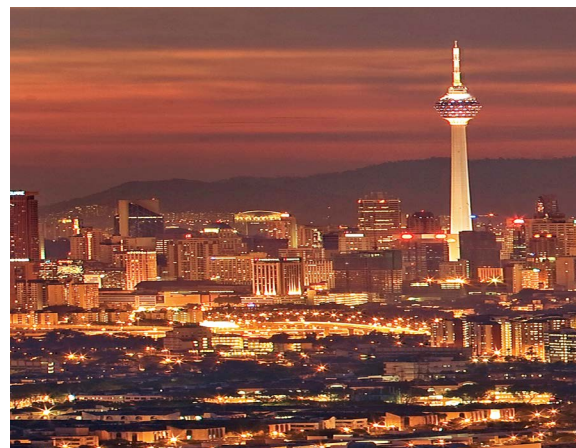
#### - Redeveloping Previously Used and Underutilised Land or Buildings

*Promote the reuse or redevelopment of previously used sites, and underutilised land and buildings*

Vacant and empty greenfield land ready for developments are becoming scarce in Kuala Lumpur. Alternative land need to be secured and creative solutions need to be implemented in ensuring that future growth can be accommodated spatially. Redevelopment of previously used and underutilised land or buildings can help to make the best use of existing urban services such as public transport and road network. It supports the City's aspiration for sustainable development by reusing land to provide for housing, commercial and community facilities within close proximity of existing infrastructure and urban services. Redevelopment also reduces pressure to build on greenfield land and helps protect the residual forested areas, environmentally sensitive areas and open spaces within Kuala Lumpur.

KLCP 2020 promotes the redevelopment of brownfield and greyfield sites, and dilapidated buildings within the City. Brownfield sites are former industrial sites, which are underused or no longer economically viable for the use to continue. Key industrial areas identified for redevelopment are large industrial land around Segambut where the owners have shifted their manufacturing operations to areas outside Kuala Lumpur; leaving the land or facility idle or underutilised. An example is the Tan Chong Motor Assemblers land at Segambut Industrial Area, where the car assembly was unable to cope with modern car manufacturing processes, hence its relocation to a new plant in Serendah.

Unlike brownfield sites which may require some form of treatment due to the nature of their past industrial activities, greyfield land are former commercial, or institutional land or buildings which are underused or outdated and are potentially valuable for mixed use/residential development. KLCP 2020 has also identified these lands which are to be redeveloped for more intensified uses, providing spaces for modern business and living environment (Figure 5.17 and 5.18).



#### Projected Land Requirements, 2005-2020

The land use distribution of the KLCP 2020 takes account of future land requirements as set out in the KLSP 2020 and land available for developments. The KLSP 2020 projected that by 2020, additional 2,921 hectares of land need to be released for developments of residential, commercial, industrial and community facilities. However, total vacant land available for development accounts for only 2,470 hectares, which means redevelopment or renewal of existing development areas or dilapidated buildings need to be considered.





#### Priority Requirements for Redevelopment Sites

All redevelopment sites have been identified for mixed use developments. They need to be planned in a comprehensive manner to demonstrate good quality urban environment and achieve quality of life. They shall be required to:

- i. Submit detailed concept plan which includes urban design elements, streetscape, comprehensive pedestrian and cycling network; and
- ii. Portray a strong image and identity which can become iconic places and attraction of global standing.

This includes some government land within parts of the City such as the army camps, government quarters, offices and former jail as well as sites within private ownership. Redevelopment of these lands can be undertaken solely by the private sector or through public-private partnership.

The redevelopment areas are to be intensified for mixed use or higher intensity commercial or residential development as per identified in Land Use Zoning and Intensity Maps. As these redevelopment sites have been given higher development potentials through the assigned plot ratio or density, they will be required to provide for larger contribution of spaces for community facilities and green spaces in the form of urban parks or local play areas together with a much improved infrastructure that is of an international standing and meeting the green standard.

All redevelopment areas are required to be integrated with the surrounding urban fabric by ensuring continuity in the public realm, green spaces and pedestrian network.

Redevelopment schemes will need to also provide spaces for cultural, community/public and recreational facilities. KLCH shall pursue the development of more cultural venues such as performing arts centre similar to KL Performing Arts Centre (KLPAAC), library and other cultural related facilities in suitable redevelopment sites. This is in line with Kuala Lumpur's aspiration to become more culturally significant; a trait which most world class and liveable cities possess.

Where redevelopment areas are identified as TPZ, provision for transit facilities are to be made and the developments are to be integrated fully with transit facilities and a pedestrian friendly environment.

**Key Initiative 5.3b****- Regenerating Older Areas**

*Initiate and facilitate the planning and implementation for regeneration of older areas to provide enhanced built environment as impetus for economic and social or community improvement*

Areas for regeneration have also been identified within parts of Kuala Lumpur. Unlike redevelopment sites which are existing or former industrial, commercial or institutional uses, that are idle or anticipated to cease operation and generally belonging to single entity, regeneration sites are existing residential or commercial areas with multiple ownerships within the older parts of Kuala Lumpur and are in need of some form of interventions.

Whilst redevelopment can be driven by private sector, regeneration requires partnership and strong working relationship between the community, private sectors and the government. Since regeneration areas are generally areas with existing communities, implementation for regeneration initiatives require strong buy-in from the communities. Outcome from regeneration will be to ensure that any intervention will not displace existing businesses or population within the regeneration areas.

Innovative mechanism for community-public-private partnership such as those modelled after the Business Improvement District scheme (BIDs) or Community Improvement District scheme (CIDs) implemented in the United Kingdom and the United States of America shall be explored. A more community or socially responsible approach shall be undertaken to ensure regenerations benefit existing communities within the regeneration areas. Regeneration can take many forms ranging from physical improvement to the built environment such as beautification, improvement to public realm and pedestrian connectivity, and/or development of all or parts of the area identified for regeneration.

The identified regeneration areas includes Kampong Bharu, the older commercial enclave of the City Centre such as Masjid Jamek, Pasar Seni, PWTC area, Jalan Haji Taib and others, as well as the older residential areas such as the San Peng Public Housing Area, Razak Mansion and Tiong Nam (Figure 5.17 and 5.18).

For this planned period of the KLCP 2020, priority for regenerations will be for areas within the City Centre and Brickfields. Areas outside the City Centre may be identified in the future when the need arises, as regeneration can also be community led, with KLCH helping to facilitate the process. KLCH shall undertake physical improvement programs for most of the regeneration areas identified within KLCP 2020 (refer Key Initiatives 9.2c, Chapter 9).



Regeneration of Pekan Sungai Besi shall seek to improve the overall urban environment of this unique part of Kuala Lumpur yet conserving its heritage character and supporting its vitality and sense of community

Figure 5.17 Redevelopment and Regeneration Areas

No	Location	Area (ha)	Description
<b>A REDEVELOPMENT SITES</b>			
1	MATRADE Jalan Duta	33.92	Government Offices
2	Kompleks Kerajaan Jalan Duta	11.24	Government Offices
3	Federal Cable*	11.98	Industry
4	Tan Chong Motor	21.15	Industry
5	Goh Ban Huat*	8.67	Industry
6	Jinjang Selatan Tambahan	30.82	Vacant Government Land
7	Kem Tentera Batu Cantonment	98.97	Military Camp
8	Flat Pekeliling	16.33	Public Housing
9	Jalan Davis (Tun Razak Exchange)*	29.53	Vacant Government Land
10	Penjara Pudu*	8.62	Former Prison Facility
11	Kampung Attap	26.44	Government School, Vacant Land and Office
12	Kuarters Kerajaan Jalan Cochrane*	40.32	Government Quarters
13	Velodrom Kuala Lumpur*	6.04	Sports Facility
14	Kuarters JKR Jalan Sungai Besi	29.60	Government Quarters
15	Lapangan Terbang Sungai Besi*	193.21	Military Airport
16	Gapurna*	10.04	Vacant Land
17	Angkasapuri	25.41	Government Broadcasting Facility
18	TNB Jalan Bangsar	20.83	Private Office
19	Kuarters Kerajaan Brickfields*	12.47	Government Quarters
20	Unilever	6.66	Private Industry
21	Flat Sri Pahang & Pangsapuri KTM Bangsar	10.88	Public Housing and Government Quarters
22	Institut Kesihatan Bangsar	16.02	Government Health Facility
<b>Sub Total</b>		<b>669.15</b>	
<b>B REGENERATION SITES</b>			
1	Jalan Berangan	12.25	Retail
2	Jalan Kenanga	7.16	Retail + Wholesale
3	Jalan Tiong Nam	11.26	Retail + Housing
4	Jalan Haji Taib	9.60	Retail + Wholesale
5	Jalan Walter Granier	3.70	Retail + Housing
6	Jalan Alor	3.21	Retail + Food & Beverages
7	Jalan Pasar	45.55	Retail + Wholesale
8	Jalan Imbi	29.51	Retail
9	Jalan Raja Bot	12.32	Market + Retail
10	Jalan Rahmat	13.85	Exhibition + Office
11	Brickfields	49.68	Retail + Services
12	Stesen LRT Kelang-Pasar Seni	4.96	Bus Terminal + Retail
13	Jalan Melayu-Jalan Masjid India	11.56	Retail
14	Kampung Bharu	105.50	Housing
15	Jalan Raja Laut	13.03	Office
16	Jalan Petaling	24.07	Retail
17	Jalan Inai	25.43	Retail + Housing
18	Jalan San Peng	21.80	Retail + Wholesale
19	Perumahan Awam Jalan San Peng	9.37	Public Housing
20	Jalan Maharajalela & Jalan Taalala	4.46	Retail + Housing
21	Pekan Sungai Besi	5.59	Retail
22	Taman Ikan Emas	53.49	Public Housing
23	Razak Mansion*	8.74	Public Housing
24	Jalan Kolam Air	7.16	Housing
25	Kerinchi (One Kerinchi)*	4.01	Housing
<b>Sub Total</b>		<b>493.15</b>	
<b>TOTAL</b>		<b>1,162.40</b>	

Note\*: On-going or completed project



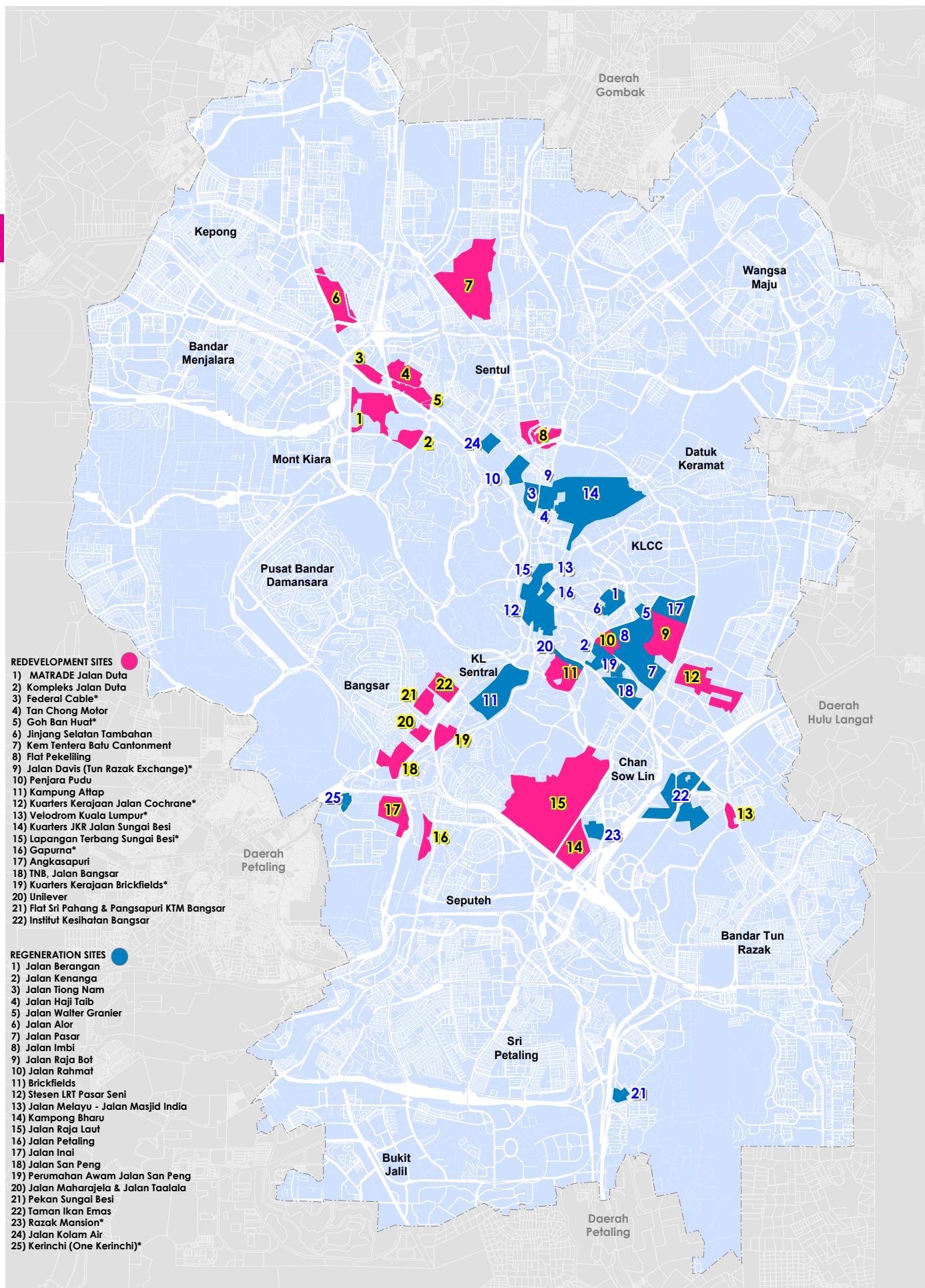


Figure 5.18 Redevelopment and Regeneration Areas

Note\*: On-going or completed project

# Protecting and Enhancing the Environment

As pressure for development in Kuala Lumpur become more intense, the need for protection of the environment becomes greater. Ensuring environmentally sound and sustainable development becomes more challenging for Kuala Lumpur.

Trends all over the world has shown that sustainability is the way forward for cities. After years of development and taking cognisance of such trend, it is vital for Kuala Lumpur to adopt effective land use planning, wise resource consumption and active wastes reduction in order to minimise impacts to the environment. Declining urban environmental quality coupled with increasing environmental issues and dwindling natural resources make it imperative for KLCH to embrace the concept of sustainability in managing Kuala Lumpur.

The key to improving the urban environment lies in protecting its natural environment and enhancing the environmental quality of Kuala Lumpur. Principles of green infrastructure shall be adopted to improve level of urban services for drainage, sewerage, public transportation and solid waste management.

Additionally, Kuala Lumpur needs to reduce its carbon footprint from its intensified growth. Initiatives and plans to lower carbon emission shall be put in place for the City as a whole and for both existing developments in the City. Low carbon society needs to be nurtured with communities in Kuala Lumpur participating actively alongside KLCH.

### **Strategic Direction 7.1 Protecting Environmentally Sensitive Areas**

Key Initiative 7.1a  
**Preserving Forest and Wildlife  
Reserves**

Key Initiative 7.1b  
**Protecting Hill Lands and Hillside**

Key Initiative 7.1c  
**Preserving Lakes and Former Mining  
Ponds**

### **Strategic Direction 7.2 Enhancing River Value and River Water Quality**

Key Initiative 7.2a  
**Improving River Water Quality**

### **Strategic Direction 7.3 Ensuring Safety and Best Use of Contaminated Sites**

Key Initiative 7.3a  
**Regulating Use of Former Landfill Sites**

### **Strategic Direction 7.4 Improving Urban Environmental Quality**

Key Initiative 7.4a  
**Managing Noise to Acceptable Level**

Key Initiative 7.4b  
**Improving Air Quality**

### Strategic Direction 7.1

#### Protecting Environmentally Sensitive Areas

Hills, forest reserves and rivers are valuable natural resources that must be protected and conserved for the sustainability of Kuala Lumpur.

The Environmentally Sensitive Areas (ESAs) refer to areas that are highly sensitive to development or changes in land use and need to be conserved for its limited biodiversity value, to be maintained and enhanced for its life support and recreational functions and/or to be protected to mitigate the hazard risks to the surrounding areas. Identification, protection and control of developments on ESAs are generally defined by the NPP2 and subsequently, the ESAs are to be refined to suit local situation and requirements. Based on the NPP2 ESA categories and criteria, forest reserves and areas located on contour of 150 metres and above are to be designated as ESA category 2 and 3 respectively.

River reserves, which form significant natural feature to Kuala Lumpur's highly urbanised environment, has also been categorised as an ESA. These rivers plays important role in improving the climate quality of the whole city, providing opportunity for river banks greening which then transform the urban river system into green ecological corridor and consequently increasing the green areas in the City.



Figure 7.1 Gazetted Forest Reserve

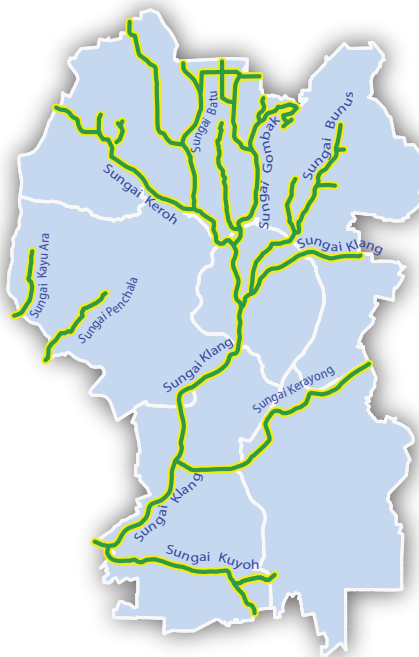


Figure 7.2 River and Riverside Corridor

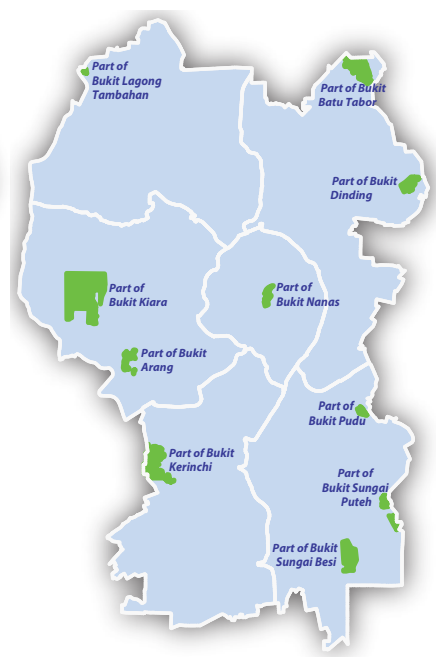


Figure 7.3 Hill Land



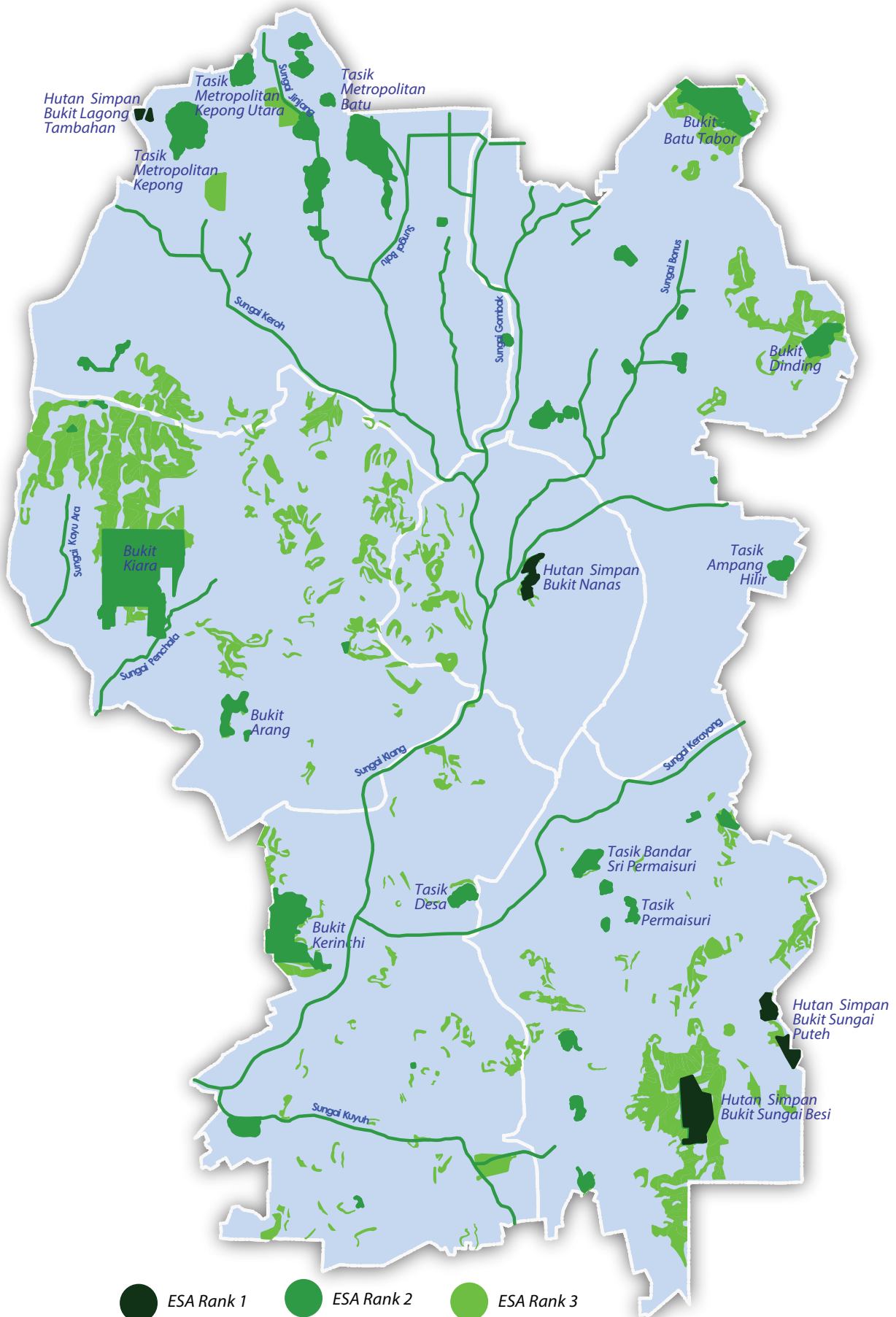


Figure 7.4 Environmentally Sensitive Areas

## 7.4 Protecting and Enhancing the Environment

### National Physical Plan Policy on ESA

*NPP 22: Environmentally Sensitive Areas (ESA) shall be integrated in the planning and management of land use and natural resources.*

### National Urbanisation Policy on ESA

*NUP 8: Environmentally Sensitive Area and Prime Agricultural Area shall be conserved.*

### KLSP 2020 POLICY

**EN 13** KLCH shall conserve residual forest areas and maintain a sustainable variety and population of wildlife within the City boundaries.

### KLSP 2020 POLICY

**EN 18** KLCH shall designate environmentally sensitive areas and prepare guidelines for their control and management.



### ENVIRONMENTALLY SENSITIVE AREAS (ESA) FOR KUALA LUMPUR

#### ESA Rank 1:

##### Totally Protected Areas

No development except for limited eco-tourism, research activities and remediation/rehabilitation works.

1. Forest reserves

#### ESA Rank 2:

##### Conservation Areas

No development except for low impact recreational activities

1. Rivers
2. Hill lands
3. Lakes and former mining ponds

#### ESA Rank 3:

##### Controlled Development Areas

Development subjected to compliance to requirements specified in relevant guidelines.

1. Hillsides and hill slope areas
2. Limestone areas
3. Landfill sites

Additionally, risk areas have also been categorised as ESA. These include slope and hillsides, limestones and landfill sites.

For Kuala Lumpur, protection and conservation of the ESAs are deemed important to meet the following objectives:

- Protection of limited natural assets such as forest and wildlife reserves to provide more green areas to support urban biodiversity as well as green lungs for the city;
- Protection against insensitive urban development;
- Protection from hazard risks such as erosion and land slides that could result in loss of life and properties;
- Protection against flood risk and improper drainage; and
- Protection of the natural landscape to fulfill the recreational needs of its urban dwellers.

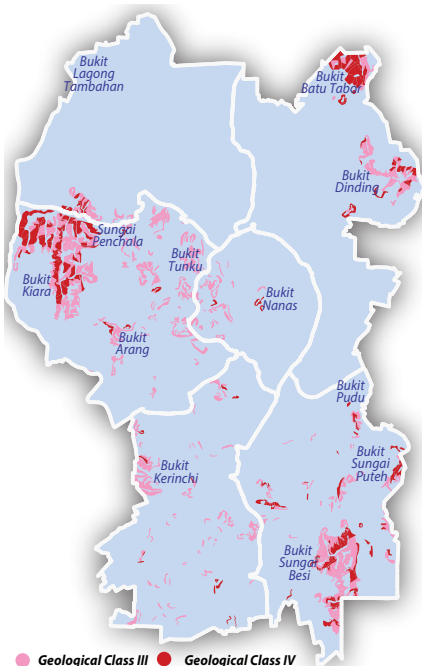
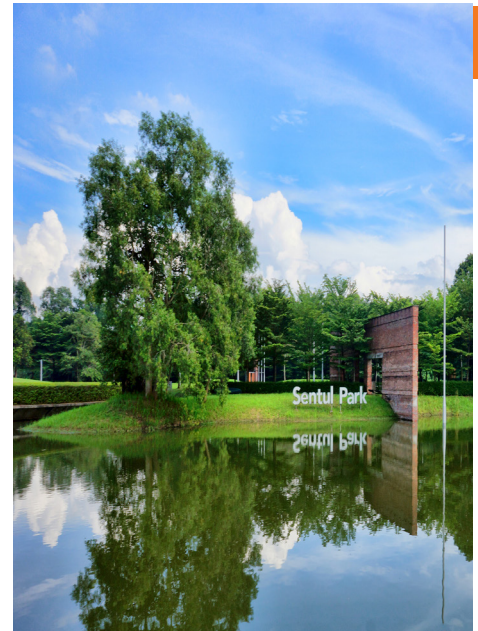


Figure 7.5 Geological Class III and Class IV Land



Figure 7.6 Lake and Former Mining Pond

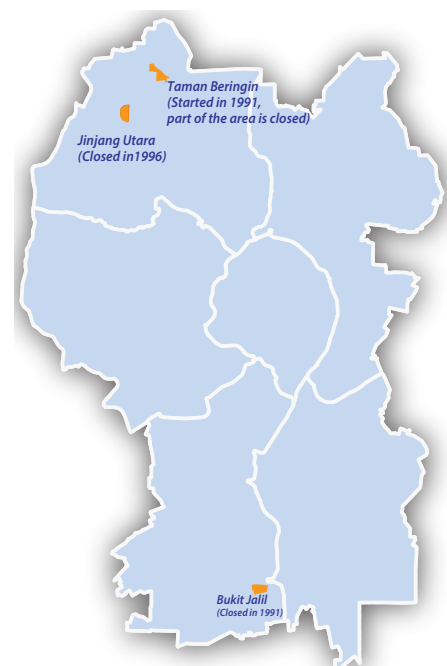


Figure 7.7 Former Landfill Sites



### Key Initiative 7.1a

#### – Preserving Forest and Wildlife Reserves

*Preserving forest and wildlife reserves is important in maintaining habitat for urban wildlife, providing green lung and urban sanctuary for Kuala Lumpur*

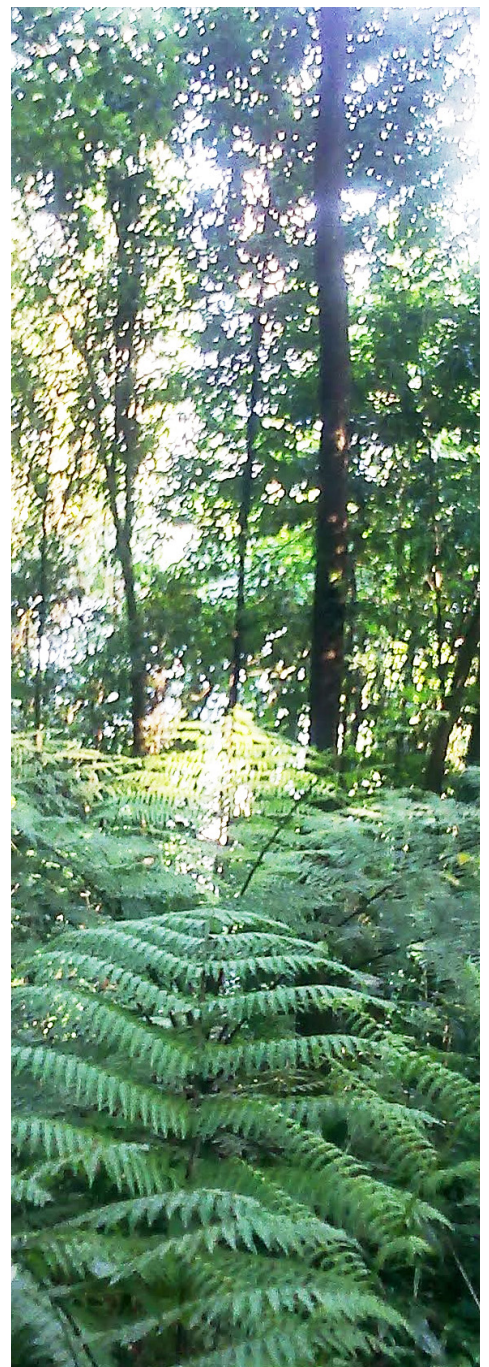
With only 69.07 hectares of forest reserves remaining, protection and conservation of forest and wildlife reserves must be accorded highest priority in the development planning and management of Kuala Lumpur. Apart from its biological importance in providing habitat for urban wildlife, it serves as green lung and urban sanctuary for the community as well as improving air quality. The forest reserves are:

- i. Hutan Simpan Bukit Nanas;
- ii. Hutan Simpan Bukit Sungai Puteh;
- iii. Hutan Simpan Bukit Sungai Besi; and
- iv. Hutan Simpan Bukit Lagong Tambahan.

Through KLCP 2020, these reserves are protected by Land Use Zoning Control and its associated use classes control where only limited and very low impact eco-tourism can be allowed.

The Hutan Simpan Bukit Nanas is one of the last remaining patch of tropical rainforest in the City. Although surrounded by concrete jungle due to its location in the City Centre, it houses an amazing diversity of flora and fauna ranging from monkeys, monitor lizards and numerous species of bird. The forest offers great potential for knowledge on urban biodiversity as well as recreational venue for city dwellers and visitors.

The Hutan Simpan Bukit Sungai Puteh and the Hutan Simpan Bukit Sungai Besi can offer similar experience like Hutan Simpan Bukit Nanas particularly to residents living within their close proximity. Whilst jurisdiction over management of the forest lies within the Forestry Department, KLCH shall work in close partnership with the department in protecting and enhancing facilities within the forest reserve for benefits of the people of Kuala Lumpur.



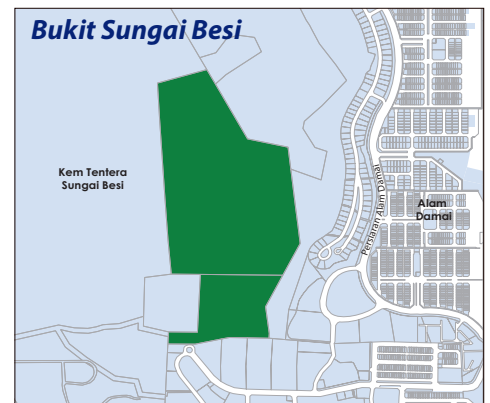
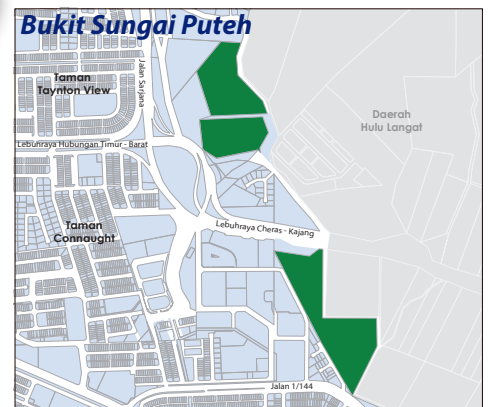
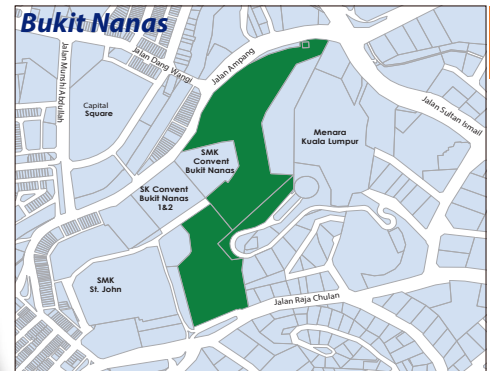
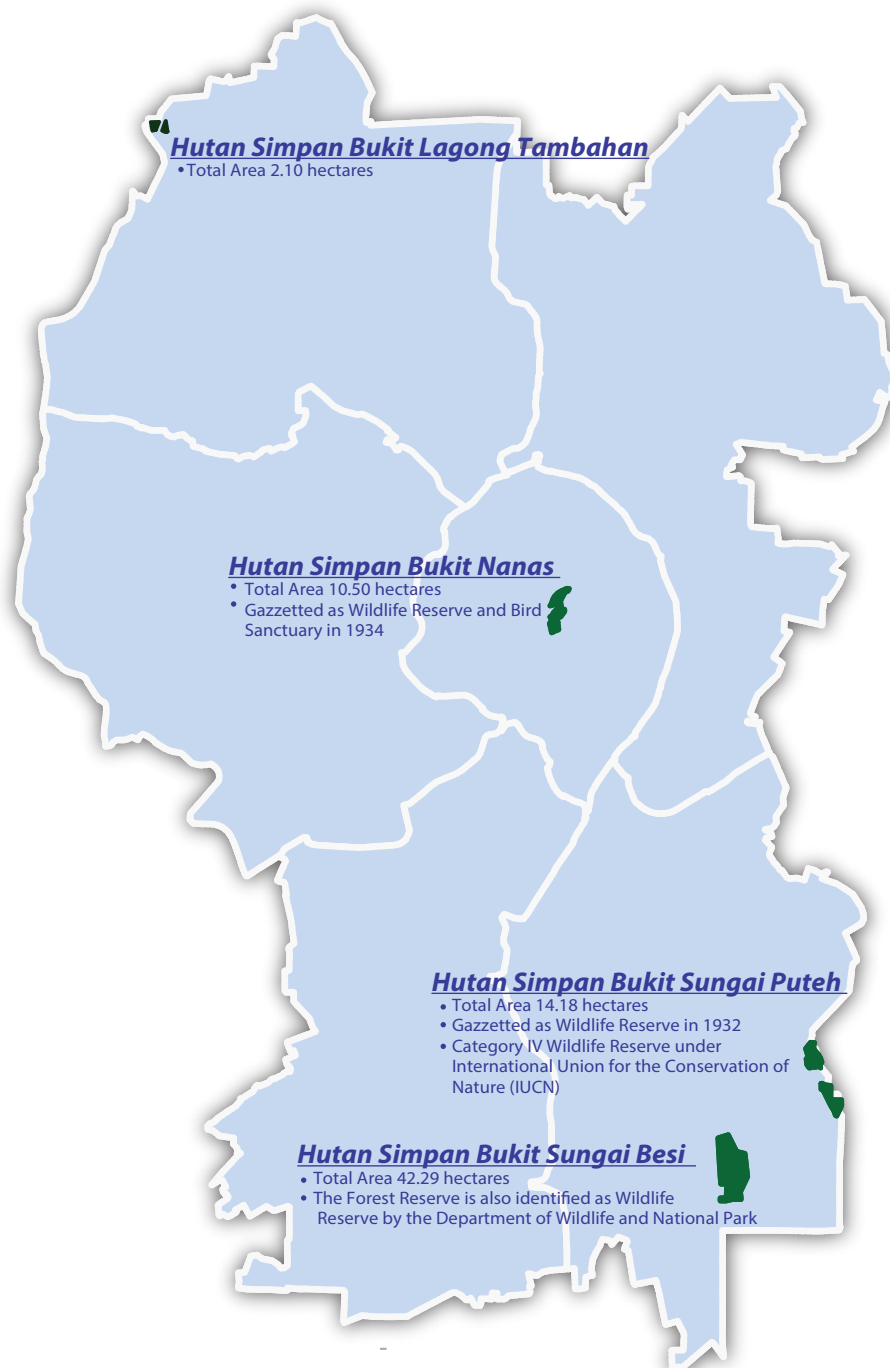


Figure 7.8 Forest Reserves



### Key Initiative 7.1b – Protecting Hill Lands and Hillside

*Protecting of the hill lands and hillsides of Kuala Lumpur that form part of the natural urban landscape of the City for preservation against geo-hazards and fulfilling recreational needs of urban dwellers*

The hill lands and hillsides of Kuala Lumpur are under tremendous pressure for development. The City has recognised that these areas form significant natural feature worthy of protection. At the same time, the City acknowledges that large part of these areas are privately owned and that their development is inevitable. Any form of development within these areas shall need to be undertaken in the most sensitive manner, this being:

- i. Minimise disturbance of terrain;
- ii. Incorporate existing natural features and vegetation into site design; and
- iii. Ensure protection and safety of neighbouring and surrounding development.

Hill lands and hillsides within Kuala Lumpur are areas identified to include :

- i. Significant hills which will be protected; and
- ii. Areas with slopes under Class III and IV, (figure 7.9).

Developments within these areas shall need to comply to all the technical requirements under the relevant guidelines by KLCH and other agencies. (*Garis Panduan Perancangan Pembangunan Di Kawasan Bukit Dan Cerun Bagi Wilayah Persekutuan Kuala Lumpur, 2010*).

#### KLSP 2020 POLICY

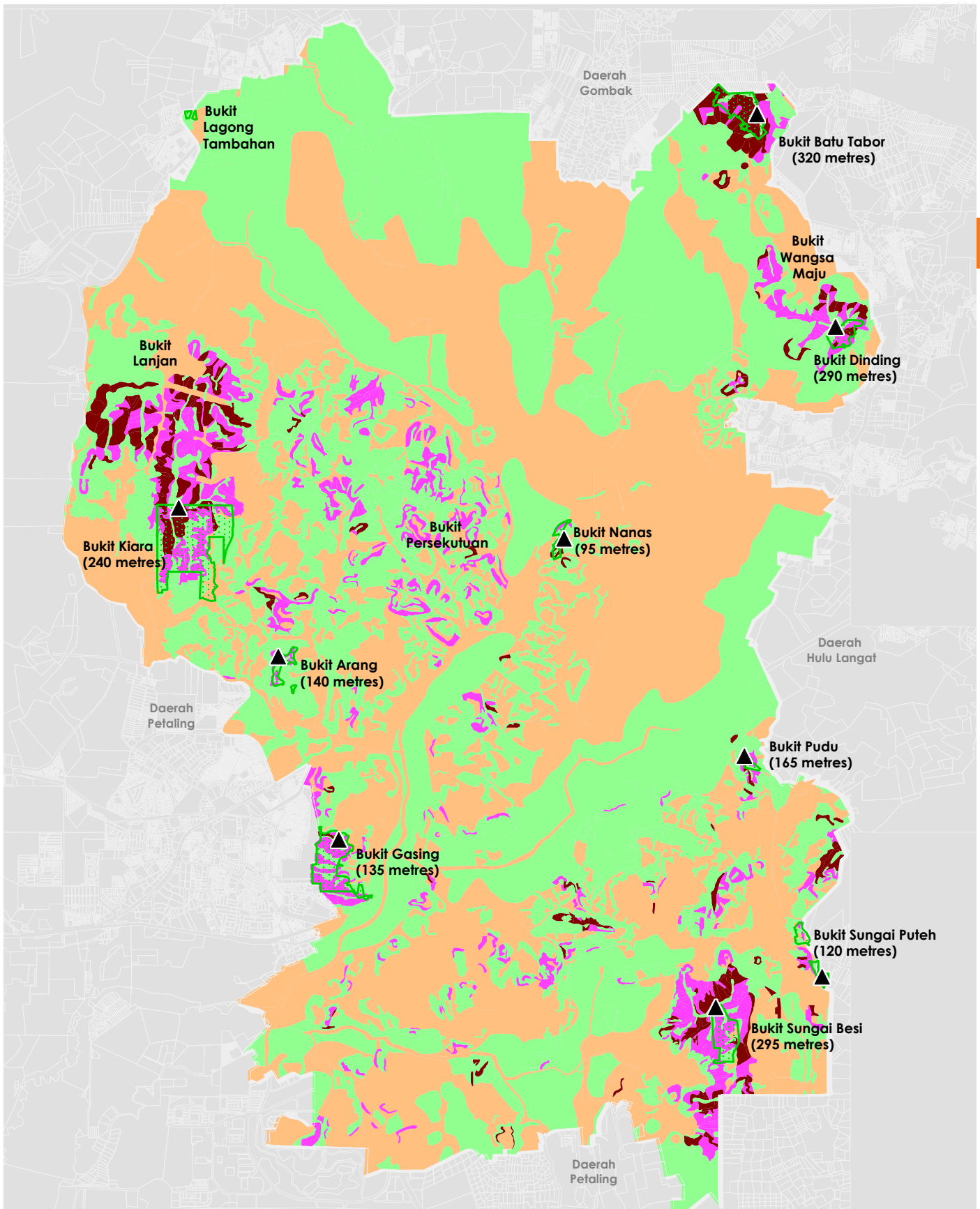
**EN 6** KLCH shall not permit development on hillside with slope that exceeds the allowable level, rules and regulations set by the Federal Government.

#### KLSP 2020 POLICY

**EN 7** KLCH shall ensure that geo-technical study is carried out for all hillside developments.







Source : Garis Panduan Perancangan Pembangunan Di Kawasan Bukit dan Cerun Bagi Wilayah Persekutuan Kuala Lumpur, 2010. Kementerian Wilayah Persekutuan Dan Kesejahteraan Bandar.

Figure 7.9 Hill Lands and Hillside

- Hillside Class I
- Hillside Class II
- Hillside Class III
- Hillside Class IV
- Hill Lands
- ▲
 Highest Peak

### CRITERIA FOR HILL LANDS AND HILLSIDES

<p><b>Hill Lands</b></p>	<p>Refers to hill lands that are determined as important for the conservation of the natural environment and urban biodiversity of Kuala Lumpur. Some of these hills are on elevation of above 150m which are detained as ESAs under NPP2.</p> <ol style="list-style-type: none"> <li>I. Part of Bukit Sungai Besi;</li> <li>II. Part of Bukit Arang;</li> <li>III. Part of Bukit Kerinchi (Bukit Gasing);</li> <li>IV. Part of Bukit Dinding;</li> <li>V. Part of Bukit Batu Tabor;</li> <li>VI. Part of Bukit Pudu;</li> <li>VII. Hutan Simpan Bukit Nanas; and</li> <li>VIII. Part of Bukit Kiara.</li> </ol> <p>Protection and conservation of the hills are to achieve the following objectives:</p> <ol style="list-style-type: none"> <li>I. To protect hill land areas above 300m as non development areas;</li> <li>II. To protect the hill land areas from disruptions caused by the uncontrolled urban development;</li> <li>III. To preserve the natural environment, its ecosystem and biodiversity of the hill lands; and</li> <li>IV. To maintain the aesthetic and scenic qualities of the hill land areas.</li> </ol>
<p><b>Hillsides</b></p>	<p>Hillsides are slope areas that are sensitive based on their degree of slope factor. Hillsides are determined by the classes of category of slope and their geological condition as follows:</p> <ol style="list-style-type: none"> <li>i. Class I <ol style="list-style-type: none"> <li>a. In-situ terrain with slope of not more than 15 degrees; and</li> <li>b. Cut terrain with slope of not more than 15 degrees.</li> </ol> </li> <li>ii. Class II <ol style="list-style-type: none"> <li>a. In-situ terrain with slope of more/equals to 15 degrees to not more than 25 degrees with no signs of erosion and unstable slopes;</li> <li>b. In-situ terrain with slope less than 15 degrees with signs of erosion and unstable slopes;</li> <li>c. In-situ terrain with slope less than 15 degrees and with colluvium or any other sensitive geological content; and</li> <li>d. Flood prone areas.</li> </ol> </li> <li>iii. Class III <ol style="list-style-type: none"> <li>a. In-situ terrain with slope of 15 degrees to not more than 25 degrees with signs of medium to heavy erosion and unstable slopes;</li> <li>b. In-situ terrain with slope more than 15 degrees to not more than 25 degrees with colluvium or any other sensitive geological contents and signs of erosion and unstable slopes;</li> <li>c. Areas consisting of limestone, swamp, peat and former mining sites; and</li> <li>d. Areas prone to mud flood.</li> </ol> </li> <li>iv. Class IV <ol style="list-style-type: none"> <li>a. In-situ terrain with slope of more/equals to 35 degrees with no signs of erosion and unstable slopes;</li> <li>b. In-situ terrain with slope of 25 degrees to not more than 35 degrees with signs of erosion and unstable slopes;</li> <li>c. In-situ terrain with slope of 15 degrees to not more than 25 degrees with colluvium or any other sensitive geological content and signs of erosion and unstable slopes;</li> <li>d. Areas prone to debris flow; and</li> <li>e. Ridges.</li> </ol> </li> </ol> <p>The purposes of protecting the hillsides are to ensure that developments in the hillside areas occurs in such a manner as to:</p> <ol style="list-style-type: none"> <li>i. Minimise the potential for geologic failures and resultant hazards to life and properties;</li> <li>II. Conserve the natural features of the site such as the topography, natural drainage, vegetation and other physical features;</li> <li>III. Minimise vegetation removal in slope areas;</li> <li>IV. Maintain the natural character of the hillsides; and</li> <li>V. Ensure that development does not dominate but rather visually blends and achieves harmony between the natural and built environment.</li> </ol>

### Key Initiative 7.1c – Preserving Lakes and Former Mining Ponds

*Preserving existing lakes and former mining ponds to improve drainage system and mitigate flood as well as provide recreational benefits to the community*

As part of the initiatives to improve drainage infrastructure and alleviate flooding problem, existing lakes and former mining ponds will be preserved and protected (Figure 7.10). These lakes and ponds will be protected through their designations as part as Kuala Lumpur's water body in the KLCP 2020 Land Use Zoning Plan.

Water forms an important element of the City's landscapes and offers great benefits to community in terms of open spaces, recreational and aesthetic values. It also helps in reducing the urban heat island effects and in absorbing carbon dioxide from the air.

Whilst their primary use will remain as retention ponds for flood mitigation, their potential and suitability for recreation shall be explored and coordinated with relevant agencies.

#### KLSP 2020 POLICY

**EN 4** KLCH shall ensure the landscaping of rivers and the rehabilitation of ex-mining land.

#### KLSP 2020 POLICY

**EN 5** KLCH 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.



Figure 7.10 Lakes and Former Mining Ponds



### Strategic Direction 7.2

#### Enhancing River Value and River Water Quality

Rivers are valuable natural resources for human life and the environment and shall become a main feature and pride to Kuala Lumpur.

##### KLSP 2020 POLICY

**EN 8** KLCH 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.

##### KLSP 2020 POLICY

**EN 9** KLCH 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.

##### KLSP 2020 POLICY

**EN 10** KLCH shall re-activate the rehabilitation programme of Sungai Klang and Sungai Gombak.

##### KLSP 2020 POLICY

**EN 11** KLCH shall not approve development involving permanent structures in river reserves.

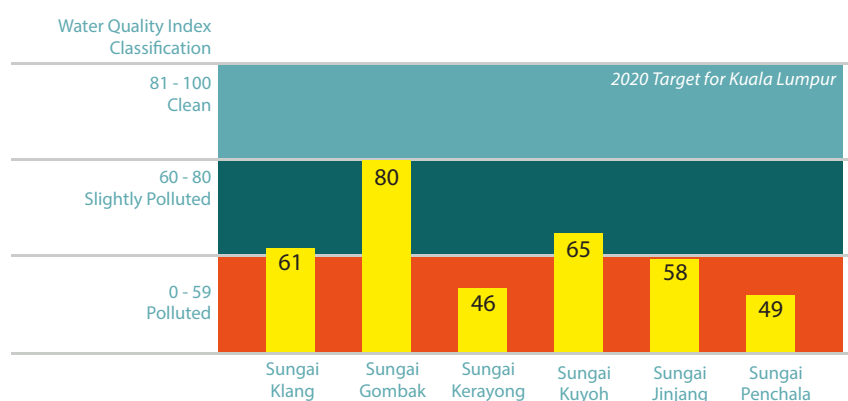
#### Key Initiative 7.2a – Improving River Water Quality

*Implement measures to tackle major sources of pollution which include sewage discharge, industrial effluent discharge and dumping of wastes into the river system*

The status of the river water quality is very much related to land use and activities taking place within the river catchment. Major sources of pollution include sewage effluent, industrial discharge and runoff from construction and development sites. Other sources include dumping of wastes or rubbish into the rivers and waterways as well as sullage discharge from residential and commercial areas, from markets and food courts or stalls. Pollutants from such activities include litter/rubbish, organic material, oil and grease, nutrients and sediments.

The focus of the KLCP 2020 is to minimise and eliminate major polluting land use and activities via prudent land use zoning and development controls, control of discharges and river monitoring. Pilot projects shall be implemented within river catchment of Sungai Klang, Sungai Gombak, Sungai Kerayong, Sungai Kuyoh, Sungai Jinjang and Sungai Penchala to improve water qualities from 'polluted' to clean (Figure 7.11).

Figure 7.11 Target River Water Quality Index



Source: Malaysia Environmental Quality Report, DOE, 2010

## PRIORITY ACTIONS TO IMPROVE RIVER WATER QUALITY

### 1. River catchment management in terms of development planning and controls for various land uses and activities:

- i. Effective development planning in terms of land use zoning and proper control of polluting activities within catchment of major rivers should be implemented. Some of the measures include installation of appropriate instruments or equipment to ensure discharges into rivers meet the relevant requirements.
- ii. Protect suitable natural environment or riverine vegetation along major rivers. Sungai Kuyoh and Sungai Kerayong have been identified for this purpose.
- iii. Encourage use of green technologies to ensure clean discharges from urban activities into the urban and natural water system.

### 2. Efficient management of storm water or surface runoff to prevent pollutants from entering the river system:

- i. Installation of gross pollutant traps or trash screens at major drainage outlets into Sungai Klang, Sungai Gombak, Sungai Jinjang, Sungai Kuyoh and Sungai Kerayong;
- ii. EPP5 ROL under Greater KL/KV has identified this program as one of its 12 initiatives currently being implemented;

- iii. Enhanced aeration by the creation of small water falls or weirs along Sungai Klang and Sungai Gombak.

### 3. Ensure cleaner discharge of waste water from urban activities:

- i. Install waste water treatment systems at existing wet markets. Under EPP5 River of Life (ROL) initiative wet markets have been identified for immediate implementation starting with:
  - a. Pasar Harian Selayang;
  - b. Pasar Jalan Kelang Lama;
  - c. Pasar Air Panas;
  - d. Pasar Setapak; and
  - e. Pasar Pudu.
- ii. Enforce requirement for installation of grease traps for activities such as motor vehicle workshops and restaurants.
- iii. Construct communal grease traps at eateries and food courts.

### 4. Upgrade sewerage facilities:

This is the most important initiative already identified by the government under EPP5 River of Life (ROL). It involves measures to:

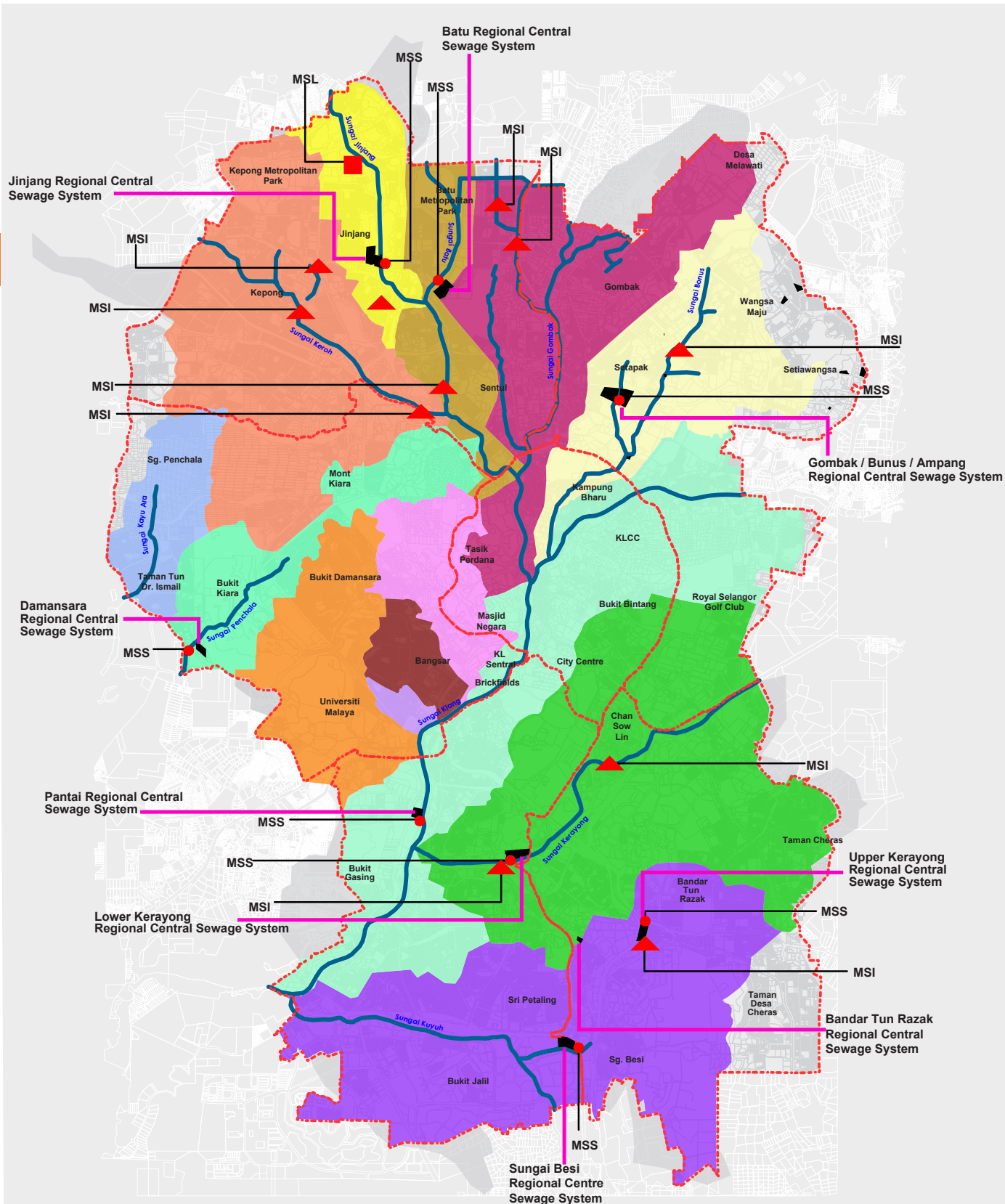
- i. Upgrade existing sewerage facilities through rationalisation of existing plants as well as sewer investigation, rehabilitation, realignment, upsizing and connection of properties to centralised system; and
- ii. Expanding existing regional sewage treatment plants through regionalisation and rationalisation of the plant as well as sewage pipe networks.

### 5. River water quality monitoring and enforcement:

- i. Installation of water quality monitoring stations along major outlets of major rivers for long term water quality monitoring database (Figure 7.12);
- ii. Initiate sewage treatment plants monitoring programme to ensure compliance to environmental requirements;
- iii. Initiate industrial areas monitoring programme to monitor quality of discharge from industrial areas. Some of the industrial areas that have been identified include:
  - a. Segambut Industry;
  - b. Batu 6<sup>1/2</sup>, Jalan Kepong;
  - c. Genting Klang/Setapak Industry;
  - d. Chan Sow Lin;
  - e. Kampung Pakar;
  - f. Kuchai Entrepreneur Park; and
  - g. Taman Teknologi Malaysia.
- iv. Regulate all construction, renovation and redevelopment works to ensure proper connections to sewerage systems.

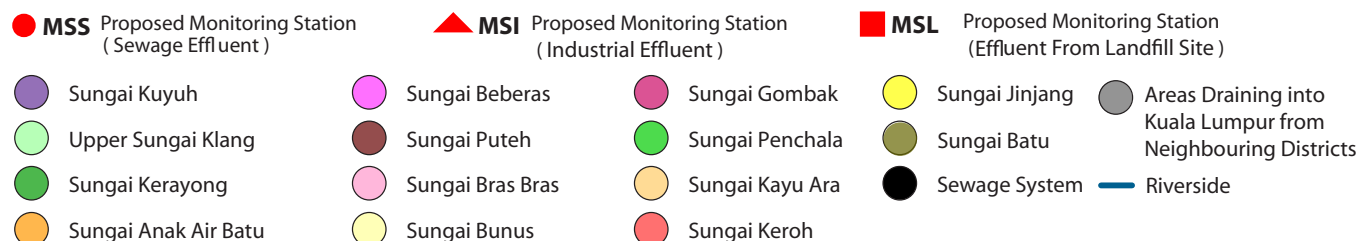


## 7.14 Protecting and Enhancing the Environment



Source : Drainage and Stormwater Management Master Plan Kuala Lumpur, 2004

Figure 7.12 Proposed Monitoring Stations and River Catchment





## Strategic Direction 7.3

### Ensuring Safety and Best Use of Contaminated Sites

Proper management of contaminated sites in Kuala Lumpur is crucial due to the previous land uses that may have contaminated these areas and pose health and safety risks to the people.

Contaminated sites include former landfill sites in Kuala Lumpur, former industrial land, former depot and workshops. Redevelopment of such areas requires detailed site investigation to determine contamination level (if any) and remediation measures that will be required to ensure such areas can be developed and risks to the community are minimal.

Initiatives to ensure proper management of potential contaminated sites include establishing a policy on contaminated sites, identification of potential contaminated sites and formulation of guidelines for the management of these sites.

#### Key Initiative 7.3a

##### – Regulating Use of Former Landfill Sites

*Ensuring proper use and management of former landfill sites*

KLCP 2020 zones the former landfill site at Taman Beringin as an infrastructure and utilities area where proper closure and rehabilitation must be undertaken. Strict and close monitoring for leachate and landfill gases must be carried out as the site is surrounded by residential areas.



#### Landfill and Former Landfills

Current landfill and former landfill sites are contaminated sites that have the presence of non-natural pollutant level that could affect the safety and health of people and living organism as well as deteriorate the environment. Such areas need proper documentation and monitoring and need to be rehabilitated before specific use can be assigned to them. Landfill and former landfill sites are:

##### Former Landfills

- i. Jinjang Utara (closed in 1996)
- ii. Bukit Jalil (closed in 1991)

##### Current Landfill Site

- i. Taman Beringin (started in 1991, part of the area is closed)

### Strategic Direction 7.4

#### Improving Urban Environmental Quality

Improving urban environmental quality requires a holistic and integrated approach. It requires the implementation of direct and indirect measures by working together with the relevant agencies.

##### KLSP 2020 POLICY

**EN 16** KLCH shall implement measures to reduce noise level in the City.

##### KLSP 2020 POLICY

**EN 15** KLCH shall, in cooperation with the Department of Environment, undertake measures to reduce air pollution in the City.

##### Designated Locations for Noise Generating Late Night and Entertainment Activities

May be considered in the City Centre Commercial (CCC), Major Commercial (MC) and Mixed Use (MX) zones, subjected to the activity proposed satisfies the conditions imposed as per the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018.

##### Key Initiative 7.4a

##### - Managing Noise to Acceptable Level

*Controlling high-noise generating activities to reduce impacts to the community*

Noise can be a major nuisance in urban areas. Excessive noise levels can cause stress and other related health and social problems to the community. The main source of noise has been identified to be from traffic or vehicular movement.

Spatial and physical initiatives towards reducing noise impact entail controlling, segregating and eliminating high-noise generating activities in noise sensitive areas. These include:

1. Confine high noise generating activities such as late night entertainment and other 24-hour activities within selected areas through zoning and associated permissible activities; and
2. Introduce noise reducing measures at strategic location and noise -sensitive areas such as vegetated buffer zone and noise barrier.



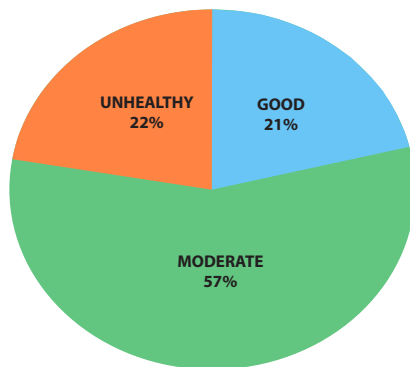


### Key Initiative 7.4b – Improving Air Quality

*Good air quality is vital for the health and well being of the urban community*

Ensuring good air quality is challenging due to numerous sources of pollution, both stationary and mobile sources and its transboundary nature. According to the Department of Environment (DOE), 81% of pollution in the City is contributed by automobiles or non-point source from vehicular emission. Stationary or point sources are mainly from industrial activities, which are minimal. Therefore, fundamental change in terms of transportation policy and significant improvement of the existing public transportation system are crucial in tackling the air quality issue.

DOE targets for cleaner air in Kuala Lumpur to meet Air Pollutant Index (API) to be within the 'good' range for 21% of the year, 'moderate' for a majority of 57% and within 'unhealthy' range for the remaining 22% of the year.



\* The Malaysia Environmental Quality Report 2010 only stated the area of Cheras and there was no API for the whole of Kuala Lumpur, thus Cheras is used as a benchmark for KL's API\*

**Figure 7.13 Percentage Breakdown of API, 2020**

*Source: Malaysia Environmental Quality Report, DOE, 2010*

### PRIORITY ACTIONS TO IMPROVE AIR QUALITY

1. Improve integration of land use and transport policy that support better public transportation and land use zoning through mixed use developments and transit planning zones.
2. Improve and increase efficiency of public transportation system to minimise number of private vehicles on the road.
3. Retain and enhance green spaces and vegetated areas within the City.
4. Increase efforts for tree planting and creating effective green spaces along identified hot spot and to promote better pedestrian linkages.
5. Monitor and assess air quality at key areas such as bus terminals or depots and other high traffic areas as well as industrial areas.



Shifting from private transport to public transport and more greening initiatives can help in improving air quality in the City.



# Enhancing Green Network and Blue Corridor

Kuala Lumpur's green objectives is to establish a network of high quality accessible parks and green spaces interconnected by green network and blue corridor which promote recreation, health, education and economic regeneration, helping to make Kuala Lumpur a significantly more attractive City to live, work, play and visit.

As Kuala Lumpur becomes more urbanised, its parks and green areas become more vulnerable; in terms of their recreation, aesthetic, conservation, tourism and biodiversity values. Adding to this, the two main rivers, Sungai Klang and Sungai Gombak and their tributaries also present huge potential to be transformed into a valuable recreational space for the City. These assets are vital components to the City's urban fabric which make the City liveable and sustainable.

With greater urbanisation and growing population, it is imperative that the City protects and further enhances the green ambience it possesses. This will not only contribute to the vision for a greener Kuala Lumpur but also benefit the City socially and economically.

KLCP 2020 seeks to create a comprehensive green network for the City through improvement of existing parks and development of new ones. Subsequently, these parks are connected using natural and man-made connectors, creating a network of green and blue corridors for the City. The Plan ultimately aims to achieve a high standard of green areas where the City's green ambience is enhanced and contributes towards a high quality built environment that appeals to the local population and visitors.

### Strategic Direction 8.1 Comprehensive Green Network for Greener Kuala Lumpur

Key Initiative 8.1a  
**Establishing Interconnected Green Network throughout Kuala Lumpur and Increasing the City's Green Density**

Key Initiative 8.1b  
**Protecting Public Open Spaces and Maintaining Recreational Facilities**

Key Initiative 8.1c  
**Securing Land for City's Green Areas**

Key Initiative 8.1d  
**Providing Quality and Functional Recreational Facilities**

### Strategic Direction 8.2 River Corridor as the City's Waterfront Zone

Key Initiative 8.2a  
**Rivers as Blue Connector for the City**

Key Initiative 8.2b  
**Enforcing Riverside Corridor Requirement in Development Applications**

### Strategic Direction 8.1

#### Comprehensive Green Network for Greener Kuala Lumpur

Parks and public open spaces contribute towards Kuala Lumpur's liveability and have positive impact on people's health and well-being. The City aspires to increase its number of parks and create connectivity through a network of green network and blue corridors.

##### Key Initiative 8.1a

##### - Establishing Interconnected Green Network throughout Kuala Lumpur and Increasing the City's Green Density

*Creating continuous green linkages across Kuala Lumpur by linking parks and forest reserves through green network and blue corridors and greening Kuala Lumpur further through landscaping, tree planting and greener surfaces*

Initiative for interconnected green network and greener Kuala Lumpur aims at achieving four critical outcomes namely:

##### Comprehensive Green Network

The KLCP 2020 Comprehensive Green Network (Figure 8.1) promotes the concept of interconnected parks and open spaces with a series of green connector throughout Kuala Lumpur. This ambitious plan will require creative and innovative planning solutions to ensure that the green linkage is made available by optimising the scarce resources of land in the City. These connected parks and recreational spaces allow for pedestrians and cyclists to enjoy the City and encourage a healthy lifestyle among the people.

##### Creating Urban Biodiversity

The interconnected parks and green network shall enhance the urban biodiversity of Kuala Lumpur and allows the urban development of the City to co-exist with the natural environment.

The green network shall also function as one of the means to preserve the natural environment, simultaneously protecting the habitat of fauna and allowing them to move in the City, thus creating an ecosystem that is important for a sustainable built environment.

##### Green Lungs

The parks, open spaces and their green connectors shall also function as the green lung for the City. Besides balancing the rapid urban development, the green lung is also beneficial in improving air quality in the City. It also helps in lowering ambient temperature, slowing down surface water and reducing the City's carbon footprint.



Kuala Lumpur shall seek to continuously expand its green network

##### KLSP 2020 POLICY

**UD 11** KLCH shall provide a continuous green network of open spaces.

##### Increasing Kuala Lumpur's Green Density

The KLCP 2020 shall make every effort to make Kuala Lumpur greener and this includes increasing the City's green density and enhancing the City's micro-climate. Increasing the City's green density can be achieved by encouraging more green surfaces for the City and this includes:

- Lesser plinth area for urban development and relieving land for green surfaces;
- Encourage use of pervious materials for roads, parking and sidewalks;
- Coordinate the development of public open spaces and parks with private open spaces and utility corridors;
- Link with other green spaces such as cemeteries and forest reserves; and
- Encourage vertical landscape and rooftop gardens for buildings.



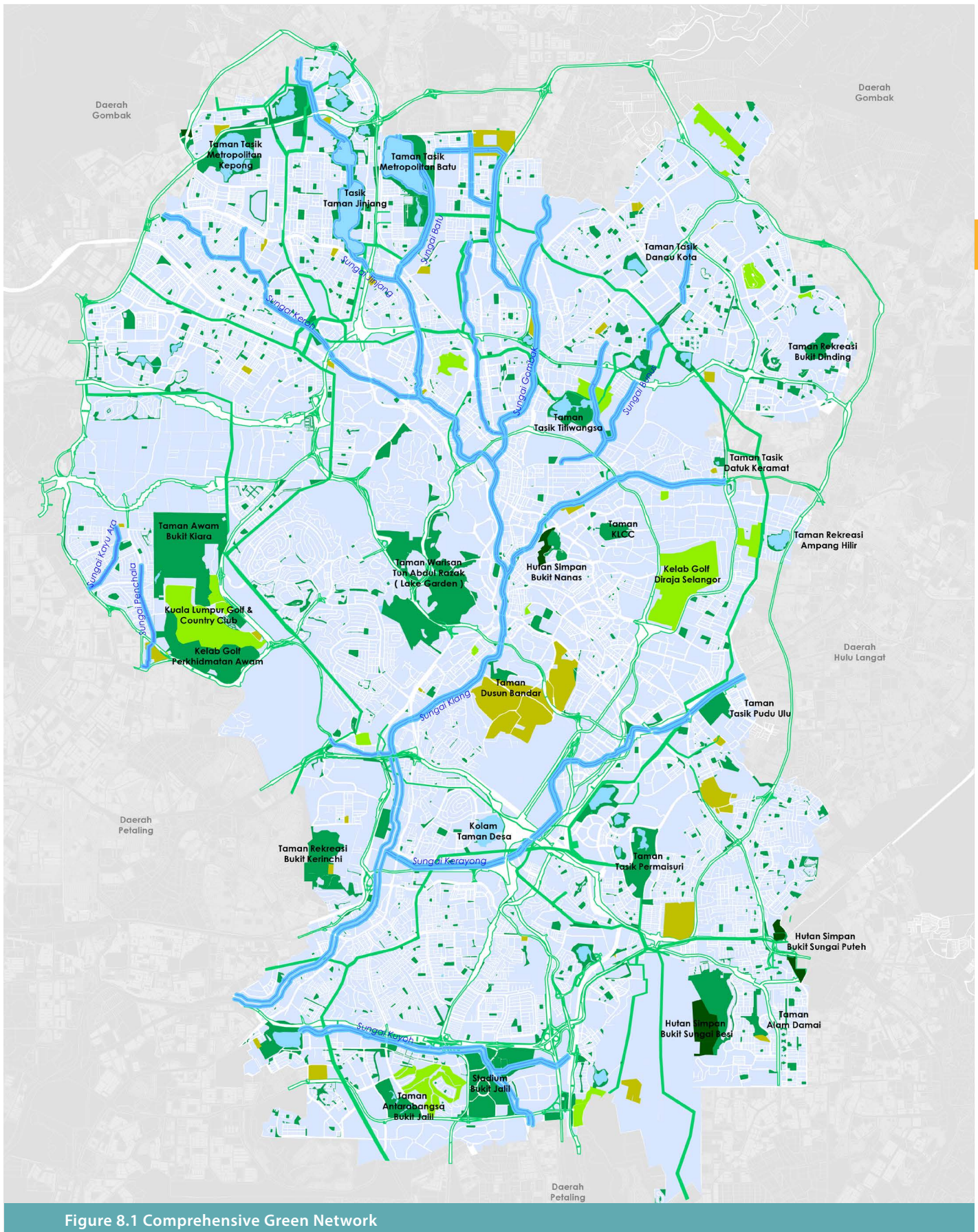


Figure 8.1 Comprehensive Green Network



### KUALA LUMPUR'S GREEN AREAS

Green areas include open spaces, forest reserves, cemeteries and lakes which constitute as part of the green lung for Kuala Lumpur. Green areas also include green connectors which link the different green areas with each other; forming the whole green network. The green connectors are riverside corridors, utility corridors or reserves such as transmission lines, lakes and landscaped areas within the highway and road reserves (Figure 8.2).

By the year 2020, Kuala Lumpur is expected to provide at least 19 square metres of green areas per person and further initiatives or actions shall be implemented to increase this provision. The measures to achieve this are elaborated in Key Initiative 8.1c.

Figure 8.2 Green Areas, 2020

Components of Green Areas	Area (Ha.)	%
Public Open Space	1,808.64	41.45
Private Open Space	451.52	10.35
Forest Reserve	68.65	1.57
Cemetery	361.40	8.28
Transmission Line	453.12	10.39
River, Lake and Retention Pond <sup>1</sup>	249.74	5.72
Infrastructure Corridor <sup>2</sup>	762.30	17.47
<b>Sub Total</b>	<b>4,155.37</b>	<b>95.24</b>
Riverside Corridor (7 metre) <sup>3</sup>	123.13	2.82
Redevelopment Area <sup>4</sup>	66.92	1.53
Regeneration Area <sup>5</sup>	17.71	0.41
<b>Sub Total</b>	<b>207.76</b>	<b>4.76</b>
<b>Total</b>	<b>4,363.13</b>	<b>100.00</b>
<b>Population 2020</b>	<b>2,198,400</b>	
<b>Ratio to Population 2020</b>	<b>19.85 sq.m per person</b>	

Note:

- 30% of river, lake and retention pond are calculated as green space;
- Infrastructure corridor includes highway, road and rail reserve. 10% of total area is calculated as green area;
- Only the public easement section (7m) of the required 10m river corridor is considered as green area;
- Only 10% is taken from total redevelopment sites; and
- Only 10% from selected regeneration area (Kampung Bharu, Perumahan Awam Jalan San Peng, Taman Ikan Emas and Razak Mansion). Others not included as they are existing buildings/shophouses.



Lake and water bodies from part of Kuala Lumpur's green areas

Various method in greening the City; vertical forestation/landscape, rooftop garden and Green surfaces.



## KEY ACTIONS IN GREENING THE CITY

### Vertical Forestation / Landscape

Vertical forestation allows vegetation to climb vertically on the buildings instead of horizontally. This is effective due to the scarce land space for greenery provision. This method reduces humidity, absorbs carbon dioxide and dust particles, produces more oxygen, provide protection from wind, filters the sunlight and also to mitigates noise pollution.

### Rooftop Garden

Rooftop garden shall be encouraged on buildings in the City. It provides an outdoor space for the buildings and at the same time helps in temperature control and presents opportunities for recreational venue.

### Greening Utility Reserves

Utility reserves present Kuala Lumpur with a massive opportunity to enhance the green network in the City due to the linear form and possibility to enhance connectivity of open spaces. The current state of utility reserves in Kuala Lumpur show that they are underutilised and lack of vegetation. They will also add on to the green density of the City.

### Greening Parking Areas

Parking areas take up large surface area of the City. Thus, KLCH will encourage greening of these parking spaces. This may be done by introducing permeable surfaces for the parking areas such as turf grid or pervious concrete.

## GREATER KL/KV NKEA

### EPP 6 - Greening Greater KL/KV to promote greening of region for residents to enjoy green space;

The ETP have identified three main initiatives in making Kuala Lumpur a greener city which are:

#### 1. Adopting a green-focused development policy

Government and private redevelopment areas will be subjected to the open space requirement which oblige them to provide certain acreage of the development area as open space.

#### 2. Employing creative landscaping methods

Landscaping methods in increasing the green area in Kuala Lumpur include dense foliage tree planting, rooftop gardening and also vertical landscaping. KLCH will also extend the tree planting initiatives from 25,000 trees to 100,000 trees.

#### 3. Integrating parks and promoting outdoor events

Kuala Lumpur will develop an integrated park system where it will emphasise on the green trails to connect parks, landscaped boulevards and paths and also public open spaces to allow people to stroll along the green trails comfortably. In addition, public and private events will also be encouraged to be held outdoor in parks or plazas.



### Key Initiative 8.1b – Protecting Public Open Spaces and Maintaining Recreational Facilities

*Protect existing parks, open spaces and recreational facilities and secure new parks, open spaces and recreational facilities for residents and visitors*

Parks and open spaces provide settings for a wide range of social and recreational activities, promote biodiversity and nature conservation, enhance the visual and built environment as well as contribute to the economic development of the City.

In ensuring that land for open spaces are protected, KLCP 2020 specifically identifies public and private open spaces through its zoning map in the KLDCP 2015 (Figures 8.3 and 8.4). This will ensure that the sites remain as open spaces for enjoyment of people of Kuala Lumpur. This will also ensure that both public and private open spaces will form part of the overall green areas and green network.

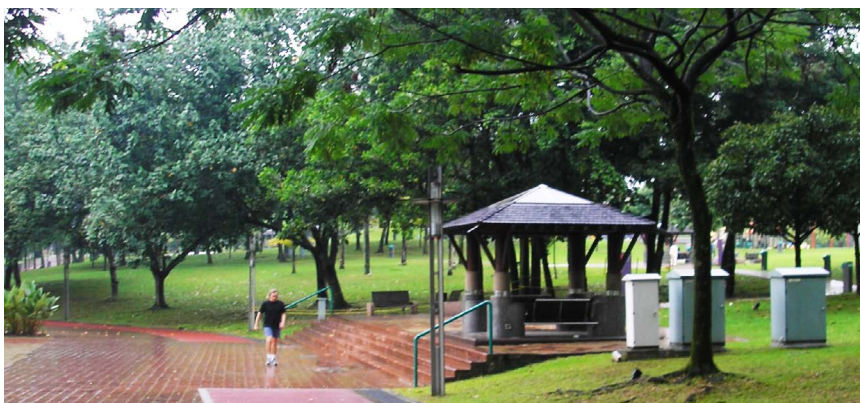


Figure 8.3 Areas Zoned for Public and Private Open Spaces

Land Use Zoning	Area (Ha)	%	% Total Kuala Lumpur
Public Open Space (OS1)	1,808.64	80.02	7.47
Private Open Space (OS2)	451.52	19.98	1.86
<b>Total</b>	<b>2,260.16</b>	<b>100.00</b>	<b>9.33</b>

### DESIGNATION OF OPEN SPACES IN 2020 LAND USE ZONING MAP

The KLCP 2020 designates two zones related to open spaces in the 2020 Land Use Zoning Map. These are:

#### Public Open Space (OS1)

Refers to land which is under or will be under the ownership of KLCH or other public authority, with or without access control, and which is set aside by private or public development for the public as open space for recreation, games, sport or cultural activity; including parks, playgrounds, pocket parks, public gardens, outdoor or indoor sports facilities and includes associated buildings and uses as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur)(Planning)(Classes of Use of Land and Buildings) Rules 2018.

It includes also urban plazas, squares and buffer or linear green strips normally linking parks and open spaces. Road medians and roadside green are excluded as they are within road and highway reserves.

#### Private Open Space (OS2)

Refers to privately owned space use as open space, park, garden, playground, recreation ground, sports ground and golf course and including other associated uses and activities as prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018 and to which the general public has no right or limited access except with consent.

Private open space as designated in any approved development order shall remain as open space and not be allowed for any other use or activities unless prescribed in the Federal Territory (Planning) Act 1982 (Federal Territory of Kuala Lumpur (Planning) (Classes of Use of Land and Buildings) Rules 2018.



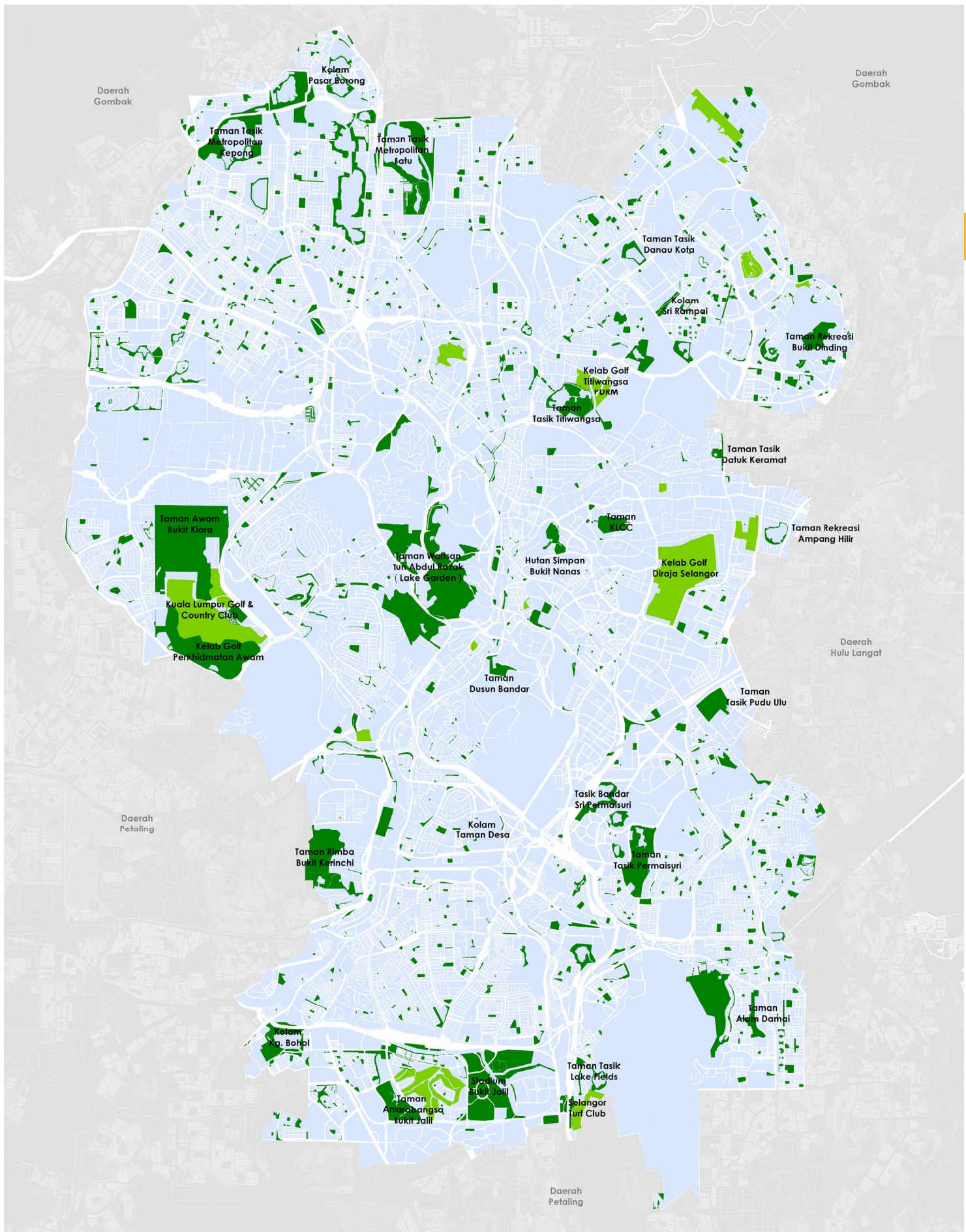


Figure 8.4 Distribution of Open Spaces



Public Open Space



Private Open Space



### Key Initiative 8.1c – Securing Land for City's Green Areas

*Identify and secure areas to increase the City's green areas through implementation of development strategies and encouraging innovative design solutions*

As part of the effort in greening the City of Kuala Lumpur, KLCP 2020 identifies strategies to increase the total area of green areas in the City to meet the target set out in this Plan.

The strategies include securing green areas from new development when project proponent is required to designate open spaces through development control process or from redevelopment/regeneration programme. These strategies arises from anticipation that zoning plan alone is unable to provide adequate green areas for Kuala Lumpur in 2020. Hence open spaces need to be achieved from developments by setting out minimum requirement for each type of developments and also to encourage voluntary provision of open space by developers.

Urban spaces in the forms of parks, corner/pocket parks and plazas (which are of smaller hardscaped and landscaped spaces) are required for the highly intensified urban environment of Kuala Lumpur especially in the City Centre and other district centres, where land for open spaces are limited.

Securing all these spaces through limited public funding is an uphill task for KLCH alone. The KLCP 2020 identifies the needs for these spaces in the City and they will be secured through various mechanisms other than acquisition using public funds. Additionally, sharing of land, for example with infrastructure and utilities where possible, shall be explored.

### TAMAN REKREASI ECO PARK

The Taman Rekreasi Eco Park as an underground sewerage treatment plant (STP) facility with the area above the STP developed as a leisure park with sports, recreational, administration building and community facilities for the local residents. This effort demonstrate the commitment of KLCH and the government to secure open space and recreational facility for the City.



Marina Barrage in Singapore has a rooftop park which is highly utilised by the public

### STRATEGIES TO SECURE LAND FOR FUTURE GREEN AREAS IN KUALA LUMPUR

#### 1. Development Planning Applications

- 10% from residential development; and
- 10% from commercial, mixed use and industrial development.

#### 2. Redevelopment/Regeneration Areas

- 10% from the redevelopment or regeneration areas; and
- Larger provision of green areas shall be pursued for large redevelopment sites such as the Sungai Besi Redevelopment Area. This provision can include rooftop gardens which are open for public use.

#### 3. Riverside Corridors

- 7 metres from the 10 metres riverside corridor to be determined as public space (Refer Strategic Direction 8.2).



Measures to improve facilities and components at recreational areas and parks shall be implemented.



### Key initiative 8.1d - Providing Quality and Functional Recreational Facilities

*Provide functional and user friendly recreational facilities to meet needs of all groups of the community and users*

Recreational facilities in public open spaces shall be provided to serve their functions and in meeting the needs of all groups of the community including children, teenagers and the elderly.

Open spaces must be designed to be functional with emphasis given on design that is safe and user friendly by applying the principles of Crime Prevention Through Environmental Design (CPTED) and universal design. Landscape elements within the open space must reflect its function with sustainable landscaping principles incorporated into the design. Public arts are encouraged within the open spaces.

As the City's built environment becomes more compact and intensive, the value of open spaces will increase. KLCP 2020 plans for a range of different hierarchies of public open spaces to meet a variety of needs. The hierarchy categorises spaces according to their size and sets out a desirable distance a person should travel in order to access each category of open space (Figures 8.5, Figure 8.6 and Figure 8.7).

The hierarchy provides overview of the broad distribution of open space across Kuala Lumpur and allows KLCH to plan for activities and facilities within each open space. Recreational facilities will be provided within suitable open spaces supported by other ancillary facilities to increase patronage of visitors and to provide for a more comprehensive recreational elements within the respective open spaces. New open spaces will be made available through development control provision requiring that development schemes provide for open space and recreational facilities. Open spaces in the City will also constitute water features as a prominent part of the landscape component. Water features such as fountain or cascading water elements will add ambience and appeal to the environment.



Taman Warisan Tun Abdul Razak (Lake Garden)

Taman Titiwangsa

KLCH has carried out improvement works to maximise the use of existing open spaces including:

- i. Taman Rimba Bukit Kerinchi (Bukit Gasing);
- ii. Taman Dusun Bandar;
- iii. Taman Warisan Tun Abdul Razak (Lake Garden);
- iv. Taman Titiwangsan; and
- v. Kompleks Integrasi Sukan Air Panas.



## 8.10 Enhancing Green Network and Blue Corridor

### KLSP 2020 POLICY

**CF 12** KLCH shall establish hierarchy of parks and implement programme to develop more district parks, neighbourhood parks, local parks and local play area.

### PARK HIERARCHY FOR KUALA LUMPUR

#### City Parks

City park is the highest hierarchy of parks for Kuala Lumpur and serves Kuala Lumpur and its surrounding areas within the Kuala Lumpur conurbation.

#### District Parks

Large parks located within various parts of Kuala Lumpur catering for a catchment population for 200,000 population. The parks can include sports and recreational facilities such as stadium and playing courts for integration of facilities and optimum use of land.

#### Neighbourhood Parks

Parks within neighbourhood areas for a catchment of 50,000 population. The parks accommodate facilities for large group activities and organised sports.

#### Local Parks

Parks located within residential areas and locally accessible to a population catchment of 10,000 people. The parks provide daily recreational facilities within cycling and walking distance.

#### Local Play Areas and Pocket Parks

Parks in residential areas and urban centres located within walking distance of users.



Figure 8.5 Hierarchy of Public Open Spaces

Category	Area (Ha)	%
City Park	727.07	40.20
District Park	113.33	6.27
Neighbourhood Park	195.88	10.83
Local Park	188.79	10.44
Local Play Area and Pocket Parks	271.04	14.99
Sports and Recreational Facilities	272.86	15.09
Linear Green	39.68	2.19
<b>Total</b>	<b>1,808.65</b>	<b>100</b>



Figure 8.6 City Park and District Parks

Category	Area (Ha)
<b>City Park</b>	
Taman Warisan Tun Abdul Razak	207.71
Taman Metropolitan Kepong	116.14
Taman Metropolitan Batu	61.68
Taman Rimba Bukit Kerinchi	66.44
Alam Damai (Bukit Sungai Besi)	66.89
Taman Tasik Permaisuri	42.84
Bukit Kiara	165.36
<b>723.06</b>	
<b>District Park</b>	
Taman Antarabangsa Bukit Jalil	31.50
Kg. Bohol	25.55
Taman Tasik Pudu Ulu	23.39
Taman Tasik Titiwangsa	32.70
<b>113.14</b>	
<b>Total</b>	<b>840.20</b>

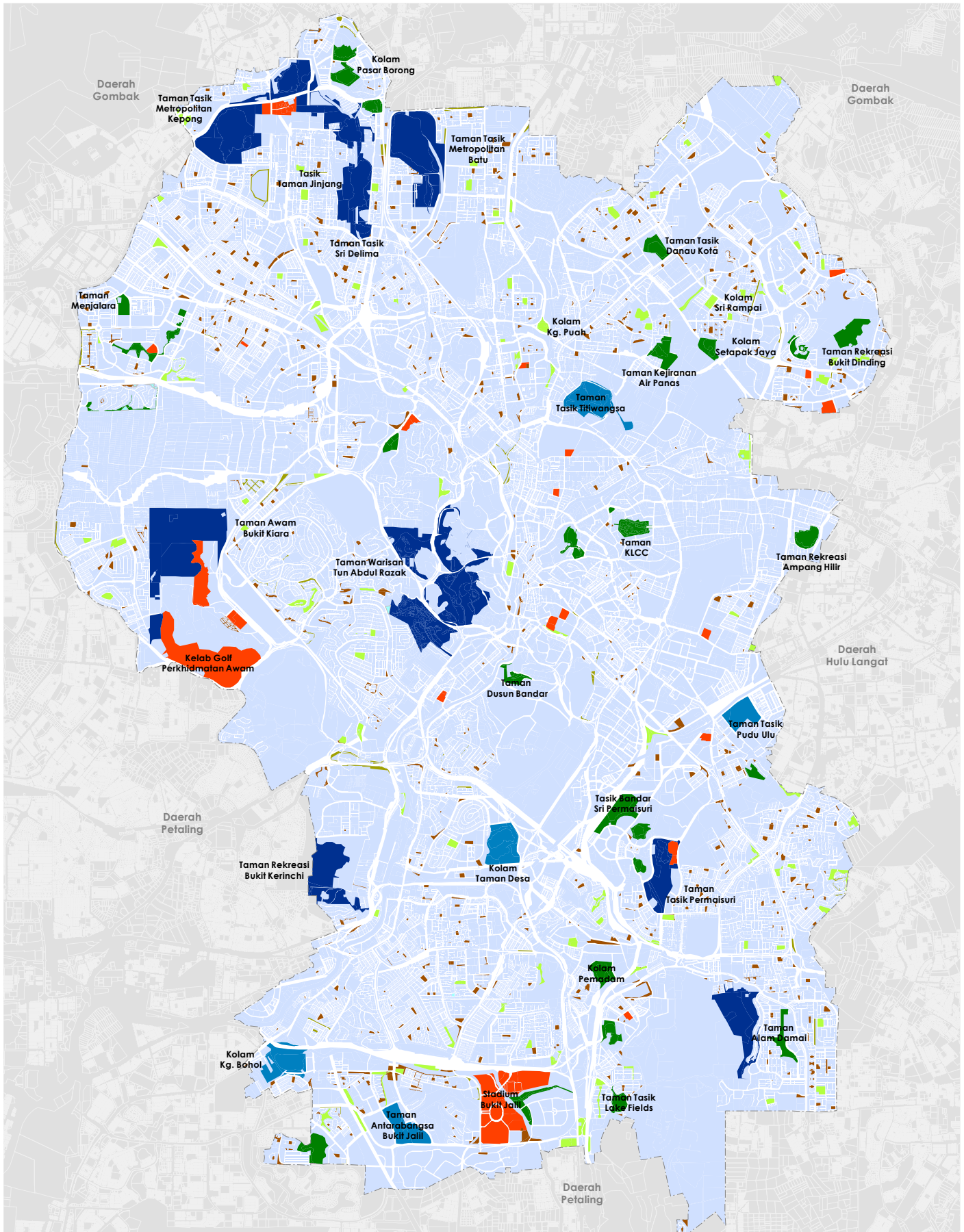


Figure 8.7 Hierarchy of Public Parks and Open Space

- |   |   |
|---|---|
| <span style="color: darkblue;">●</span> City Park       | <span style="color: brown;">●</span> Local Play Area and Pocket Park  |
| <span style="color: blue;">●</span> District Park       | <span style="color: olivegreen;">●</span> Linear Green                |
| <span style="color: green;">●</span> Neighbourhood Park | <span style="color: red;">●</span> Sports and Recreational Facilities |
| <span style="color: lightgreen;">●</span> Local Park    |   |



## Strategic Direction 8.2

### Rivers Corridor as the City's Waterfront Zone

Kuala Lumpur rivers are its asset and the City shall improve the amenity value of the rivers, making them the City's prime waterfront areas and contributing to the Comprehensive Green Network for Kuala Lumpur.

#### Key Initiative 8.2a

##### – Rivers As Blue Connector for the City

*Encourage high quality urban development along the rivers and making them the prime waterfront space for the City that is highly accessible to the public*

Kuala Lumpur was founded more than 150 years ago at the confluence of the Sungai Klang and Sungai Gombak. The rivers then were used as the means to move and transport goods and services. With motorisation, the rivers were no longer used as prime waterways but rather as part of the City's drainage system. However, today Kuala Lumpur is committed to prevent further deterioration of the rivers' environmental health and amenity value by ensuring the highest possible quality for both building development and the treatment of the rivers' edge. Initiatives incorporating urban design, providing public amenities and public spaces, improving pedestrian connectivity, river beautification as well as improving river water quality shall be implemented so that the rivers will become the most attractive places and a source of pride for the City.

The KLCP 2020 identifies the rivers within the City as Blue Connector that will be given emphasis for urban beautification and development.

Beautification measures shall be implemented along major rivers such as Sungai Jinjang, Sungai Klang, Sungai Gombak, Sungai Kerayong and Sungai Kuyoh. The beautification components proposed are:

- i. Landscaping and treatment of river edge;
- ii. Treatment on river buffer;
- iii. Integration of activities as river nodes; and
- iv. Provision of continuous trails for walking, jogging and cycling.

To facilitate life and vibrancy along the river corridors, a mix of uses appropriate to the water space shall be planned and accommodated. Such uses include both active and passive recreational activities, educational experiences related to river and biodiversity as well as outdoor dining facilities where suitable. This initiatives is in line with the River of Life (RoL) project under the Greater KL/KV that aspires to transform Sungai Gombak and Sungai Klang into a vibrant waterfront with high economic impact.



Sungai Klang as it was



Sungai Klang as it is now



Sungai Klang as it is envisioned by 2020



### PRIORITY ACTIONS TO IMPROVE AMENITY VALUE OF THE BLUE CONNECTOR

1. Providing continuous walkway and cycle path along river edges.
2. Removing impediments and eyesores along the rivers.
3. Introducing riverside beautification and landscaping measures.
4. Encouraging riverside activities and ensuring that development orientate themselves towards the rivers.
5. Initiating measures to improve river water quality and removing polluting activities within river corridors (Chapter 7).
6. Enforcing requirement for all development along rivers to provide 10 metres riverside corridor.
7. Implementing River Corridor Design Principles for all new development and redevelopment within the river corridors.

Permanent structure such as columns for infrastructure shall not be permitted within river reserve



### DESIGN PRINCIPLES FOR DEVELOPMENT WITHIN THE RIVER CORRIDORS

1. Development within the River Corridor should integrate successfully with the water space in terms of use, appearance and physical impact and should in particular:
  - i. Include a mix of uses appropriate to the water space such as leisure, recreation and outdoor dining to ensure an inclusive accessible and active waterside and ground level frontage;
  - ii. Integrate into the public realm especially in relation to walking and cycling routes; and
  - iii. Incorporate built form that fronts the river and has a human scale of interaction with the riverside.
2. No further permanent structure such as LRT, monorail and highway/road viaducts will be permitted within the river reserves to prevent further deterioration of river amenity.





## 8.14 Enhancing Green Network and Blue Corridor



### RIVER OF LIFE (RoL)

The River of Life (RoL) as identified in the Greater KL/KV under the ETP aims to transform the Sungai Klang and Sungai Gombak into a vibrant and liveable waterfront with high economic value and will be the catalyst in spearheading Kuala Lumpur towards achieving its vision to be a sustainable city. There are three major components of RoL projects:

- i. **River Cleaning:** The aim is to revitalise the river (110km) covering eight rivers from their current states into clean rivers that can support recreational activities with vibrant and liveable waterfronts, thereby increasing the economic value of its surroundings.
- ii. **River Beautification:** By rejuvenating the Klang and Gombak rivers (10.7 km) in the heart of Greater Kuala Lumpur/ Klang Valley, city residents and visitors will have the opportunity to rediscover the aesthetic nature of our rivers and reconnect with them in an ecological way (Figure 8.8 and Figure 8.9).
- iii. **Commercialism and Tourism:** To maximise the social and economic potential of Klang and Gombak Riverfronts.

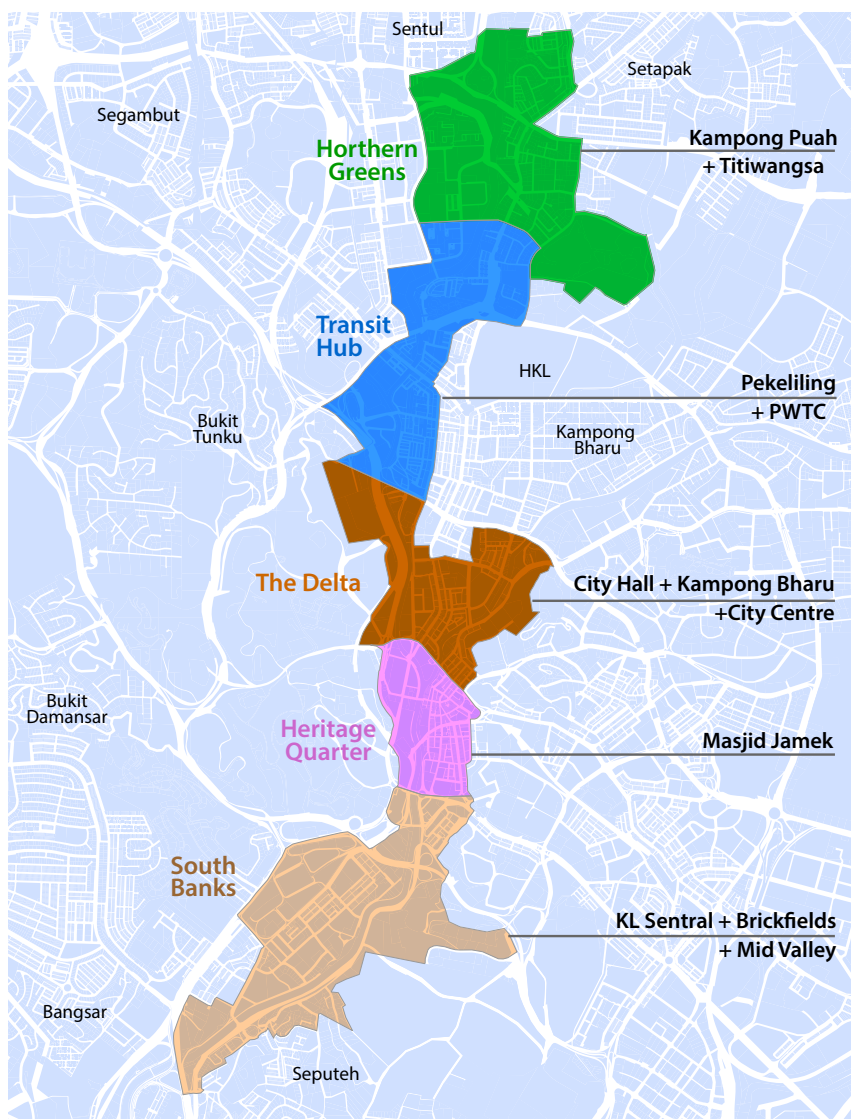


Figure 8.8 River of Life - River Beautification





**Figure 8.9 River of Life (RoL) Activity Zones**

## **District 1 THE NORTHERN GREENS**

1. Puah Pond
2. Sungai Gombak
3. Tasik Titiwangsa

## **Connecting Communities through Beautiful Open Spaces**

- i. Provide a more pedestrian supportive public realm to the open spaces;
- ii. Foster a well-served community and population around major open spaces;
- iii. Raise the standard of living with quality homes that are positioned to capitalise on planned developments; and
- iv. Maintain the character of Kampong Puah and enhance its public realm and connectivity.

## **District 2 TRANSIT HUB**

1. Sungai Gombak
2. Titiwangsa LRT Station
3. UMNO Tower
4. PWTC LRT Station

## **The Gateway to the City Centre**

- i. Diversify and increase GFA as well as the resident population linked by Transport Corridors and Open Space;
- ii. Maximise on the potential of Tasik Titiwangsa with a mixed-use development;
- iii. Create robust connections to Sungai Gombak and establish quality settings for development; and
- iv. Introduce landmark gateway developments at the river confluence and Jalan Tun Razak.

## **District 3 THE DELTA**

1. Sungai Gombak
2. Bukit Nanas
3. Sungai Klang
4. Masjid India

## **Where Culture, Natural and Commerce Meet**

- i. Establish and support the district character with strong connections and urban facilities;
- ii. Bring the landscape of KL back to its origins with a forest walk and eco learning centres;
- iii. Develop the river edge with greater intensity of activities and higher density of development; and
- iv. Upgrade the existing economies without sacrificing the existing character of the district.

## **District 4 HERITAGE QUARTER**

1. Sungai Gombak
2. Dataran Merdeka
3. Central Market
4. Sungai Klang

## **The Historical Core of Kuala Lumpur**

- i. Re-establish the city's historical core through special care in ensuring conservation;
- ii. Provide efficient intermodal connections to ensure ease of navigation for visitors and locals;
- iii. Create nodes of activity along the riverfront; and
- iv. Introduce a variety of uses to revitalise existing developments.

## **District 5 SOUTH BANKS**

1. Old Railway Station
2. KL Sentral
3. Istana Negara
4. Sungai Klang

## **The Contemporary Centre of Kuala Lumpur**

- i. Emphasize district connectivity to and from main transit hubs;
- ii. Diversify and intensify developments around transit hubs to maximize investment on public transport;
- iii. Respond to high-value natural assets within and surrounding the district with a robust open space network; and
- iv. Propose new developments that would activate the area and trigger future growth.



### Key Initiative 8.2b – Enforcing Riverside Corridor Requirement in Development Applications

*Integrating and enhancing potential and amenity value of rivers and their reserves for the benefit of the general public*

KLCP 2020 acknowledges the importance of rivers other than being a mere conduit to convey stormwater and therefore places greater emphasis on improving and enhancing amenity and aesthetic values of major rivers.

They form parts of the City's green network and have potentials as connectors linking various parks and green areas of the City. Pedestrian walkways and cycling paths can be provided along their edges for recreation and as route for moving within the City. As such, development along the river needs to provide a minimum of 10 metres as Riverside Corridor with its building fronting the river as well as its open space placed along the river (Overlay Planning Control - Riverside Corridor, KLDGP 2015).

Whilst some parts of the City have already been built up to the edge of the rivers, KLCH shall seek to ensure that the river corridor requirement is incorporated in any future redevelopment scheme. For new development, the above requirement shall be made mandatory.



#### KLSP 2020 POLICY

**UD 15** KLCH shall designate river corridors, implement measures to improve the amenity value of the rivers and implement guidelines for development within or abutting the river corridors.

#### RIVERSIDE CORRIDOR

A requirement for provision of 10 metres corridor for all land abutting the following designated rivers (Figure 8.8):

1. Sungai Klang;
2. Sungai Gombak;
3. Sungai Jinjang;
4. Sungai Batu;
5. Sungai Bunus;
6. Sungai Penchala;
7. Sungai Kayu Ara;
8. Sungai Kerayong;
9. Sungai Kuyoh; and
10. Sungai Keroh.

Notwithstanding the above designated rivers, KLCH may require additional riverside corridors for other waterways in order to improve river connectivity and green network within certain parts of Kuala Lumpur.

Buildings abutting riverside corridors must have their primary façade fronting the river and shall need to orient their required open space to the riverfront. This is applicable to all new development and redevelopment (KLDGP 2015).





Cheonggyecheon is an 8.4km long public recreation space in down town Seoul

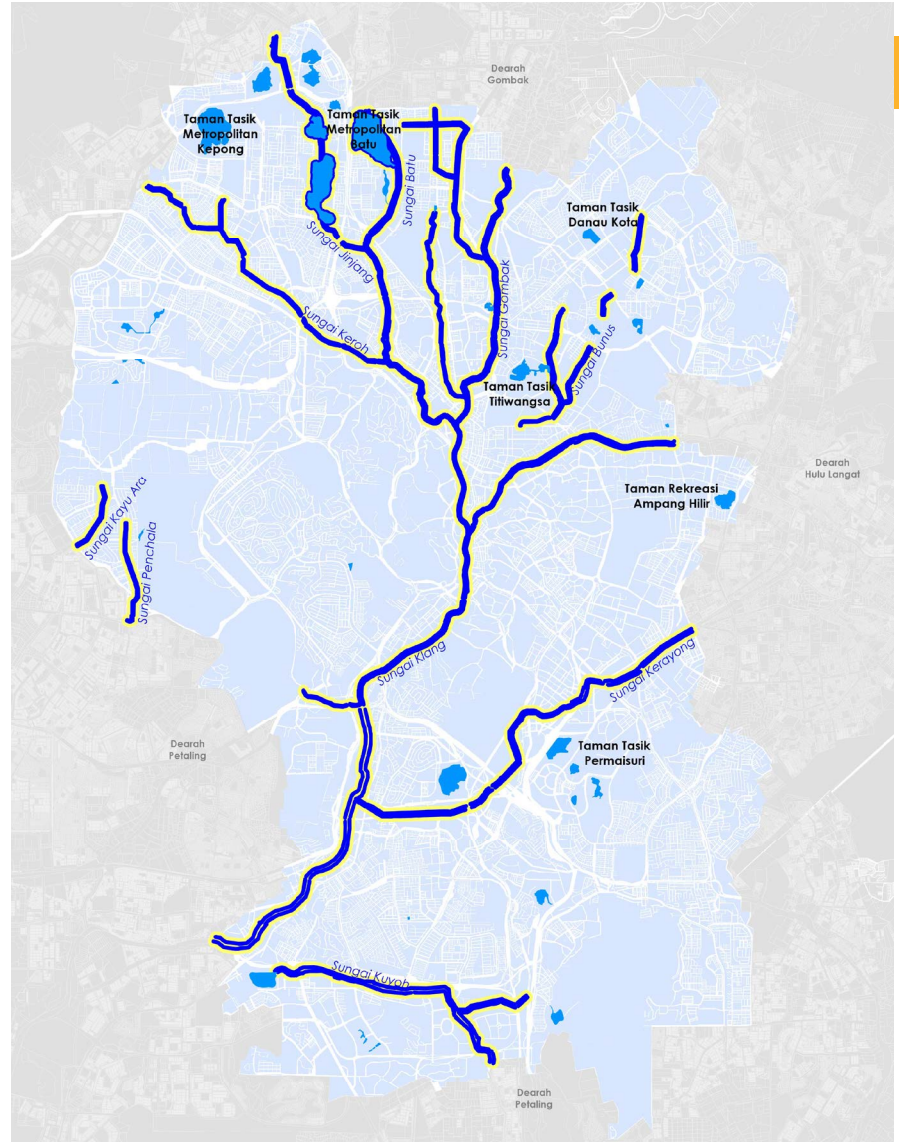


Figure 8.10 Riverside Corridor



Views of riverfront landscaping of Sungai Klang with pedestrian facilities and hardscape features along the river.

# Distinctive Image and Identity

As a fast developing city, Kuala Lumpur seeks to ensure that new developments within the City reflect greater awareness towards urban design excellence, that it's heritage is conserved and that the City's public realm offers high quality functional and attractive spaces. Harmonious interweaving of these elements shall shape the distinctive image and identity of Kuala Lumpur.

Over the last 100 years, Kuala Lumpur has undergone a major progression from the humble beginnings as a tin-mining town to the sprawling metropolis as it is now. Colonial power in the City's formative years has brought some of the most endearing features to the City whilst 19th century buildings were influenced by the Islamic heritage of Moghul and shophouses of the pre-World War II became key features lining streets as well as housing, business or retail activities in the inner city.

Today, Kuala Lumpur's economic growth has changed the skyline of the City. Modern buildings and large scale developments now frame the City's urbanscape. The challenge for Kuala Lumpur now is to become a city that is distinctive where its urban development has high level of cultural vibrancy and creativity that will make Kuala Lumpur liveable and attractive.

It is the key aspiration of KLCP 2020 to make Kuala Lumpur a vibrant and great City to live in. This is to be achieved by enhancing the City's built environment, protecting its natural environment and conserving its heritage values that influence the City's vibrant multi-ethnic and multi-cultural elements and characteristics. It shall also focus on enhancing the City's sense of place and character which is shaped by the buildings, streets, public spaces and activities in each area and on how they interact.

### Strategic Direction 9.1

#### **Enhancing and Strengthening the City Character and Identity**

##### Key Initiative 9.1a

##### **Promoting Good Urban Design for New Developments and Redevelopments**

##### Key Initiative 9.1b

##### **Enhancing Character and Quality of Public Spaces**

##### Key Initiative 9.1c

##### **Creating Distinctive Urban Skyline between Centres**

##### Key Initiative 9.1d

##### **Promoting Iconic Places and Landmark Developments**

### Strategic Direction 9.2

#### **A Vibrant City Centre**

##### Key Initiative 9.2a

##### **Reinforce City Center's Structure into a Coherent and Legible Pattern**

##### Key Initiative 9.2b

##### **Defining Kuala Lumpur's Capital City Function**

##### Key Initiative 9.2c

##### **Improving Physical Environment as Impetus for Regeneration**

##### Key Initiative 9.2d

##### **Kampong Bharu Regeneration as a Comprehensive Development Area**

### Strategic Direction 9.3

#### **Conserving Built and Cultural Heritage**

##### Key Initiative 9.3a

##### **Protecting Heritage Zones, Sites and Buildings**

##### Key Initiative 9.3b

##### **Managing and Monitoring Heritage Zones and Buildings**

##### Key Initiative 9.3c

##### **Conserving Significant Traditional Villages and Intangible Heritage Value**



### Strategic Direction 9.1

### Enhancing and Strengthening the City Character and Identity

Establishing identifiable areas of the City through good urban design, aesthetically pleasing vistas, landmarks and focal points, safe and attractive streets and public spaces should result in Kuala Lumpur's image and character that is functional, sustainable and distinctive.

#### Key Initiative 9.1a

#### – Promoting Good Urban Design for New Developments and Redevelopments

*Taking the opportunities from the new development or redevelopment projects to apply the principles of good urban design in the City*

The pattern and forms of developments in Kuala Lumpur have resulted in a city that is interesting with varied character, ranging from the highly urbanised and compact City Centre within which consists areas of heritage importance, to other centres namely district centres and local centres. These centres are surrounded by residential neighbourhoods of diverse character, from the quiet low density residential enclaves and traditional villages to the urbanised high density residential areas. Each of these areas of different characteristic requires different treatments to its urban environment so as to enable creation or preservation of a strong sense of place with its own local identity and good urban design. This would be represented by attractive public spaces, well designed buildings and enhancement of the pedestrian experience through interconnected, landscaped and well furnished streets.

Whilst Kuala Lumpur shall continue to allow opportunities for new development or redevelopment to help the City further evolve, greater emphasis shall be given on creating desirable urban environments for the people that live and work in them. This is to be achieved by creating places that are attractive, functional, liveable, environmentally sustainable and economically viable. Positives urban design outcomes for new development and redevelopment projects will be imposed in the City. It shall promote and ensure that new developments are respectful of their surroundings and contribute to the enhancement of their local areas. They should integrate well, functionally and visually, into the existing urban fabric. Creative innovations in building and landscape design as well as modern architecture that is true to its age and is well designed and integrated into the existing fabric are welcomed.

#### PRIORITY ACTIONS TO INCULCATE GOOD URBAN DESIGN

1. Implement Urban Design Guidelines Kuala Lumpur City Centre (UDGKL) with key objectives to establish a dynamic, liveable, efficient, sustainable city with unique and appealing image and identity; and
2. Undertake demonstration projects at selected areas for general urban environment improvement.

#### Objective of Urban Design Guidelines Kuala Lumpur City Centre :

- i. Create estatic, functional, liveable, safe, hygienic, people friendly and comfortable environment, especially for pedestrian and disable people;
- ii. Revitalise / restore / rejuvenate identified areas based on the needs of the existing conditions;
- iii. Connectivity and accessibility;
- iv. Quality public realms;
- v. Conserve and creatively integrate the existing architectural and culture heritage;
- vi. Improve the daily life and address social, environment and public health issues for citizens, making Kuala Lumpur City Centre a safer, healthier and more fun city to live in;
- vii. Tackle urban problems and issues from a holistic perspective; and
- viii. Create phase-staged design strategy and implementation to allow adaptation of a more appealing enviroment ensuring the support of the citizens/users.

### PRIORITY ACTIONS TO ENHANCE PUBLIC SPACES

1. Undertake inventory and audit of all public spaces within the City namely parks, open spaces, plazas, public squares and other pocket parks and develop implementation plan for long-term improvement actions;
2. Continuously improving streetscape of critical streets with priority given to areas where pedestrian concentration is high in the City Centre, district centres and local centres; and
3. Implement signage guidelines in UDGKL for new and existing public spaces. The guidelines should provide framework for consistency in identification of public spaces, be functional, user friendly and easily read by people with disabilities. They should not be obtrusive visually and enhance the overall setting of the spaces they are set in.

### Key Initiative 9.1b

#### – Enhancing Character and Quality of Public Spaces

*Providing better public spaces in the City to enhance social interactions, provide safe, welcoming and accommodating designs for the City folks*

The value of functional, safe, accessible and aesthetically pleasing public spaces has not been given due attention in the past in many parts of the City and in most development schemes. The KLCP 2020 recognises the importance of quality public spaces in the City which comprises of its streets, parks, squares, pocket parks and other areas where the public enjoy free access.

Therefore, KLCH will strive to provide better and functional streetscapes and also to provide practical urban plazas and public squares with visually pleasing design, relate well with its bordering uses, possess unique or special character and safe, inclusive and welcoming for all. These public spaces also provide venues for the integration of public arts and water features which can further enhance the ambiance of the spaces as well as promoting creativity and diversity.

Improvement to existing public spaces within the City particularly in the City Centre, district and local centres will further revitalise and contribute to these centre becoming vibrant and thriving.



More urban plazas and pocket parks will be developed in the City

### Key Initiative 9.1c

#### – Creating Distinctive Urban Skyline between Centres

*Distinguishing urban skyline between City Centre with other centres in order to accentuate functions and hierarchy of centres*

The growth and development progress in Kuala Lumpur can be recognised by construction of tall buildings established since the 1970s and 1980s. Rapid developments of high rise continued since then, distinguishing the City Centre of Kuala Lumpur from other suburban areas. This natural development of clusters of tall buildings is very much linked to the clustering of the financial and businesses sector which cluster together so as to concentrate sufficient activity to support ancillary activities.

KLCP 2020 sets the framework for an urban profile that can distinguish the City Centre of Kuala Lumpur with other centres. In general the City Centre, which functions as a financial and prime business precinct, consists of the most modern and high-rise buildings and this urban profile decreases as it moves towards the edge of the City Centre. The City Centre of Kuala Lumpur has very prominent urban profile with existing major landmarks, the Petronas Twin Towers and the KL Tower dominating the urban profile (Figure 9.1). These two important landmarks create strong identity for Kuala Lumpur and they help the population and visitors to associate and orientate themselves to the City Centre. A few more landmark buildings in different part of the City Centres will further enhance the City Centre's skyline.

The City shall also support the clustering of tall buildings in other centres defined within the Comprehensive Development Areas (CDAs), urban regeneration areas and district centres. This localised peaking situation will create an urban profile that is more interesting for the overall City, provides local landmarks and creates local identities (Figure 9.2). Such areas however shall not in anyway compete in terms of scale and height with the City Centre, so as to differentiate the importance of centres as well as create different forms of focal points for the City.



Figure 9.1 Kuala Lumpur Inner City Skyline 2015



Figure 9.2 Example of Localised Peaking Situation where Cluster of Tall Buildings form Distinguished Urban Skyline at District Centre

**Kuala Lumpur also supports clustering of tall buildings in areas such as:**

#### 1. Redevelopment and Regeneration Areas

- MATRADE;
- Kampong Bharu;
- Jalan Duta;
- Jalan Davis (Tun Razak Exchange);
- Lapangan Terbang Sungai Besi (Bandar Malaysia);
- Former Pudu Jail (BBCC); and
- Land surrounding MATRADE.

#### 2. District Centres

This is subjected to compliance of other planning requirements (i.e. Intensity Control and Height Control).



**KLSP 2020 POLICY**

**UD 8** KLCH shall encourage the development of additional major landmark buildings of complexes at key locations.

**PRIORITY AREAS FOR ICONIC PLACES AND LANDMARKS**

Development of iconic places and landmarks shall be pursued in the following areas:

1. Redevelopment sites particularly those on formerly government land and by government link companies. These include Tun Razak Exchange, the Lapangan Terbang Sungai Besi (Bandar Malaysia) and Pudu Jail (Bukit Bintang City Centre) redevelopment area; and
2. Heritage triangle within the City Centre heritage zone in particular the museum areas and area surrounding the Central Market.

**Greater KL/KV - EPP 7 Creating Iconic Places and Attractions**

The EPP establishes the need for Kuala Lumpur to add to its existing icons by identifying four priority areas to leverage on its heritage. The areas include :

1. Heritage triangle walking museum linking selected cultural and historical sites;
2. Central Market art colony;
3. Taman Warisan Tun Abdul Razak; and
4. Malaysia Truly Asia Centre.

**Key Initiative 9.1d****– Promoting Iconic Places and Landmark Developments**

*Key notable buildings in Kuala Lumpur will become icons and landmarks for the City*

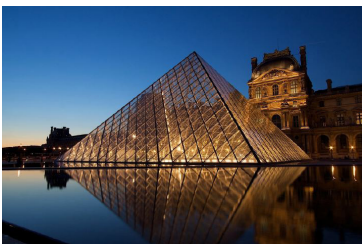
Kuala Lumpur has strong City landmarks from the tallest twin tower in the world to the heritage buildings that have been part of the City for many decades. These landmarks creates strong identity for Kuala Lumpur and they help residents to associate and orientate themselves to the City.

The Petronas Twin Towers and Kuala Lumpur Tower are synonymous to Malaysia and have become the primary landmarks for Kuala Lumpur. The Petronas Twin Towers soar up to 88 floors or approximately 451.9 metres high whilst the Kuala Lumpur Tower is 421 metres high. The towers can be seen from the periphery areas of the City and are currently major tourist destinations for the City. In addition, the under construction 118-storeys Warisan Merdeka Tower will be another icon for the City.

The KLCH shall further encourage design and development of buildings of outstanding features which can become icons for the City. Development of the iconic buildings shall help further promote the City as tourist destination. This is in line with Greater KL/KV from the ETP which emphasises on the need and intent for creation of iconic places and attractions within the City. Such iconic and landmark buildings shall be encouraged within redevelopment sites and they shall be designed to reflect not only outstanding architecture but also to feature sustainable and low carbon building elements.

Although there is no control to heights of buildings other than those identified in KLDGP 2015, it is important that buildings surrounding the iconic places and landmarks be designed to respect the significance of these iconic places and landmarks and contribute to enhancing their legibility within the local context.

Iconic buildings have been spectacularly effective in raising awareness of cities and strengthening city tourism



The Louvre Museum, Paris



Sydney Opera House, Sydney



The Guggenheim Museum, Bilbao



Sultan Abdul Samad Building, Kuala Lumpur

### Strategic Direction 9.2 **A Vibrant City Centre**

Creating a vibrant city centre that hosts a diverse range of functions.

#### **Key Initiative 9.2a**

##### **– Reinforce City Centre's Structure into a Coherent and Legible Pattern**

*Appreciating the unique structure of Kuala Lumpur City Centre and preserving critical elements to ensure the authenticity of the City Centre and to enhance the City's legibility*

The urban form of Kuala Lumpur represents an accumulated memory of its origins and the way it has grown. The City's character is also influenced by the culture and multi-ethnic structure of its population. These factors make the City unique and any future development should respect and add to this layering of City's memory and history.

The City has witnessed the establishment of historical monuments. The most memorable monuments are the Stadium Merdeka where the country celebrated its independence in 1957, the Bangunan Parlimen built in 1962 within the compound of Lake Gardens (now known as Taman Warisan Tun Abdul Razak) as a symbol of democracy in this country and the Masjid Negara, the national mosque built in 1965 which is bold and modern and symbolises the aspirations of a then newly-independent Malaysia.

The structure of Kuala Lumpur's City Centre was one that is compact with key uses and activities that amazingly has remain until today. The City's strong feature was the Lake Garden with its park surrounding the lake, historically known as Sydney Lake. This botanical park was the first park in the City and till today, is Kuala Lumpur's main green lung in the



Key buildings that are significant in the City



Stesen Keretapi Kuala Lumpur



Dataran Merdeka



Jalan Petaling



City Centre. The Government institutions and residences (Bukit Tunku) near the park, the parade ground (Dataran Merdeka) and the traditional shophouse areas of Masjid Jamek, Masjid India and Jalan Tuanku Abdul Rahman are still functioning as it was then.

The City's urban fabric is dominated by buildings of various architectural styles that is a blend of the old colonial influences, Asian traditions, Malay Islamic inspirations, modern and post-modern mix. Several buildings are historical icons and these include the Bangunan Sultan Abdul Samad, Stesen Keretapi Kuala Lumpur (the Old Railway Station), the former courthouse and several other special buildings which are now national heritage buildings that contribute towards a unique identity for the City.

The City's multi-ethnic presence contributes to its cultural vitality and this must be preserved and not affected by urbanisation and development. The Malay, Chinese and Indian communities have assimilated into the whole urban system, where they trade, live and socialise. Prominent ethnic communities are found in Kampong Bharu (Malays), Petaling Street and Tiong Nam (Chinese) and Brickfields (Indian).



Jalan Tuanku Abdul Rahman



## 9.8 Distinctive Image And Identity

The structure of the City Centre is indeed an exciting combination of various characteristics and urban elements being put together which lead to a mesmerizing diverse urban experience much like the people themselves. This can be seen by the profile of the City Centre which varies from low rise to high rise and also includes traditional village settlement. The urban form today provides an interesting skyline that varies from the villages of Kampong Bharu to the towers of KLCC and KL Tower.

The City Centre has come a long way since it first started. This however is not without any adverse effects along the way. The inadequacy of comprehensive guidelines to guide the rapid development within the last few decades is demonstrated in the lack of physical and visual coherence. Therefore, steps needed to be taken in order to recreate and enhance the City Centre's image. Dilapidated areas need to be revitalised through the regeneration program with the application of good urban design elements.

At the same time, there are areas which need to be maintained and preserved such as the natural environment and historic areas as their unique character offers amazing experience to the people, locals and tourists alike.

All these and many more contribute towards the urbanity of Kuala Lumpur City Centre today and their intangible values creates a sense of place for the City and this is what differentiates Kuala Lumpur to other cities. The need to recognise and protect these values are important for the City and while the City continues to develop, it must respect the significance and importance of the heritage values and built form that have resonance for the community.

### ACTIONS TO REINFORCE CITY URBAN STRUCTURE

1. Revitalise dilapidated areas in City Centre (Key Initiative 9.2c);
2. Preserve and protect green belt of Taman Warisan Tun Abdul Razak (Chapter 8); and
3. Protect and enhance heritage zones (Key Initiative 9.3a).

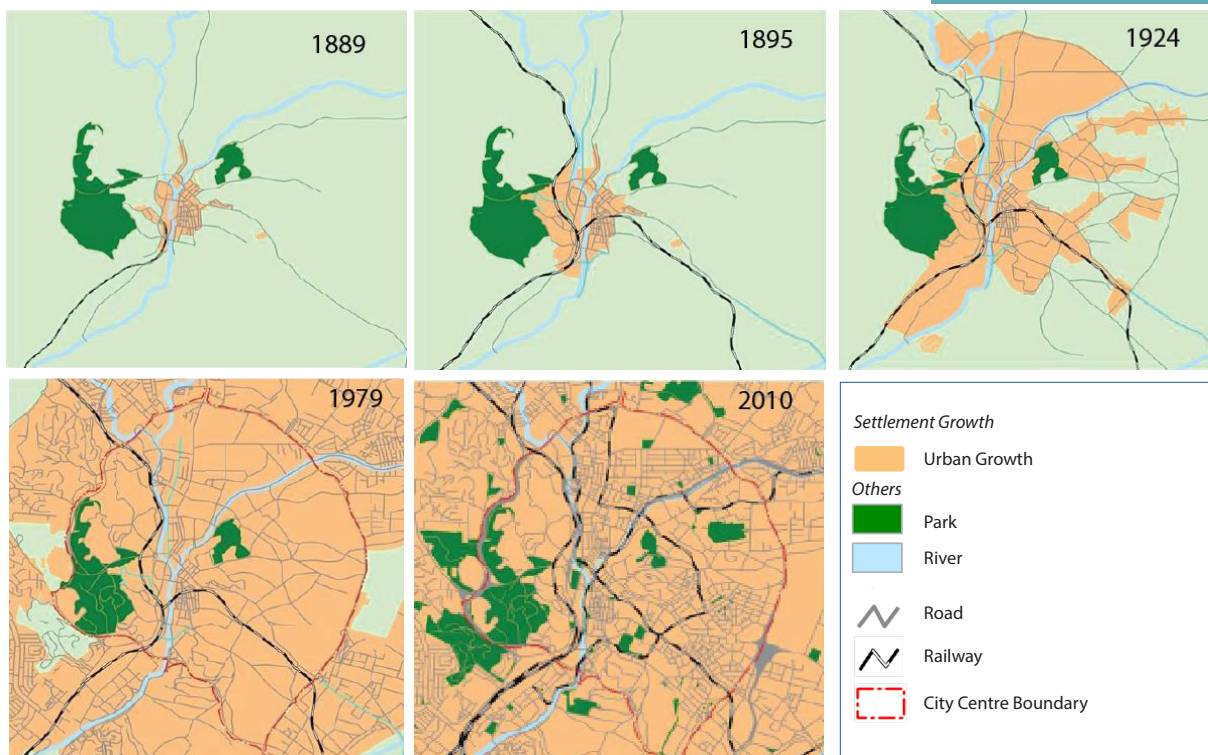


Figure 9.3 Kuala Lumpur Urban Morphology

**Key Initiative 9.2b****– Defining Kuala Lumpur's Capital City Function**

*Strengthen Kuala Lumpur's Capital City functions and its role as the primary business, retail, recreational and entertainment hub for Kuala Lumpur and Greater Kuala Lumpur / Klang Valley*

Being the nation's economic and business centre, the City Centre of Kuala Lumpur also inevitably attracts a wide variation of other activities. It is the nation's principal concentrations of business, tourist, cultural and entertainment. It is a major hub of commerce and communications network and the country's gateway to the global economy. It is for this reason that the KLCP 2020 acknowledges its importance and the need to maintain and build on its prosperity.

Kuala Lumpur also has its challenges, where some business headquarters have relocated elsewhere and there is an increasing competition for investments from other nearby cities. Nevertheless, with the City aiming for high growth and will continue to drive the country's growth, the City Centre shall continue to function as the country's hub for finance and business. This will be facilitated by a more intensified development, regeneration of older parts of the city and redevelopment of underutilised and economically less dynamic land and buildings.

A prime financial district lies in what was once known as the Golden Triangle of Kuala Lumpur. It has expanded to include the new areas of Jalan Ampang and Jalan Davis development where the Tun Razak Exchange is located. Here the financial institutions, offices, hotels, serviced apartments and high-end retail centres are the key activities.

New growth centres will emerge when the City finishes regenerating Kampung Bharu, Pudu and Bukit Petaling with intensive urban development thus generating new spaces for quality living, work and play.

Shophouse character areas will be revitalised as street shopping enclave presenting an outdoor retail experience that is uniquely Malaysian. This will be emphasised especially at Jalan Tuanku Abdul Rahman, Jalan Raja Bot, Bukit Bintang, Jalan Masjid India and Jalan Petaling areas.

Skyline of the City Centre





9.10 Distinctive Image And Identity

Riverfront commercial will be encouraged in areas surrounding Sungai Klang and Sungai Gombak providing spaces for dining, leisure and entertainment namely the Pasar Seni-Stesen Bas Klang, Capital Square-Kampung Hujung Pasir and Tiong Nam. Though land is limited here, these three riverfront commercial zones has the potential to be the vibrant riverfront centres.

Development will have to blend with the City Centre’s strongest element which is its green area. The areas consist of the Taman Warisan Tun Abdul Razak, Bukit Nanas Forest Reserve, KLCC Park, Dataran Merdeka and the Stadium Merdeka - Stadium Negara areas which are the recreational areas for the City’s residents and visitors.

The civic enclave in the City Centre is represented by the numerous government institutions located within the area. The civic belt can be seen stretching from the Masjid Negara, going up to cover the various government institutions such as the headquarters of Jabatan Kerja Raya, Kompleks Pejabat Kerajaan Bukit Perdana and the city campus for the Open University and Universiti Malaya. The Hospital Kuala Lumpur also makes up the remaining spaces for civic enclave in the City Centre.

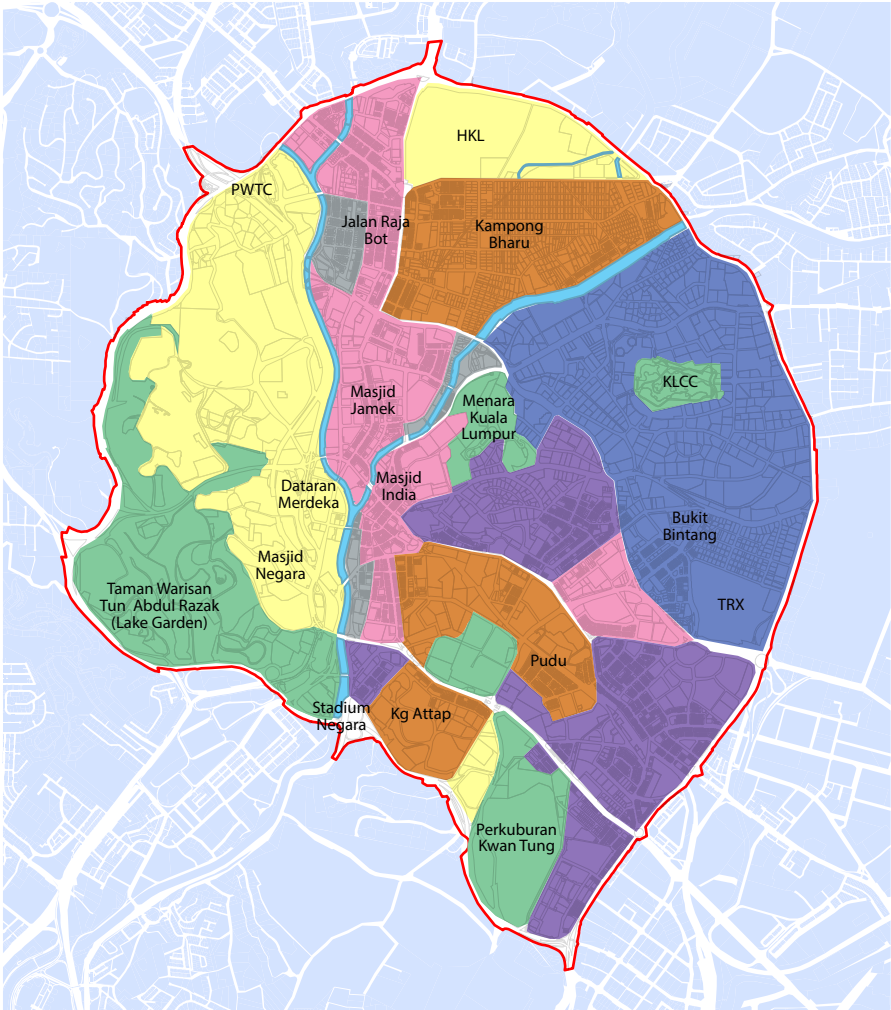


Figure 9.4 Kuala Lumpur Precinct Plan



**Key Initiative 9.2c****– Improving Physical Environment as Impetus for Regeneration**

*Cities need to regenerate so as to maximise its potentials along with the emerging economies and opportunities. It's available resources, businesses, infrastructure and population, provide opportunities to improve the social, economic and environmental health of the City*

The urban environments of some parts of the City, particularly areas within the older parts of the City Centre, are currently in need of physical improvement. These areas are characterised by older buildings that have been in existence since the early years of Kuala Lumpur's development. Some are thriving retail locations whilst others are dilapidated mixed retail and residential enclaves, which lack physical essence of conducive business and living environment of today and the future. Issues such as absence of good public outdoor spaces and community facilities, lack of pedestrian network and facilities, limited parking spaces and disorganised traffic circulation characterised most of these areas.

Areas to undergo regeneration programs have been identified as part of the key initiatives of this KLCP 2020 (Key Initiative 5.3b). Each identified regeneration area shall require site-specific interventions and regeneration mechanism, unique to each site. Some may require extensive approach combining physical improvement and redevelopment to all or parts of the area, whilst others may need improvements to the outdoor public domain such as streetscape, landscape, pedestrian connectivity and facilities, provision of urban pocket parks or plazas as well as other public amenities. Other aspects that can be improved include cleanliness, safety and security, and continued promotion. The physical improvement to the overall surrounding of the identified regeneration areas shall act as impetus for further improvement in business vitality and vibrancy of the area or in the living condition of the community within the area.

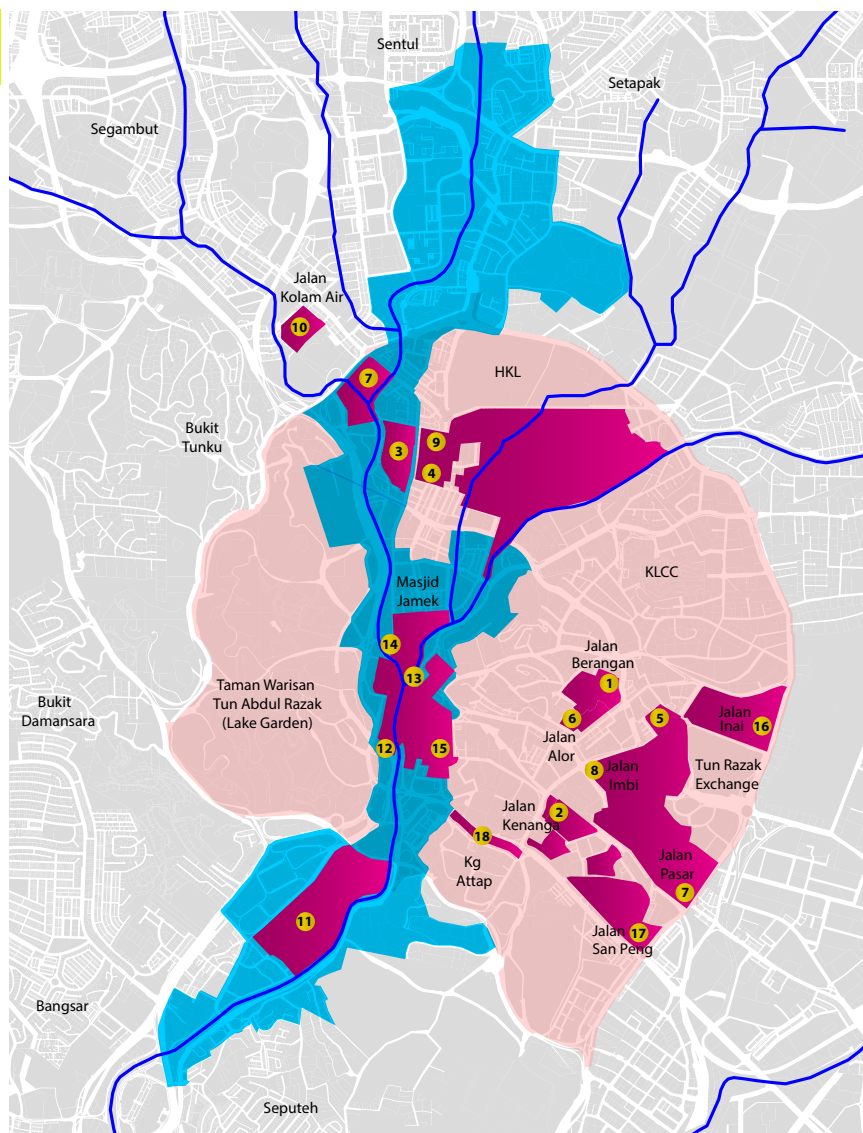
For areas requiring physical improvements, particularly beautification and improvement to pedestrian environment and connectivity, KLCH shall take the lead in the planning and implementation of the projects. Whilst KLCH undertakes the planning and implementation of such physical improvement projects, active participation and commitment of building and business owners or the local communities within each identified area shall be pursued so as to ensure sustained impact not just to the physical environment but also to the businesses and the communities.

A placemaking approach that capitalises on a local community's assets, inspiration and potential shall be embedded in the whole process towards creating good public spaces in the City, which are designed with people in mind, offer opportunities for people to meet and socialise and ultimately bringing vitality to the public spaces.

Priority areas for implementation of this initiative are within the River of Life precincts and some of the regeneration sites identified under Key Initiative 5.3b (Figure 9.5). KLCH shall identify selected areas as demonstration projects in order to kick-start this initiative. Each demonstration project shall demonstrate different approach, depending on issues presented and solutions required. The demonstration projects and subsequent improvement projects aim to showcase implementation of public-private-community partnership and bottom-up approach to project planning and project implementation with active and effective participation of business community and local stakeholders.



## 9.12 Distinctive Image And Identity



### PRIORITY AREAS FOR PHYSICAL IMPROVEMENT AND BEAUTIFICATION PROGRAMMES

1. Jalan Berangan;
2. Jalan Kenanga;
3. Jalan Tiong Nam;
4. Jalan Haji Taib;
5. Jalan Walter Granier;
6. Jalan Alor;
7. Jalan Pasar;
8. Jalan Imbi;
9. Jalan Raja Bot;
10. Jalan Rahmat;
11. Brickfields;
12. Pasar Seni Station;
13. Jalan Melayu - Jalan Masjid India;
14. Jalan Raja Laut;
15. Jalan Petaling;
16. Jalan Inai;
17. Jalan San Peng; and
18. Jalan Maharajalela - Jalan Taalala.

Figure 9.5 Physical Improvement and Beautification Areas

- Regeneration Sites
- River of Life
- River

Note: Demarcation of area boundary is indicative. Actual boundary shall be defined during project implementation.

Jalan Haji Taib, of late is best known for its wholesale and retail activities. It is also well known for informal activities including street hawkers and night markets where used garments, ladies accessories, costume jewellery, toys, vegetables and fruits can be found sold here.

The area is located along one of the City's main pedestrian spine namely Jalan Tuanku Abdul Rahman. It is also adjacent to Kampong Bharu, with both areas forming strong nodes of activities in this part of the City. Beautification of this area shall help to improve the overall environment of the main spine as well as shopping ambiance of the area.

Improvement programme for Jalan Haji Taib shall include pedestrian zone along all streets within this area. Existing street retail shall be reorganised to be more systematic and visually pleasing, giving priority for comfort to customers. Arcaded development shall be encouraged to increase connectivity between the two important streets bordering this demonstration site.



Figure 9.6 Jalan Haji Taib Improvement Project

## Demonstration Project: JALAN HAJI TAIB

### OBJECTIVE :

To Improve the Physical Appearance, Safety and Pedestrian Comfort within the Area.

#### Arcaded Development

To allow permeability towards the core of the area from major roads and pedestrian spine.



#### Laneway Development

- Similar to the development such as in Centre Place and Degrafs Street in Melbourne; and
- Centralised hawkers area.





### Demonstration Project: JALAN MASJID INDIA

#### OBJECTIVES:

1. To Promote the Area as a Notable Tourist Destination and Street Mall Shopping; and
2. To Enhance Physical Appearance, Improve Pedestrian Connectivity, Comfort and Safety.

Jalan Masjid India is considered as the best place in Kuala Lumpur if one wishes to experience the unique mix of various cultures the City has to offer. It is also one of the historically significant areas in Kuala Lumpur as Masjid India is apparently one of the oldest parts of the City. The name is derived from a mosque built in 1870 to cater for the Indian Muslim population in the area. Nowadays, Jalan Masjid India is mostly known for the street shopping as well as various traditional dishes which can be found within the vicinity.

Jalan Tuanku Abdul Rahman is categorised as the Major Spine in the Comprehensive Pedestrian Plan (Figure 4.31) due to the high pedestrian volume in the area. The high pedestrian volume in the area is mainly contributed by the vigorous shopping activities and high accessibility of public transport. The improvement in Jalan Tuanku Abdul Rahman and Jalan Masjid India includes widening of pedestrian walkway and beautification of the area.

#### Concept : Festival Market Place

##### *Traditional shopping precinct based on local festivity*

- a. Building on the strength and potential of the area as shopping location for local and traditional products; and
- b. All year around activity with focus on local festivity.

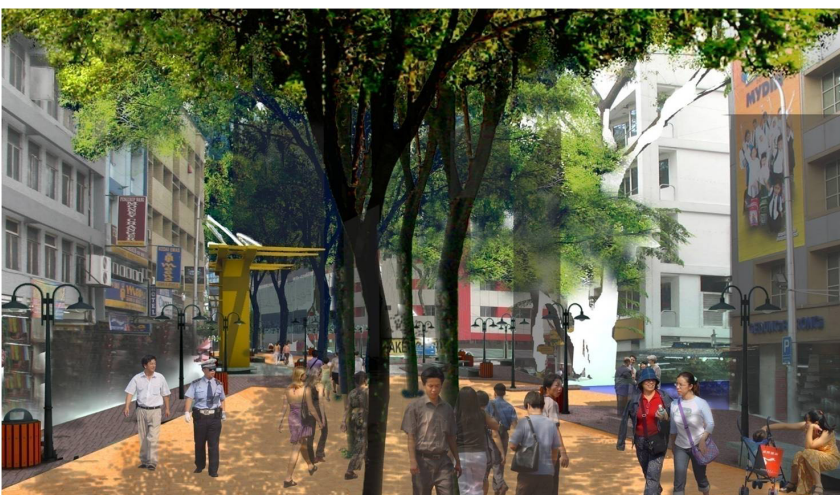
##### *Outdoor street mall concept*

- a. Existing retail activity and frontage generate large pedestrian crowd suitable for outdoor street mall concept; and
- b. Outdoor street mall concept to become main character of the area.

##### *Attractive, comfortable and safe pedestrian environment*

- a. Provision of comfortable pedestrian facilities such as seamless pedestrian mall/walkway, shades and resting area;
- b. Realising a safe pedestrian environment through complementary mix of activities day and night for natural surveillance; and
- c. Improve legibility and connectivity.

Existing bazaar



Artist impression on pedestrian plaza within Masjid India demonstration project

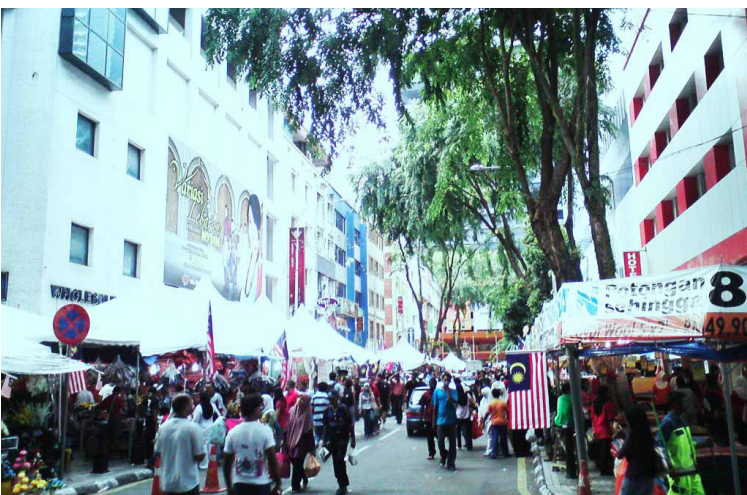




Figure 9.7 Masjid India Improvement Project

### Key Improvement Proposals:

- 1 Jalan Masjid India Street Mall**
  - a. Pedestrianised street mall on Jalan Masjid India
- 2 Pocket Park at Medan Bunos**
  - a. Providing pocket parks/squares;
  - b. Other pedestrian facilities such as benches and shades;
  - c. Removing obstacles to pedestrian connectivity; and
  - d. Relocation of hawkers to designated food courts.
- 3 Improving Riverfront Environment**
  - a. Pedestrian walkway along the river.
- 4 Improving Overall Pedestrian Network and Facilities**
  - a. Designating the whole area as pedestrian priority area with limited vehicular access (access to parking, service and handicapped)
  - b. Link to LRT station.
- 5 Repainting, Signages and Festival Lightings**
  - a. Repainting buildings facade
  - b. Improving signages
  - c. Installing festival lighting



Existing pedestrian and retail activities



Existing pedestrian walkway along Jalan Tunku Abdul Rahman



9.16 Distinctive Image And Identity

Demonstration Project:  
JALAN KENANGA

OBJECTIVES:

Improving the Image and Character of Jalan Kenanga Area through Enhancement and Beautification Projects which Reflect its Function as a Textile Wholesale Centre



The use of tensile materials for pedestrian cover



Proposed Pedestrian Priority Street on Lorong Meranti



Existing activities at Jalan Kenanga



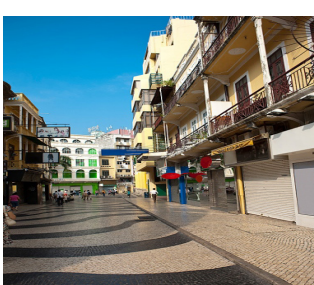
Jalan Kenanga is widely known as the wholesale centre in Kuala Lumpur. It can be accessed from two major roads which are Jalan Hang Tuah and Jalan San Peng. Furthermore, the area is also accessible by means of public transport with the Hang Tuah LRT and Monorail station located within walking distance.

Among the dominating uses in and surrounding the area are wholesale trading, mostly of textile and apparels, food hawkers and public housing. The Kenanga Wholesale City, a mall dedicated for wholesale trading of textile, fashion apparels, accessories, cosmetics, gifts, crafts, stationery and other products is located south of the area.

Pedestrian walkways shall be improved to be more comfortable and accessible especially in connecting the area with adjacent public transportation by providing landscaped and covered pedestrian walkway.



Figure 9.8 Jalan Kenanga Improvement Project



Proposed pedestrian entrance towards Jalan Kenanga

## DEVELOPMENT FRAMEWORK FOR KAMPONG BHARU

The framework provides direction for Kampong Bharu to be regenerated into a modern precinct that is rich in culture and displays the highest standard and quality of development.

### KB 1

Promoting Growth through Innovative Solutions to Land Planning and Development.

### KB 2

Driving Regeneration With Catalytic Activities.

### KB 3

Conserving Cultural And Built Heritage.

### KB 4

Ensuring High Connectivity and Accessibility.

### KB 5

Promoting Good Urban Design Towards Creating Liveable and Attractive Urban Environment.

### KB 6

Developing a Green City to Promote Environmental Stewardship.

### KB 7

Sustainable Human Capital Development, resilient and competitive in term of economy, physical, emotion, spiritual and intellectual.

## KLSP 2020 POLICY

**SA 3** KLCH shall implement comprehensive development plans for Malay Reservation Areas, traditional kampungs and new villages.

## Key Initiative 9.2d

### – Kampong Bharu Regeneration as a Comprehensive Development Area

*Kampong Bharu regeneration shall ensure that its cultural vitality remains intact as it incorporate modern development and new commercial activities to be a modern precinct with an urban environment of the highest quality and standards*

Kampong Bharu has been identified as one of the two Comprehensive Development Areas (CDAs) under the KLSP 2020. This designation calls for a comprehensive and integrated plan to be prepared in view of consolidating the area as one major residential precinct and incorporating modern developments and commercial facilities as well as serving as an important cultural and commercial centre that links to all parts of the City. Furthermore, Kampong Bharu also aims to provide attractive urban living environment through the promotion of good urban design.

As a comprehensive development area, a detailed master plan has been prepared for the whole Kampong Bharu area by the Kampong Bharu Development Corporation, an authority directly tasked to facilitate the redevelopment of Kampong Bharu. The KLCP 2020 provides direction for this comprehensive planning by outlining seven development frameworks for the future detailed master plan. These development frameworks shall ensure that future regeneration of Kampong Bharu meets up to the overall vision, aspiration and growth strategies of Kuala Lumpur as well as addresses concern of the City with regards to use of land, intensity of development, conservation of heritage, road connectivity, creation of high quality urban environment and placemaking as well as showcasing sustainable and green city initiatives.

KLCH shall support the case for development on a comprehensive manner for Kampong Bharu but shall not restrict development on a piecemeal approach subjected to such development achieving and contributing to the intent of development framework for Kampong Bharu as well as fulfilling all technical requirements.

## KLSP 2020 DEVELOPMENT STRATEGY 6.4.4 - DESIGNATE AND IMPLEMENT COMPREHENSIVE DEVELOPMENT AREAS

The Comprehensive Development Areas (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.



### ABOUT KAMPONG BHARU

Kampung Bharu is one of the earliest Malay residential areas in Kuala Lumpur. The land referred to under this Plan is approximately 124 hectares, has 1,381 sub-divided lots with 4,300 registered land owners. A major part of Kampung Bharu was gazetted by the Colonial British administrators as Malay Agriculture Settlement (MAS) in 1900 to allow the Malays to retain their village lifestyle within the City. Within the MAS area, there are seven (7) villages (Figure 9.9). The Kampung Bharu CDA also includes Raja Bot area and areas outside MAS area.

Today, Kampung Bharu is probably one of the most vibrant parts of Kuala Lumpur City Centre. With retail and market place activities that last till very late at night, Kampung Bharu is home to 18,372 people (Census 2010, DOS) (Figure 9.10) and supports the business of more than 1,500 small-traders.

Kampung Bharu is still very much a residential enclave in the City Centre where 47% of its area accommodates living components. Kampung Bharu is also a major employment centre consisting of retail businesses, office and institutions. Regenerating Kampung Bharu is crucial as the area is dense with more than 59% of the land are built up areas. It faces strong development pressure and fast arising piecemeal developments. With small plots of land and multiple landowners, integrated planning and development is most needed to solve many urban issues including flooding, besides allowing urban services and infrastructure to be improved in the area.

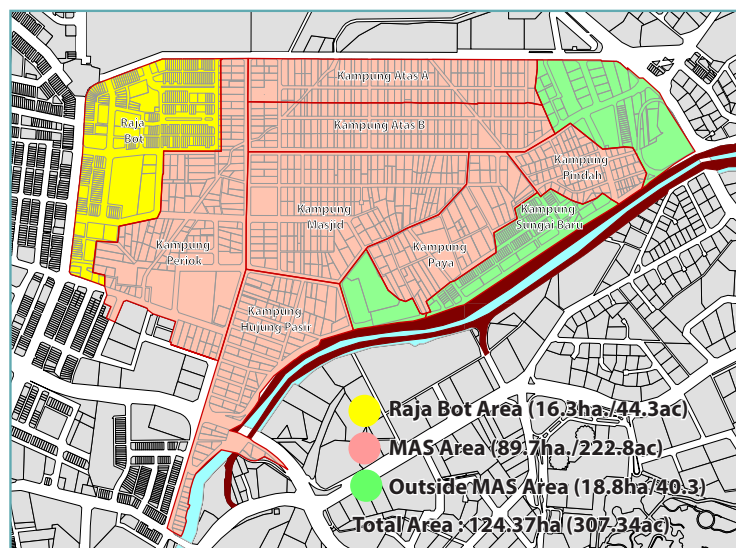


Figure 9.9 Kampung Bharu Regeneration Area

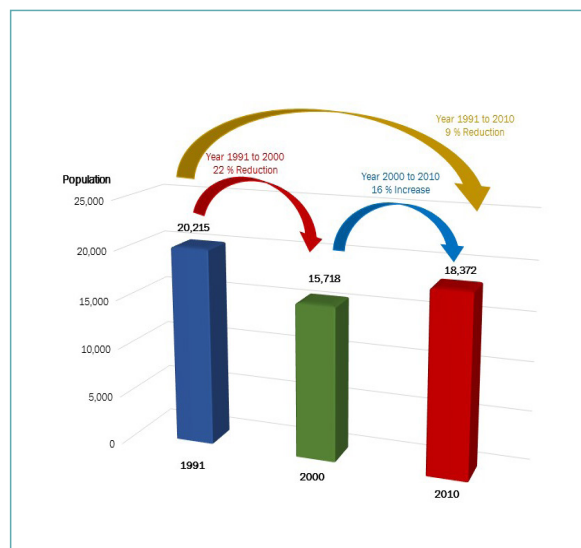


Figure 9.10 Kampung Bharu Population



**KB 1****PROMOTING GROWTH THROUGH  
INNOVATIVE SOLUTIONS TO LAND  
PLANNING AND DEVELOPMENT**

Almost 90% of Kampong Bharu is made up of small land plots less than 1,100 square metres. Development potential on these small plots is limited to at most, one tower block of basic minimum facilities and very limited parking space. Trend shows that development of this nature has not been able to capture wider market due to their limited capability to meet up to the fast changing demand and sophistication of commercial and residential consumers. Piecemeal developments on smaller land plots limit provision of the required parking spaces and other amenities as well as restrict innovative design solution which offers good quality and liveable urban environment.

As such, KLCP 2020 supports the developments on amalgamated land rather than on small individual plot. Development on a comprehensive manner based on a detailed master plan or land readjustment plan is also encouraged. Hence, in order to facilitate viable revitalisation, Kampong Bharu has been zoned with the highest development intensity under two commercial zones (Figure 9.11). Such zoning and development intensity shall enable Kampong Bharu to become the new growth centre for Kuala Lumpur, bring in new investment opportunities which can benefit the people of Kampong Bharu. Redevelopment on a comprehensive manner shall also provide the following benefits:

- i. Giving flexibility to design solution and products ranges;
- ii. Providing opportunity for provision of additional facilities particularly parks and open spaces, parking facilities, civic buildings and other public amenities that would not have been provided if the developments were to be undertaken in piecemeal and ad-hoc manner;
- iii. Providing opportunity for development of iconic places and landmark buildings which are able to draw in visitors and tourists alike, hence strengthening Kampong Bharu's role as an important tourism destination; and
- iv. Providing opportunity for delivery of transit oriented development and integration with planned public transport line and station.

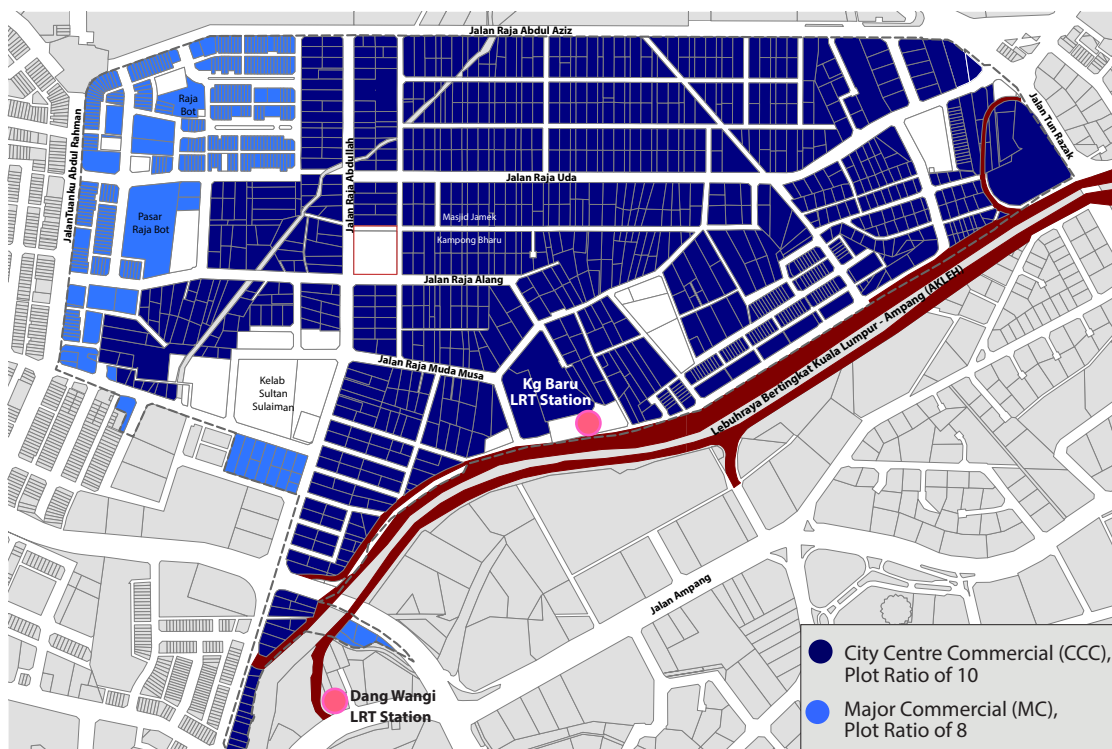


Figure 9.11 Kampong Bharu Land Use Zoning and Plot Ratio



## KB 2

### DRIVING REGENERATION WITH CATALYTIC ACTIVITIES

The regeneration of Kampong Bharu shall further enhance its role and contribution to the economy of Kuala Lumpur not only by introducing new economic activities but also retaining, supporting and upscaling existing economic activities currently defining the character of Kampong Bharu.

#### 1. Retaining And Upscaling Existing Economic Activities

Kampong Bharu today has several activities that generates employment. These activities need to be retained in the area and encouraged to upscale themselves. Such activities are:

- Food and traditional retail (traditional medicine, songkok and handicraft);
- Tourist accommodation (budget hotel, star rated hotel and serviced apartment); and
- Medical (traditional, specialist centre and medical school).

#### 2. Attracting New Emerging Economies and New Anchors

As a new growth centre, the regeneration of Kampong Bharu need to be driven by catalytic anchors which are able to generate impactful multiplier effect to Kuala Lumpur's economy. The promoted economic pillars for Kampong Bharu are:

- Tourism which draws upon Kampong Bharu's existing strength;
- Education and health from both service sector and tourism focus;
- Halal retail hub taking into account Kampong Bharu's unique identity and representation of Malay settlement and culture; and
- Creative culture particularly catering for younger generation and tourism industry.

#### 3. Offering Built Environment

Kampong Bharu shall offer a Cybercity ready built environment, where its info structure and infrastructure provide the platform for creative enterprises to set businesses here.

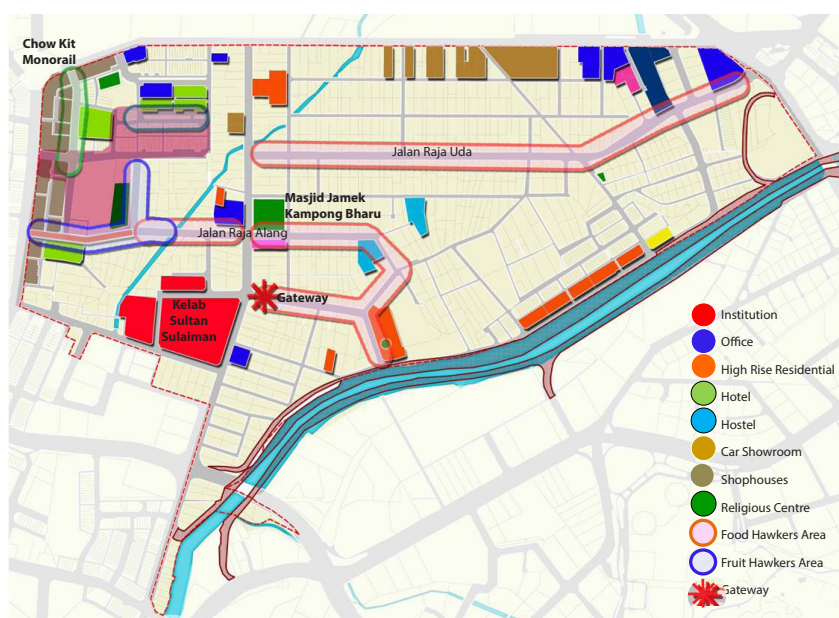


Figure 9.12 Distribution of Existing Key Activities in Kampong Bharu



Figure 9.13 Promoted Economic Activities in Kampong Bharu

## KB 3

CONSERVING CULTURAL AND  
BUILT HERITAGE

Masjid Jamek Kampong Bharu



Kelab Sultan Sulaiman



Malay Traditional House

Existing street commemorating the name of  
former Malay ruler

Whilst Kampong Bharu is earmarked as a new growth area which meets the demand and needs of future business and population, its regeneration shall be required to preserve its multi-cultural heritage, history and memories. These are special sites, buildings, activities or other intangible elements which are significant to the history of Kampong Bharu.

Key features that will be conserved are:

a) **Special Heritage Buildings**

- i. Masjid Jamek Kampong Bharu;
- ii. Masjid Pakistan;
- iii. Guru Nanak Darbar Tatt Khalsa Diwan;
- iv. Sultan Sulaiman Club;
- v. Hoeh Beng Temple and
- vi. Kwong Hock Tyng Temple.

b) **Traditional Trades**

Traditional trades such as 'Songkok' maker, tailoring, handicraft and apparels need to be promoted and allowed to remain in Kampong Bharu. Programmes to facilitate their presence and survival within urbanised Kampong Bharu shall be promoted.

c) **Prominent Road Names**

Roads names associated with Malay leaders:

- i. Malay rulers namely Raja Abdullah, Raja Muda Musa, Raja Muda Abdul Aziz, Raja Bot and Raja Alang;
- ii. Penghulu/Head of Village who were responsible for opening up Kampong Bharu, namely Khatib Koyan and Penghulu Haji Hussein who were then Penghulu for area around Jalan Raja Bot; and
- iii. These road names can be preserved by including them under the new road names as a sign of commemoration.

d) **Malay Traditional Houses**

The regeneration of Kampong Bharu shall seek to ensure that most of the existing Malay traditional houses be retained or used for other suitable use. Implementation option on their conservation shall be defined within the detailed implementation plan.



### KB 4

#### ENSURING HIGH CONNECTIVITY AND ACCESSIBILITY

Kampung Bharu will be well connected with other centres in the City through linkage to transit network as well as road and pedestrian connectivity.

#### 1. Higher Capacity Transit Link Will Enhance Connectivity and Boost Development to the Area

Kampung Bharu's regeneration must be supported by high capacity transit link and station. The KLCP 2020 Development Thrust on Connectivity and Accessibility for the City (Chapter 4) has made provision that future higher capacity transit link and station shall be provided for Kampung Bharu to complement its existing LRT and monorail. It is imperative that its development impact defines and influence future high capacity transit link such as MRT within the overall public transport planning of Kuala Lumpur. The existing LRT and monorail stations shall be integrated to form part of the urban redevelopment where seamless design being incorporated to create pedestrian oriented development.

#### 2. Road Linkage Shall Address Accessibility from Surrounding Areas

KLCP 2020 proposes road linkage enhancement, junction improvement, road widening and new roads to ensure seamless connectivity to its surroundings. Access strategy includes but not limited to:

- i. Direct access from Ampang-Kuala Lumpur Elevated Highway (AKLEH); and
- ii. Enhance junction and access from Jalan Sultan Ismail, Jalan Tuanku Abdul Rahman, Jalan Raja Muda Abdul Aziz and Jalan Tun Razak.

#### 3. Pedestrian Oriented Development Should be Infused in its Planning and Design

Development to give priority to pedestrian by ensuring seamless, barrier free, safe and comfortable pedestrian environment.

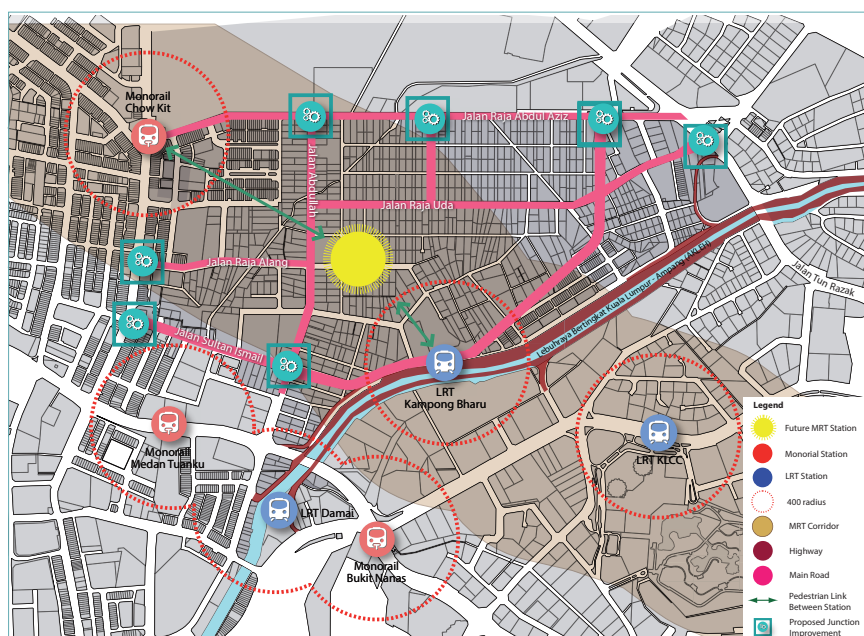


Figure 9.14 Connecting and Accessibility Strategy

**KB 5****PROMOTING GOOD URBAN DESIGN  
TOWARDS CREATING LIVEABLE AND  
ATTRACTIVE URBAN ENVIRONMENT**

Regeneration of Kampong Bharu shall showcase an outstanding example of urban environment made up of good urban design, safe, liveable and barrier free.

**Create Outstanding Iconic or Landmark Buildings**

Regeneration shall provide new iconic and landmark places for Kuala Lumpur, design with highest quality and excellence. The iconic or landmark building may include low rise civic or cultural building set within a good public space.

**Promote Urban Design Excellence for the Community's Well-being**

Regeneration to provide quality and functional public realm for the benefit of general public and people of Kampong Bharu.

**Provide Ample and Quality Open Spaces and Parks**

Regeneration shall aim to achieve higher percentage of open spaces and parks which are functional, accessible and seamless. This should be a combination of large public park, pocket parks and urban plaza.



Well designed civic buildings can become an iconic building

**KB 6****DEVELOP A GREEN CITY TO  
PROMOTE ENVIRONMENTAL  
STEWARDSHIP**

Kampong Bharu must be planned with high environmental standards and the value proposition is towards a low carbon emission city. The regeneration shall adopt green technologies and innovative design solutions in achieving a Green City status. Emphasis should be given towards:

- i. Enhancing and creating urban biodiversity for the area;
- ii. Encouraging the application of Water Sensitive Urban Design to reuse, reduce and recycle water;
- iii. Encouraging energy efficient development and reduce energy usage through passive design solutions;
- iv. Minimising waste and seek to reduce volume of waste disposed and transferred out from the area; and
- v. Encouraging green and sustainable mode of travelling.

**KB 7****SUSTAINABLE HUMAN CAPITAL DEVELOPMENT,  
RESILIENT AND COMPETITIVE IN TERM OF  
ECONOMY, PHYSICAL, EMOTION, SPIRITUAL  
AND INTELLECTUAL**

Kampong Bharu wish to develop human capital that sustainable, competitive and resilient from all aspect. The redevelopment of Kampong Bharu will create a first class and competitive new generation. Hence, the quality of life is increasing. In fact, the redevelopment of Kampong Bharu will be a development that comparable to the Golden Triangle area in Kuala Lumpur by year 2035.



## Strategic Direction 9.3 Conserving Built and Cultural Heritage

Conserving built and cultural heritage portrays a strong identity for a city and reflects upon an urban character that helps nurture a sense of place to the City's communities.

### Key Initiative 9.3a

#### – Protecting Heritage Zones, Sites and Buildings

*Protect, enhance and promote area with distinctive heritage character and buildings with significant heritage values*

The character of some parts of Kuala Lumpur is highly distinguished and influenced by the culture and custom of the people which is intangible yet may be expressed in buildings or through traditions of public life, festivals, rituals, arts, crafts and food. These places serve as icons or markers, linking the past and the present for the benefit of the present community and future generations.

A good understanding of the past is important in planning for a liveable Kuala Lumpur as heritage contributes to a sense of place and identity of the City. It can also attract tourism and further position Kuala Lumpur as a place to visit for its multi-cultural identity.

The KLCP 2020 shall ensure protection and conservation of significant built and cultural heritage. Pragmatic conservation approach is adopted for Kuala Lumpur to allow for adaptive re-use of heritage buildings and sites in order to ensure their future viability and sustainability. Adaptive re-use entails preservation or conservation of the original forms while allowing modification to accommodate new uses.

The protection of Kuala Lumpur's significant heritage character shall be achieved through the imposition of specific heritage requirement in the development control process. Land or buildings which are located within the designated heritage zones shall be imposed with an additional overlay control on top of the base zoning and intensity control. This additional overlay (Heritage Zone Overlay Planning Control) imposes specific requirement and guidelines pertinent to the conservation of the distinct and special character of areas and buildings in Kuala Lumpur (Chapter 4, Volume 2, KLDCP 2015). Heritage Zone Overlay Planning Control comprises of three categories namely Heritage Zone, Heritage Building and Heritage Site (Figure 9.15).

### KLSP 2020 POLICY

**UD 20** KLCH 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.

Villages which are of significant heritage values and cultural identities are also identified as heritage where they shall be protected to ensure their continued existence or for conservation of their intangible heritage elements such as lifestyle, arts, culture, tradition, festival or celebration, food and names. These villages are within the area of Gombak Malay Reserve Land, Kampong Bharu, Kampong Pandan Luar and Kampong Pasir Baru (Key Initiative 9.3c).

**HERITAGE ZONE OVERLAY PLANNING CONTROL (Chapter 4, Volume 2, KLDGP 2015)****1. Heritage Zone**

Heritage Zone refers to designated areas within parts of Kuala Lumpur, mostly within the City Centre, with various level of heritage significance which require different level of treatment to the overall character of the areas, heritage buildings and new development within them. The Heritage Zones are categorised into three categories namely:

**Primary Heritage Zone**

A key area for heritage which is contiguous and contains groups of buildings gazetted under the Antiquities Act 1976 and/or the National Heritage Act 2005. This includes immediate areas surrounding Bangunan Parlimen Enclave, Carcosa Seri Negara - Istana Tetamu Enclave, Muzium Negara Enclave, Dataran Merdeka Enclave, Stesen Keretapi Kuala Lumpur - Masjid Negara Enclave and Stadium Merdeka - Stadium Negara Enclave.

**Secondary Heritage Zone**

Areas that is less contiguous and contains a mixture of newer and older buildings with significant historic merits. The zone covers most of the original historic shophouse areas of Jalan Petaling, Bukit Nanas and Pekan Sungai Besi.

**Special Character Zone**

Area with more recently developed shophouses within Chow Kit, Jalan Tuanku Abdul Rahman, Jalan Raja Laut, Jalan Masjid India, Jalan Doraisamy, Jalan Kemunting, Jalan Pudu, Brickfields and Jalan Ipoh. Within this zone, conservation will focus on retaining the ambiance of shophouse areas, their scale and urban continuity.

**2. Heritage Building**

Refers to buildings identified as being of heritage importance, which are to be conserved either totally or partly, depending on their category of significance. Heritage buildings area categorised into three categories:

**Category 1**

Buildings gazetted under the Antiquities Act 1976 and/or the National Heritage Act 2005.

**Category 2**

Buildings of significant historical and /or architectural importance which previously have not been gazetted principally or they are in the process of being gazetted under the National Heritage Act 2005.

**Category 3**

Buildings which contain elements or characteristics of some architectural or historical significance.

**3. Heritage Site**

Heritage sites are sites identified to possess significant historical value to the City of Kuala Lumpur. The sites are the original boundary of the Taman Warisan Tun Abdul Razak, Dataran Merdeka, Bukit Nanas, Kwan Tung Cemetery, Loke Yew Cemetery and Bukit Jalil National Sports Complex.



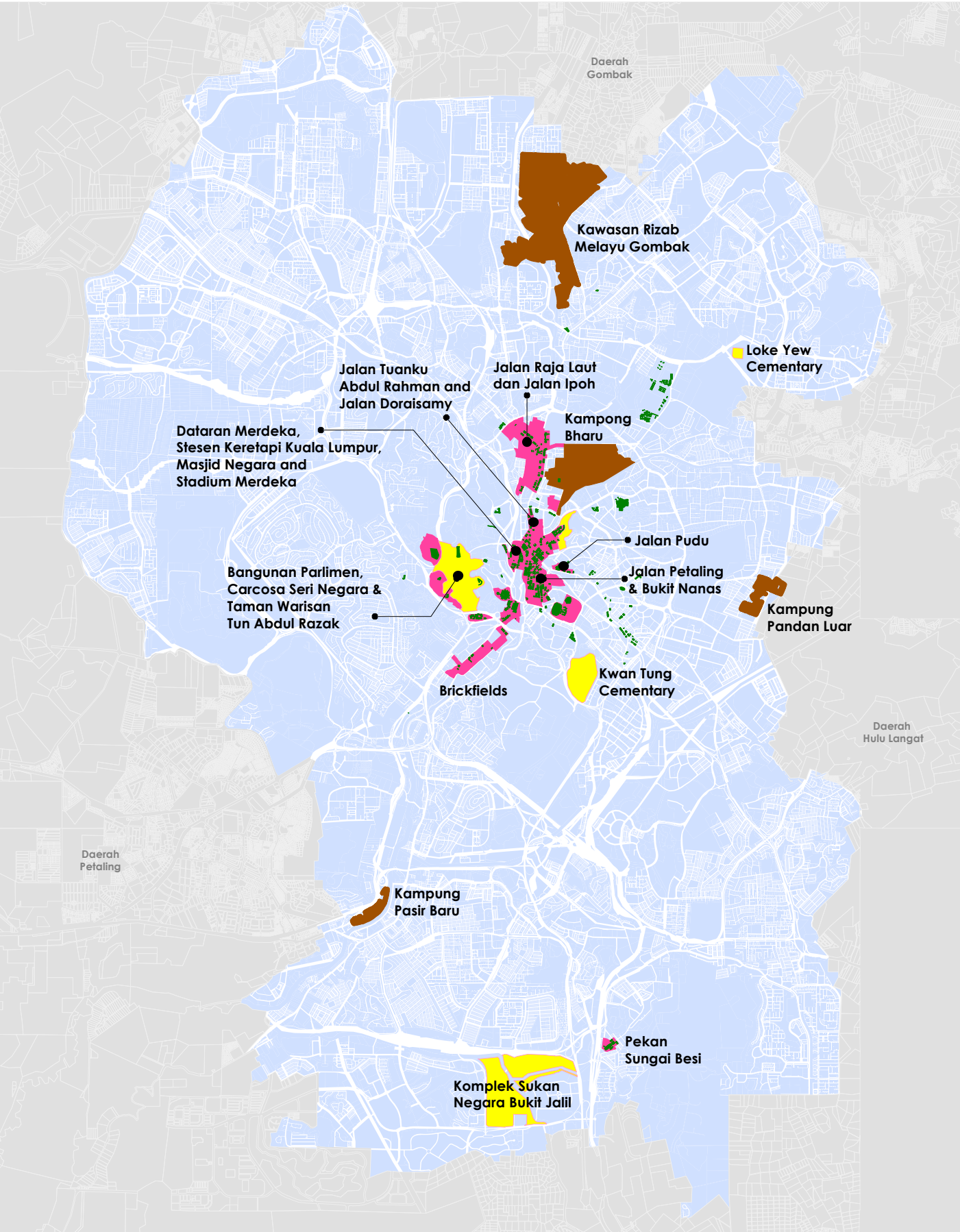


Figure 9.15 Heritage Elements in Kuala Lumpur

- Heritage Zone
- Heritage Building
- Heritage Site
- Cultural and Built Heritage of Traditional Village



**Key Initiative 9.3b****– Managing and Monitoring Heritage Zones and Buildings**

*Protection through designation of heritage zones and buildings and ensuring that developments around or within them respect their heritage significance and are sensitive to their intrinsic character*

New development within heritage zones and work on alteration, modification of heritage buildings need to be sensitive to the overall character of heritage zones and the heritage buildings. Such developments or works need to be guided and monitored to ensure that they do not pose detrimental impact to the heritage significance and value of heritage zones and buildings.

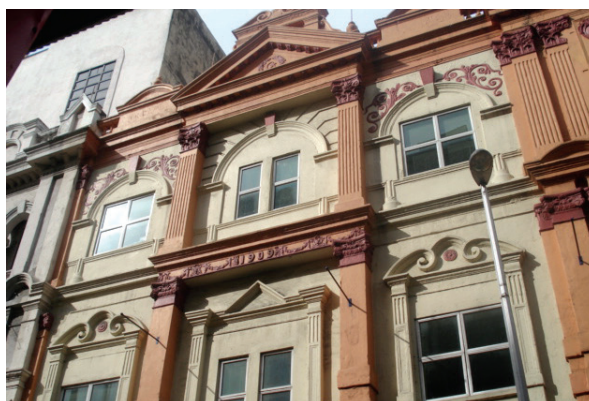
KLCH shall pursue formulation of appropriate design guide for heritage zones and work with relevant agencies in monitoring and managing heritage buildings. Heritage design review panel shall be formed to advice KLCH on matters relating to development within heritage zones and on heritage buildings other than Category 1 Heritage Building. Category 1 Heritage Buildings are within the purview of the Commissioner of Heritage as provided by the National Heritage Act 2005 where the Commissioner is required to prepare Conservation Management Plan for heritage buildings under his/her purview.

For other heritage buildings or other developments on non-heritage buildings and on infill site within heritage zones, requirement for submission of Heritage Impact Assessment by project proponents shall be introduced.

Urban Design Guidelines Kuala Lumpur City Centre shall be used for the heritage zones to guide developments on private properties as well as within public domain to ensure cohesive outcome that enhances the built environment of these heritage zones.



Heritage buildings of various typologies and era



## PRIORITY ACTION FOR PROTECTION OF KUALA LUMPUR'S HERITAGE ZONES AND BUILDINGS

### 1. Heritage Zone Design Guide

Undertake preparation of additional supplementary design guide for heritage zones to guide future developments as well as to guide future improvement works on areas of public domain such as streetscape, urban parks/plaza and heritage trails. The Heritage Zone Design Guide shall specify guidelines for conservation of heritage buildings, work permitted on heritage buildings and for development of infill sites in between heritage buildings within heritage zones. The guideline shall include element on envelope control, facade treatment, verandah ways continuity, building signages and advertisements, and other aspects relevant to the conservation and improvement to heritage zones.

### 2. Heritage Design Review Panel (HDRP)

Pursue the formation of a Heritage Design Review Panel (HDRP) whose function shall be to evaluate and make recommendation on development proposals within heritage zone and with respect to heritage buildings. The purpose of the HDRP are to enhance design of new buildings, ensure sensitive additions or modifications to heritage buildings as well as enhance and conserve character of heritage zones. The HDRP shall consist of selected experts from a wide range of built environment discipline, historians and other disciplines if necessary.

### 3. Heritage Impact Assessment

Institute the requirement for submission of Heritage Impact Assessment (HIA) for application of planning permission and alterations/modification to any buildings within heritage zone. HIA aims to minimise the adverse effects of development proposals on the heritage character of heritage zones. The HIA shall include:

- Impact assessment of the development proposal with respect to its physical, cultural and social impacts onto the heritage zone and heritage buildings adjacent such development proposal; and
- Mitigating measures to be implemented to reduce or avoid negative impact to the heritage zone and heritage buildings.

### 4. Heritage Trail

Develop a heritage trail which links the various part of heritage zones and linking various attractions. The heritage trail shall not only be comfortable and allow for seamless connectivity between one area to another, it shall also be interpretative, educational and effectively 'telling the story' of Kuala Lumpur's history.

Undertake the implementation of Heritage Trails Master Plan prepared by KLCH. The master plan identifies 13 areas of significant historic ad heritage values as well as having their own unique character. Each of the area is characterised with their themes reflecting their unique identity (Figure 9.16). They are :-

- Heritage Village Trail;
- Traditional Trades Trail;
- Golden Triangle Trail;
- Urban Forest Trail;
- Patriot Trail;
- Civic District Trail;
- Lake Gardens Trail;
- Tin Trading Trail;
- Independence Trail;
- Brickfields Trail;
- Memorial Park Trail;
- Pudu Old Town Trail; and
- Bukit Bintang Trail.

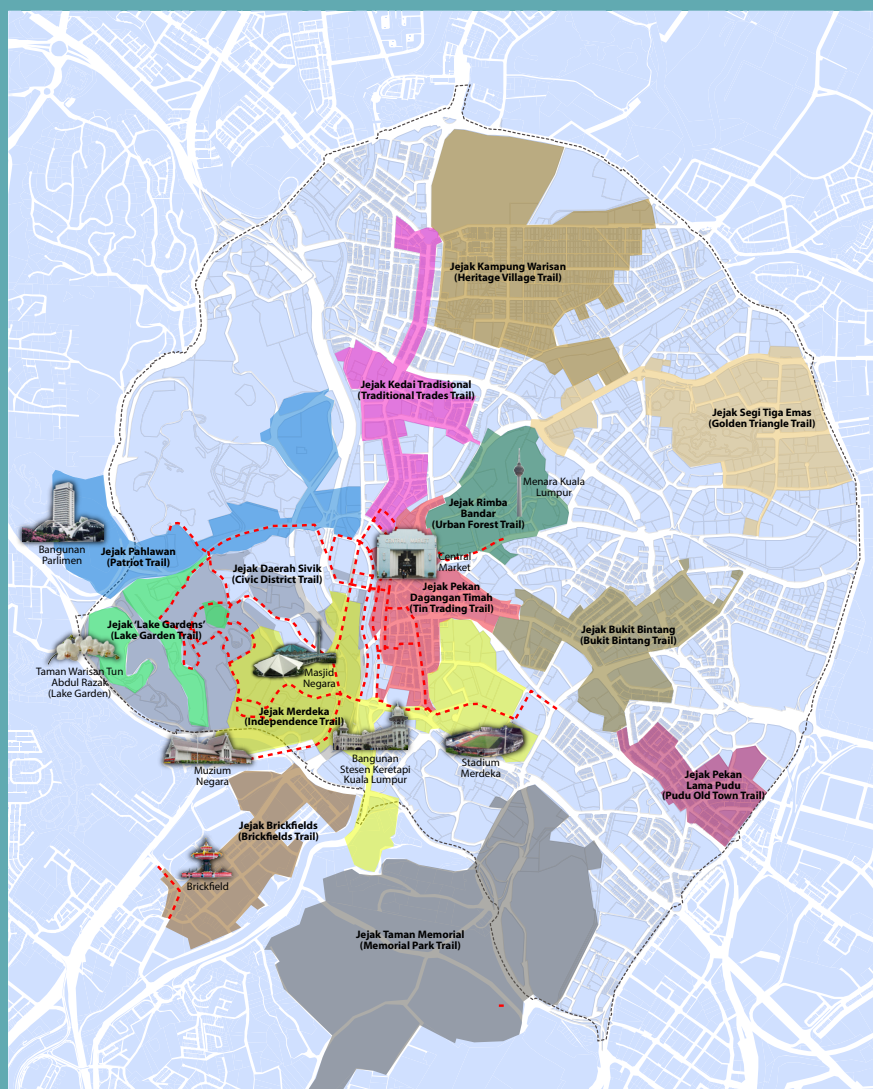


Figure 9.16 Kuala Lumpur Heritage Trail



### Key Initiative 9.3c – Conserving Significant Traditional Villages and Intangible Heritage Values

*Protecting and promoting the intangible heritage elements represented in village lifestyle and culture*

With Kuala Lumpur becoming more and more urbanised and cosmopolitan, some parts of Kuala Lumpur which are still in their village setting are expected to be pressured for urban development and intensification.

The conservation of their traditional values and elements are critical for long-term appreciation of their historical significance to Kuala Lumpur. Such elements and values includes culture and customs prevalent to the specific village, race, religious and culture which are manifested in architecture, festivals, rituals, arts, crafts, food and lifestyles.

Kampong Bharu



### CONSERVING VILLAGES AND THEIR INTANGIBLE CULTURAL HERITAGE

#### a) Traditional Villages

Traditional villages shall be protected through designation of special land use zone in the 2020 Land Use Zoning Map. Special Area Plans or Development Guide Plan shall be formulated in consultation with local stakeholders to identify element of cultural and built heritage significance for conservation and promotion. Status some of these traditional villages as Malay Reservation Area shall be retained and will not be affected by any form of future initiatives likely to take place.

#### b) Built and Intangible Heritage of Kampong Bharu

Significant built and intangible heritage of Kampong Bharu shall be conserved and integrated within Kampong Bharu Comprehensive Master Plan (Key Initiative 9.2d).



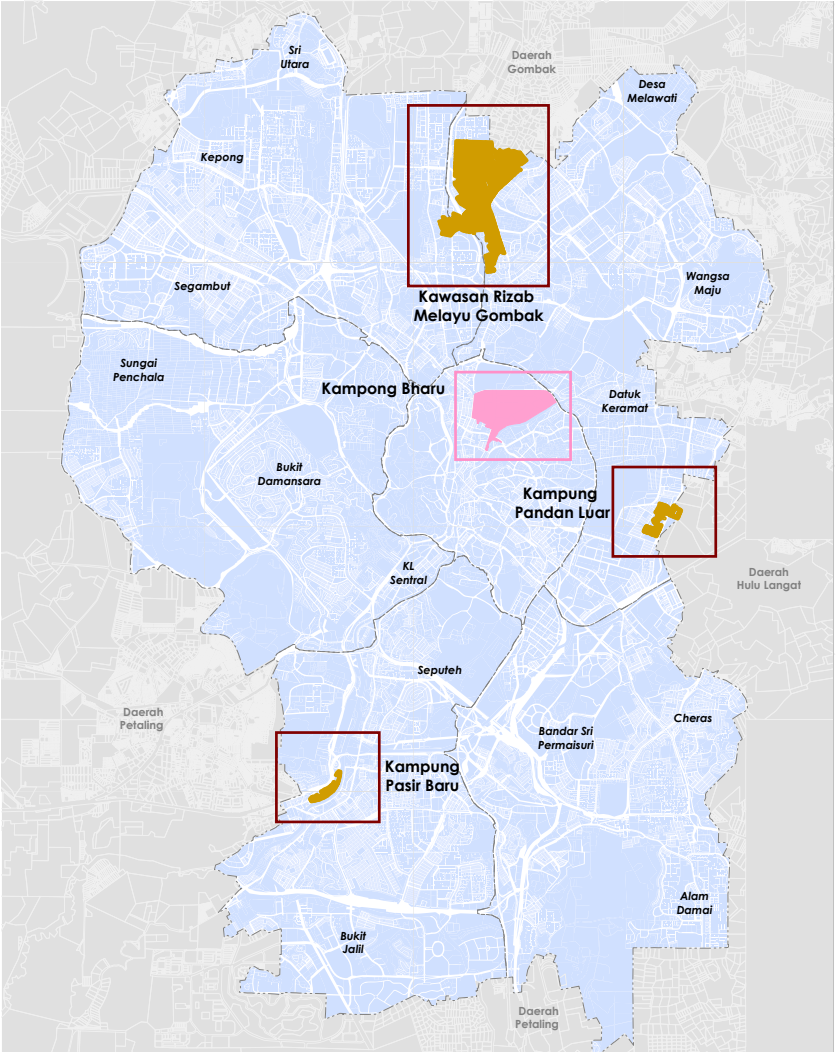
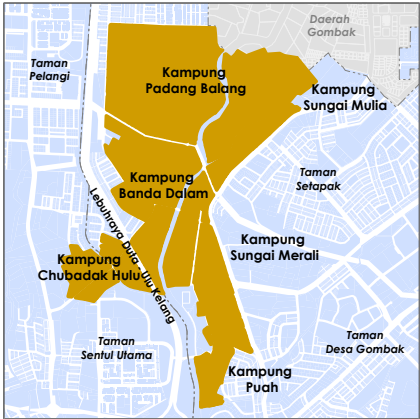


Figure 9.17 Traditional Villages and Kampong Bharu



Kampong Bharu



Kawasan Rizab Melayu Gombak



Kampung Pandan Luar



Kampung Pasir Baru



# Green Infrastructure

For Kuala Lumpur to embrace sustainability, it must also now adopt responsive and integrated approach in planning and management of infrastructures and utilities as well as seek to reduce its carbon footprint.

Achieving Kuala Lumpur's vision requires supporting infrastructure and utilities to facilitate its growth and at the same time minimising degradation of natural resources for the City's future generation.

The KLCP 2020 promotes and aims to achieve environmental stewardship in its development and management of the City where initiatives for a more sustainable approach to provision of infrastructure and utilities to be implemented. The implementation however, requires coordination and participation of all the stakeholders including all the agencies responsible for infrastructure and utilities development.

Kuala Lumpur aims to provide the highest standard and quality of infrastructure and utility services to support economic growth. The emphasis is also on sustainable urban infrastructure where the design takes full account of its own impact and its operational needs and use. Sustainable infrastructure is also not just about new infrastructure. It is about rehabilitation, reuse or optimisation of existing infrastructure, which is consistent with the principles of urban sustainability and global sustainable development.

The City's infrastructure and utility planning and development also targets towards the improvement of urban environment and reduction in carbon emission. This is in response to the global phenomenon of climate change and Malaysia's commitment to reduce its greenhouse gas emission to 40% per GDP by the year 2020 based on the 2005 levels. The target was revised up to 45% reduction in emission intensity by 2030 at COP21 in Paris, 2015. Kuala Lumpur must therefore, adopt measures and actions towards a sustainable and low carbon emission city.

### **Strategic Direction 10.1 Providing Infrastructure and Utilities to Support Growth of the City**

*Key Initiative 10.1a*  
**Promoting a Coordinated Approach  
in the Provision of Infrastructure  
and Utilities to Meet Future  
Requirements**

*Key Initiative 10.1b*  
**Achieving Highest Reliability and  
Standard in Utility Provision**

### **Strategic Direction 10.2 Mitigating Flood and Managing Stormwater**

*Key Initiative 10.2a*  
**Implementing Kuala Lumpur's  
Drainage Master Plan**

*Key Initiative 10.2b*  
**Managing Urban Stormwater in a  
Sustainable Manner**

### **Strategic Direction 10.3 Addressing Climate Change by Encouraging Low Carbon Cities Initiatives**

*Key Initiative 10.3a*  
**Promoting Energy Efficient  
Development and Use of Green  
Technologies to Reduce Carbon  
Emission**

*Key Initiative 10.3b*  
**Promoting Rain Water Harvesting,  
Recycling and Water Saving**

*Key Initiative 10.3c*  
**Reducing Waste**

### Strategic Direction 10.1

#### Providing Infrastructure and Utilities to Support Growth of the City

Infrastructure services and utilities are central to Kuala Lumpur in supporting economic growth and creating a liveable city. The quality of its infrastructure and utility services are measured against the level of satisfaction of its citizens and businesses. Delivery of essential services must be efficient with the highest quality and reliability.

##### Key Initiative 10.1a

##### – Promoting a Coordinated Approach in Provision of Infrastructure and Utilities to Meet Future Requirements

*Providing the needed infrastructure and utility in a more integrated, coordinated and sustainable manner*

Provisions of the City's infrastructure and utilities are the responsibilities of various service providers not within KLCH. Although it is beyond KLCH's jurisdiction to have control over the provision, service and maintenance, any inadequacy reflects the City's administration as a whole. Therefore, KLCH as the City's manager has an important role to play in ensuring that provision and maintenance of important enablers to the growth of the City are made available in the most coordinated, integrated and sustainable manner.

Growth and development of the City needs to be supported with sufficient services to meet the requirement of 2.2 million population that could potentially grow to 3 million with rapid urbanisation and a 1.4 million employment that will support economic growth towards becoming an attractive and dynamic business city. With these projected future population and employment, planning for new infrastructure and utilities are required to cater for the expected demand in the future.

The demand for infrastructure will also result in more land being taken for the provision of infrastructure amenities such as reserves for water tanks, power stations, sewerage treatment plants and reserves for the reticulation networks of water, electricity, telephone and high speed broadband cables. This situation leads to the need for efficient land use management where infrastructure planning is well integrated within the spatial and land use development of the City.



Pantai Sewerage Treatment Plant

##### KLSP 2020 POLICY

**UT 1** KLCH 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.

##### KLSP 2020 POLICY

**UT 2** KLCH shall, in coordination with the appropriate authorities and agencies, ensure that infrastructure, utilities and waste disposal services development plan complement the City's planned requirements.



A coordinated and integrated approach is required to align priorities on infrastructure and utility projects and to maximise benefits of capital spending in the City. Such approach can only be achieved with collaboration between departments responsible for land use planning, development approvals and infrastructure planning within KLCH as well as external agencies directly related to infrastructure and utility services.



Pantai Sewerage Treatment Plant

#### **PRIORITY ACTIONS FOR BETTER COORDINATION AND INTEGRATED INFRASTRUCTURE AND UTILITY PROVISION**

1. Promote cross-departmental coordination on project development and implementation;
2. Support implementation of shared facilities especially land for common infrastructure and utilities such as utility tunnel or corridor; and
3. Support the use of new technologies which demand lesser land take for infrastructure and utilities.



**Key Initiative 10.1b**  
**– Achieving Highest Reliability and Standard in Utility Provision**

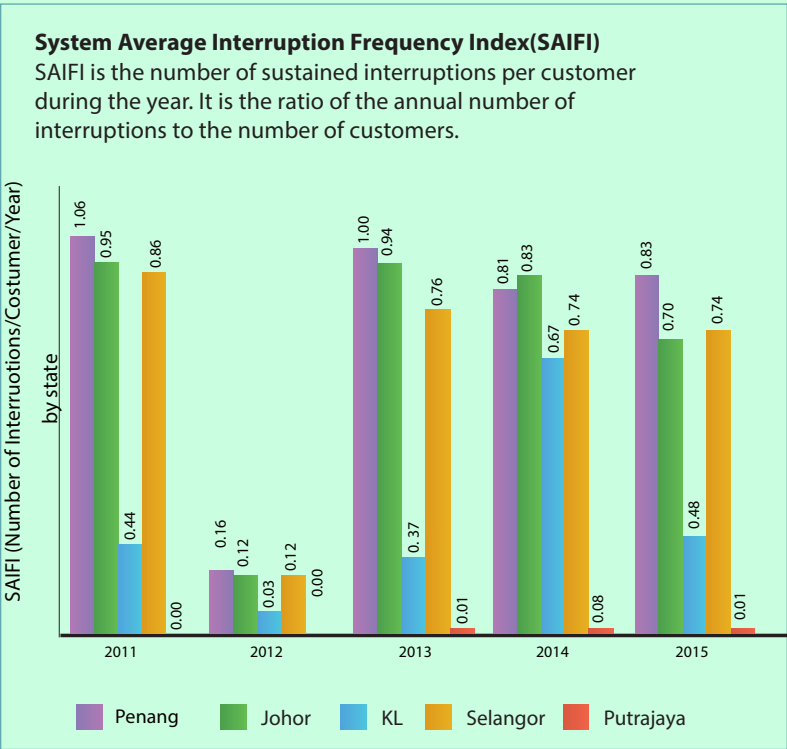
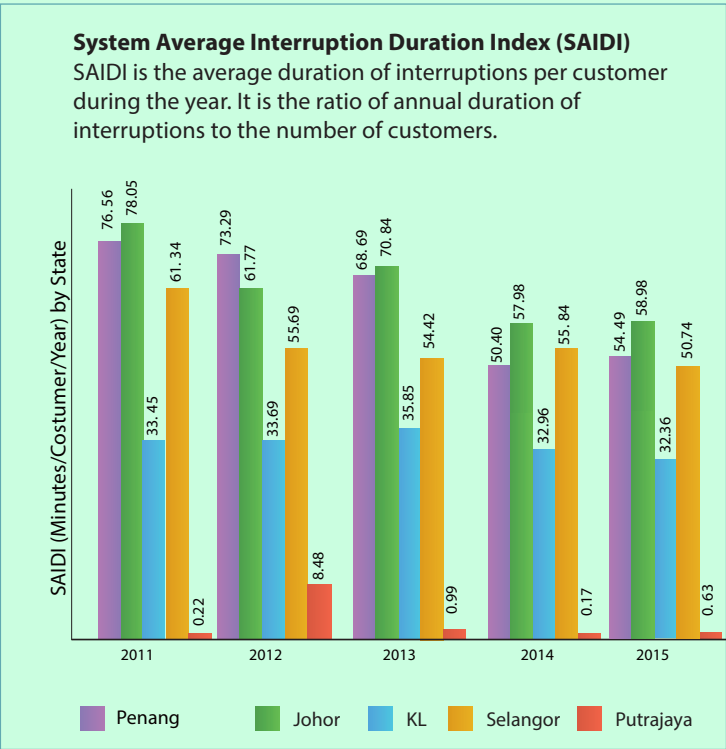
*Monitor the performance of service providers in ensuring that the target for improved supply and service reliability can be met in the City*

Reliability of water and electricity supply and telecommunication services is paramount for Kuala Lumpur and achieving maximum reliability shall remain as a long term target for KLCP 2020. Achieving this target requires participation and commitment by all the relevant service providers.

**TARGET FOR IMPROVED RELIABILITY PERFORMANCE IN ELECTRICITY SUPPLY**

The KLCP 2020 seeks to encourage the service and provision of electricity supply for the City to meet the following targets which in the long term would also be in line with the MSC requirements of ensuring 99.9% electrical supply reliability. Electrical supply releasing is vital to the development of a modern economy for Kuala Lumpur and for it to remain as a competitive and attractive business city.

- 1. Improve System Average Interruption Duration Index (SAIDI) from the current 32 minutes/customer/year (2015) to less than 18 minutes/customer/year in accordance to target set by KeTTHA for Peninsular Malaysia in 2020; and
- 2. Improve System Average Interruption Frequency Index (SAIFI) from 0.48 (2015) interruption/customer/year to less than 0.50.



Source : Ministry of Green Technology & Water (KETTHA)



## Strategic Direction 10.2

### Mitigating Flood and Managing Stormwater

Resolving flooding problems is a priority for Kuala Lumpur which requires solutions beyond physical drainage development. Drainage system must now be looked at in an integrated and holistic approach towards sustainable stormwater management.

#### Key Initiative 10.2a – Implementing Kuala Lumpur's Drainage Master Plan

*Implementing fully the proposals of the Kuala Lumpur's Drainage Master Plan*

Rapid urban development growth in Kuala Lumpur in the last few decades has imposed severe loads on drainage system resulting in increased runoff, mudflows, water pollution and flash floods. Clogging up of the drains due to silting or rubbish reduces drain capacity further hence, increasing the magnitude of the problem.

The KLSP 2020 identifies two policies with respect to drainage. The first policy is that KLCH shall in coordination with the Department of Irrigation and Drainage take measures to mitigate flash floods and the second policy concerns mining ponds and existing lakes in the city where they are to be used for flood retention and recreational facilities.

The relevant authorities namely KLCH and the DID have taken a two-prong approach involving flood mitigation and preparation of the Kuala Lumpur Drainage Master Plan to solve the problem of flooding. KLCH as the local planning authority shall seek to ensure that the Master Plan is implemented fully and measures to control sedimentation resulting from developments are imposed and monitored closely.

The Drainage Master Plan has proposed various measures to improve drainage. These include but are:

- i. Introducing retention ponds (Figure 10.1);
- ii. Increasing drain sizes;
- iii. Improving culverts; and
- iv. Installing gross pollution traps.

#### KLSP 2020 POLICY

**UT 3** KLCH shall, in coordination with Department of Irrigation and Drainage, takes measures to mitigate flash floods.

**UT 4** KLCH shall, identify, gazette and utilise former mining ponds as flood retention and recreation facilities.



Batu Flood Retention Pond

Large developments shall be required to provide retention ponds within their sites in accordance to requirements whilst all existing lakes and former mining ponds shall be preserved for retention purposes (*see also Key Initiative 7.1c: Preserving Lakes and Former Mining Ponds*).

## 10.6 Green Infrastructure

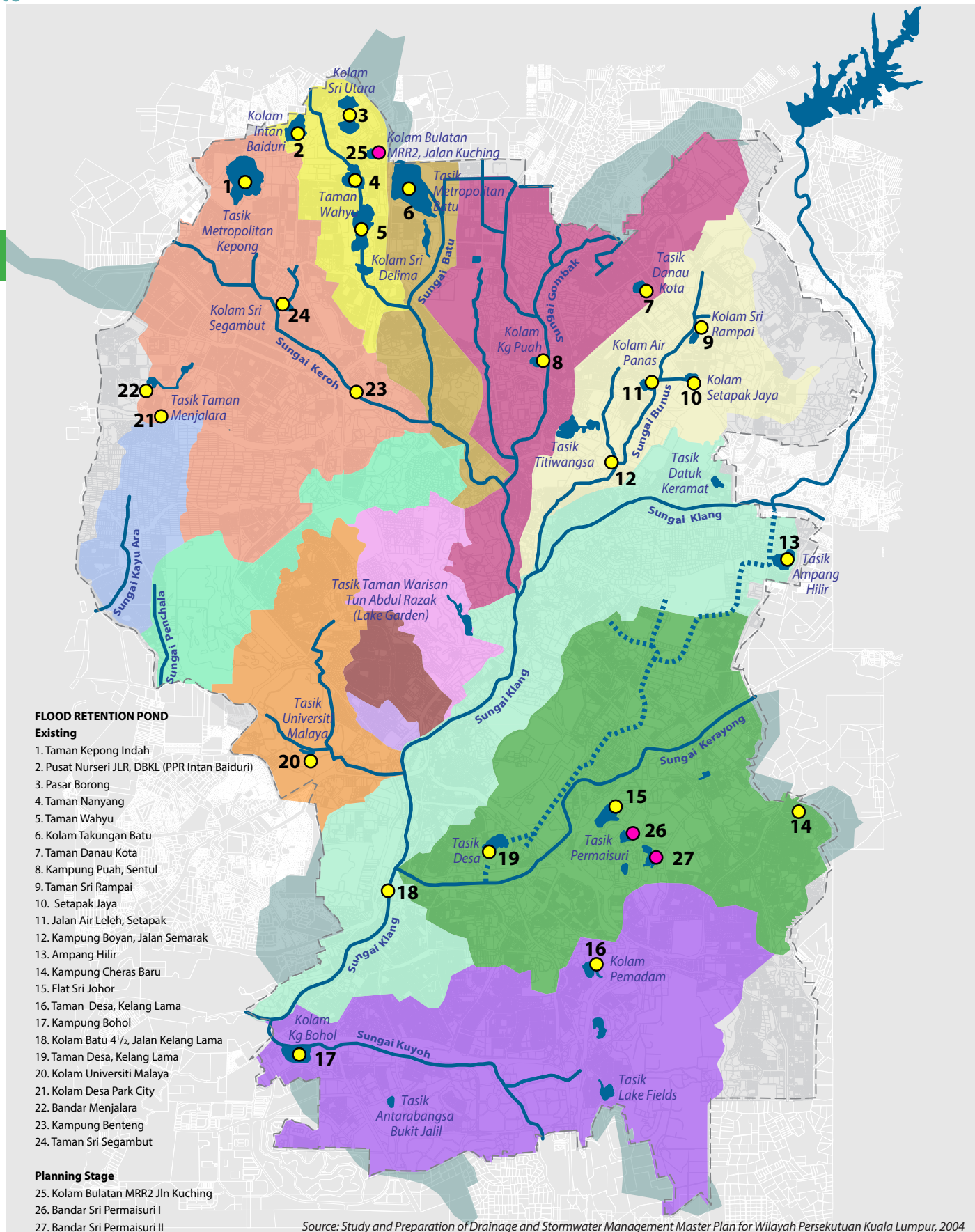


Figure 10.1 Kuala Lumpur Retention Pond

### Indicative Location of Retention Pond

- Existing
- Planning Stage
- River, Drainage, Lake and Former Mining Ponds
- SMART Tunnel 9.70 km

### River Basins

- Sungai Jinjang
- Sungai Keroh
- Sungai Batu
- Sungai Gombak
- Sungai Kayu Ara
- Sungai Penchala
- Sungai Anak Air Batu
- Sungai Bras-Bras
- Sungai Puteh
- Sungai Beberas

- Sungai Bunus
- Upper Sungai Klang
- Sungai Kerayong
- Sungai Kuyuh
- Area Draining into Kuala Lumpur From Neighbouring District



**Key Initiative 10.2b****– Managing Urban Stormwater in a Sustainable Manner**

*Managing urban stormwater runoff through the use of natural system or engineered system that replicate the natural system*

Management of the City's urban stormwater provides for the sustainable management and improvement of water quality entering Kuala Lumpur's waterways. It also protects the City's natural resources and enhances the natural and built environment. Thus KLCP 2020 seeks, as its long term objective, to continuously improve the management of Kuala Lumpur's urban stormwater through collaborative efforts in integration of urban planning and design with the management, protection and conservation of the whole water cycle.

Urban development must ensure that it manages its stormwater quality, improves waterway stability and manages the frequency of flows. The use of on-site natural features to protect water quality is essential and the use of engineered solutions to replicate pre-development hydrologic regime of watersheds via filtering, storing, evaporating and detaining runoff close to its source is key in development of high or moderate risk flooding areas in the City.

**WATER SENSITIVE URBAN DESIGN**

Water Sensitive Urban Design (WSUD) integrates urban planning and development with the management, protection and conservation through the whole water cycle. It is about a balanced approach ensuring urban water management is sensitive to natural hydrological and ecological systems. Planned and implemented correctly, its concepts and technologies allow new developments and the water cycle to complement each other.



Landscape swales as local infiltration system



Natural filtering of water runoff before entering the river

**KEY ACTIONS FOR SUSTAINABLE URBAN STORMWATER MANAGEMENT**

1. Ensuring implementation of Manual Saliran Mesra Alam (MSMA) by all development proposals submitted for planning, drainage and earthwork permissions. This includes the adoption of the principle of local infiltration;
2. Introducing and encouraging implementation of Water Sensitive Urban Design (WSUD) in new development and retrofitting where possible WSUD in existing areas and development;
3. Develop and implement "Best Environmental Management Practices for Runoff for Various Land Uses and Activities". This shall include environmental control measures for residential, construction site, commercial areas (eateries, markets, restaurants, hawker centres), streets and open spaces and recreational areas as well as Post Construction Runoff Quality Controls in those areas; and
4. Develop and implement a planning policy requiring Gross Pollutant Trap (GPT) or other devices to be installed in new and existing commercial areas including wet market. This requirement should be made clear in planning approval.

### Strategic Direction 10.3

#### Addressing Climate Change by Encouraging Low Carbon Cities Initiatives

World Class Kuala Lumpur needs to demonstrate its commitments to reducing the effect of its growth on the environment and its share of the nation's carbon footprint.

##### Key Initiative 10.3a

##### – Promoting Energy Efficient Development and Use of Green Technologies to Reduce Carbon Emission

*Encourage the inclusion of energy efficiency standards for future development*

Urban activities and rapid growth lead to high energy consumption and high carbon emission in a city. Buildings and vehicles contribute to almost 70% - 80% of a city's carbon emission and this lead to environmental degradation and climate change.

Kuala Lumpur is committed towards reducing carbon emission and encourages energy efficient development by the inclusion of energy efficiency standards for future developments. Energy efficiency means using less energy for heating, cooling and lighting. This reduces energy costs and may result in financial cost saving to consumers besides being a key solution to reducing greenhouse gas emission.

At a city scale, KLCH shall promote energy efficiency in its buildings and street lightings as it strives to be a liveable Green City as part of the nation's commitment for carbon reduction. It will encourage more green buildings with passive design solutions that reduce heat and the use of energy-saving appliances and equipment to reduce energy consumption; as cooling and lighting systems typically use the most energy in a building in Malaysia. It will also encourage the use of solar powered street lights or replace existing street lamps with LED bulbs.<sup>1</sup>

Green technologies infrastructure shall be encouraged in the City to solve its urban problems where new technologies reduce land size space requirement, leading to more efficient use of land and more importantly contribute towards a clean and healthier environment. This will generate local, regional or global impact towards the biodiversity and quality of life in Kuala Lumpur.

<sup>1</sup> Normal bulb consumes 250w per bulb; whereas the LED bulb consumes 100W of energy. This can save up to 60% off electrical bills for the City.



Installation of green energy devices such as solar powered street light shall be implemented in various parts of the City



### ACTIONS TO ACHIEVE REDUCTION IN DEMAND FOR ENERGY

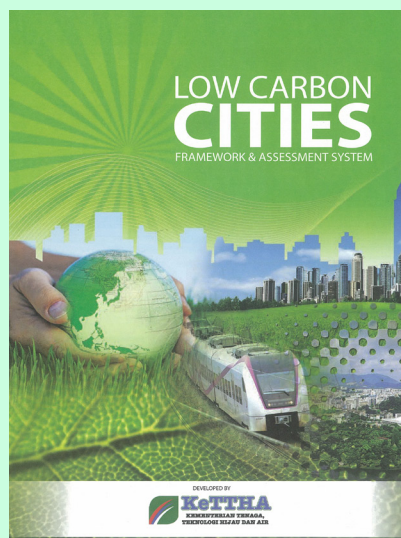
1. Encourage building design that reduces heat gain into buildings through passive design solutions in site planning and architectural design which also includes building orientation and configuration that maximises wind direction, interior space arrangement, facade design, natural ventilation and landscaping;
2. Implement Energy Efficient Building Codes as specified in the MS 1525:2014 Code of Practice on Energy Efficiency and Use of Renewable Energy for Non-Residential Building and other codes or guidelines on energy efficiency to be formulated later by KLCH and other relevant agencies;
3. Encourage development of low carbon projects which aims to achieve overall reduction in energy usage and eventually lower carbon emissions.;
4. Improve the integration of land use and public transport development and reduce the need to travel by car; and
5. Replace existing street lighting with LED bulb and encourage the usage of battery type of solar street pole which requires no conventional cabling.



Green Energy Office (GEO) is an administration-cum-research office of the Malaysian Green Technology Corporation. Located in Bangi, the building was designed to incorporate a full range of passive and active energy efficiency measures. Photovoltaic panels are integrated architecturally and aesthetically into the building design and provide some of the electricity for the building.



Low Energy Office (LEO) is the headquarters of the Ministry of Energy, Green Technology and Water in Putrajaya. The building is centred around a large atrium that draws in light and provides natural ventilation. Other passive features include careful orientation of the building, use of sun-shades and recessed window. The building also makes use of photovoltaic energy, recycled rainwater and energy efficient mechanical features.



Low Carbon Cities Framework (LCCF) is developed by Ministry of Energy, Green Technology and Water (KeTTHA). Low Carbon Cities Framework (LCCF) is a guide for development of cities in achieving carbon emission reduction and abatement. Kuala Lumpur shall seek to encourage development of low carbon projects in the City.

### Key Initiative 10.3b – Promoting Rain Water Harvesting, Recycling and Water Saving

*Promote rain water harvesting, water recycling and water saving initiatives to reduce the burden of water supply system and water resource*

As the population in the City increases to 2.2 million people by the year 2020, additional water infrastructure will be required to facilitate Kuala Lumpur's growth and adequate supply of good quality water is critical for the well-being of its residents. Though the amount of available water is enormous to Malaysians currently, it is always best to practice sustainable water management to ensure that Kuala Lumpur will not be stressed with water issues in the future.

Thus, Kuala Lumpur needs to practice water conservation and seeks ways to reuse wastewater generated from domestic activities. This pressure is likely to increase in the future with the predicted changes to our climate. Warmer temperatures are likely to increase the overall demand for water and climate change is likely to make it more difficult to retain the water. When combined with the levels of growth forecast for Kuala Lumpur, it is vital that a precautionary approach in all sectors such as residential, commercial, industry and institutional for purpose of ensuring Kuala Lumpur's future water resource needs are sustainable.

Rainwater harvesting and the recycling of wastewater are small and easy steps that must be undertaken by the City to overcome long term water supply issue and to reduce carbon emission. Such sources of water could be used for urban services such as landscape irrigation, road cleaning and toilet flushing.

#### PRIORITY ACTIONS TO ACHIEVE REDUCTION IN DEMAND ON POTABLE WATER SUPPLY

1. Encourage rain water harvesting and water saving for all developments. KLCH shall formulate incentives for developments that implements rain water harvesting as part of the initiatives to encourage water recycling and water saving; and
2. Formulate guidelines to make rain water harvesting and water saving mandatory.



The Panggung Anniversary in Taman Warisan Tun Abdul Razak (Lake Gardens) is an example of building with rainwater harvesting system

#### WATER DEMAND & AVAILABILITY 2020

The total water demand in the year 2020 is estimated to be:

- i. Low growth demand - 6,308 mld;
- ii. Plan growth demand - 7,529 mld; and
- iii. High growth demand - 7,888 mld.

The water demand is based on projected combined population for both Kuala Lumpur and Greater Kuala Lumpur/Klang Valley.

The availability of the river sources are only from the following: -

- i. Sungai Klang - 150 mld
  - ii. Sungai Batu - 120 mld
  - iii. Sungai Langat /  
Sungai Semenyih - 1,120 mld
  - iv. Sungai Selangor - 3,000 mld
- Total - 4,390 mld**

Note : mld – million litre per day

#### KLSP 2020 POLICY

**UT 6** KLCH shall implement measures to reduce water demand by encouraging users to install rainwater collection equipment and to recycle wastewater for non-drinking purposes.



### Key Initiative 10.3c – Reducing Waste

*Reduce the amount of waste generated and encourage increased reuse and recycling of waste material*

As a city grows and urbanised, its greatest challenge is to manage the waste generated from the increasing population. Currently, Kuala Lumpur generates 3,000 tonnes of waste per day and it is dependent on landfill facilities outside its boundary, where waste is sent to the transfer station at Taman Beringin and subsequently sent to Bukit Tagar sanitary landfill, more than 70 kilometres away from the City. The anticipated population growth will further increase the amount of waste generated and thus, putting the pressure on relevant agencies to find suitable sites for waste disposal facilities.

Kuala Lumpur will eventually need to manage its own waste issues. A comprehensive programme and plan needs to be put in place in response to the National Strategic Plan for Solid Waste Management. Kuala Lumpur will need to find alternative sites and use new technologies for waste disposals.

KLCP 2020 recognises this need and therefore, through its zoning plan maintains the existing solid waste transfer station at Taman Beringin. The long term aim for this is to safeguard the site to enable Kuala Lumpur to be self-efficient in addressing its waste issue and subsequently optimising on the potential of waste as source of energy. Therefore, a solid waste treatment plant shall be built here using technologies that convert waste into energy or reusable products.

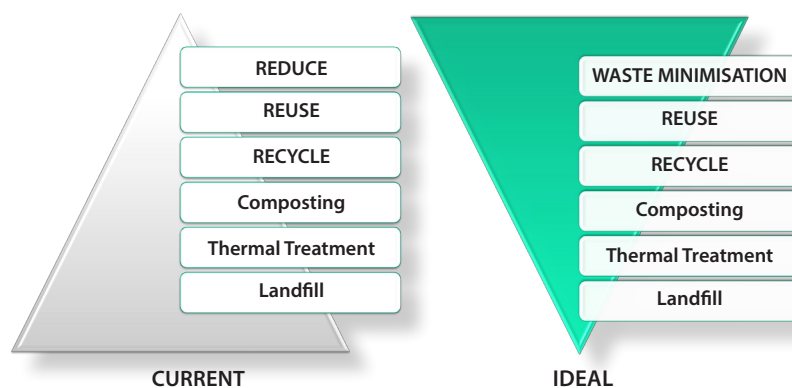


Figure 10.2 Solid Waste Management Hierarchy



#### KLSP 2020 POLICY

**UT 10** KLCH shall, in coordination with the appropriate agencies, promote the strategy of reduce, recycle and reuse of waste products.

#### NKEA GREATER KL/KV

##### EPP 9: Developing an Efficient Solid Waste Management Ecosystem.

Measures within EPP 9 to be implemented are:

##### Increase Implementation of Reduce, Reuse and Recycle (3R)

- Initiatives to create a recycling ecosystem to achieve a recycling rate of 40% by 2020;
- Mandatory separation of waste will be enforced by 2020; and
- This is to reduce the amount of waste sent to landfills

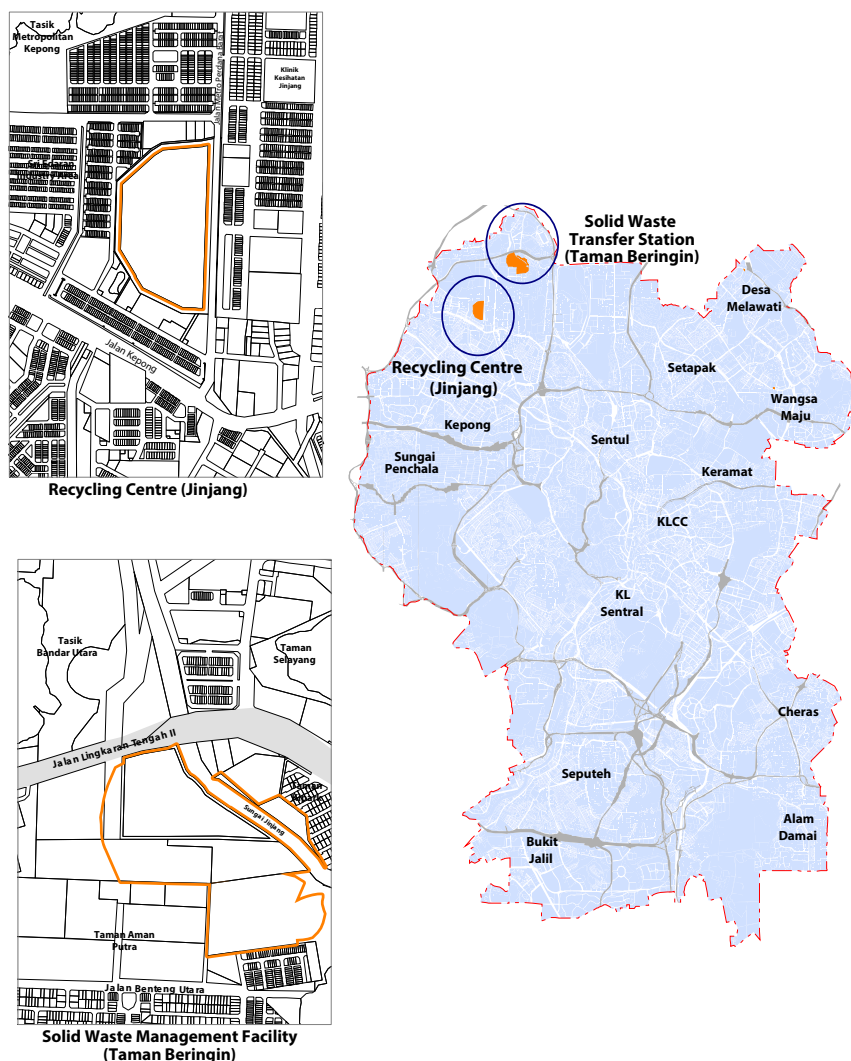
##### Explore Options for Solid Waste Treatment

- Waste treatment alternatives need to be established given the land constraints and environmental concerns; and
- Options such as sanitary landfills and incineration as well as mechanical-biological treatment facilities will be reviewed.

The KLCP 2020 also aims to ensure that all sections of the community contribute to progressively reducing waste generated within the City such as from residential, commercial, industry and construction sectors. The facilities that support waste should be retained or replaced in a suitable way. As Kuala Lumpur grows and recycling performance improves, new facilities will be needed. These include materials recycling facilities and depots, inert waste recycling plants, composting facilities, waste treatment and energy recovery facilities and reprocessing of recyclables. Sites for centralised recycling facilities have been identified as part of these initiatives (Figure 10.3).

KLCH shall work with the communities through Local Agenda 21 Kuala Lumpur (LA21 KL) programmes to promote and encourage more recycling efforts and participation of the local communities in order to reduce residential waste such as food and plastic waste which is the most common solid waste generated by residential sector.

Figure 10.3 Solid Waste Management Sites



#### PRIORITY ACTIONS FOR WASTE REDUCTION AND MANAGEMENT

1. Encourage waste recycling by community and provide facilities for community recycling collection centre;
2. Ensure long term protection of identified sites for waste treatment and recycling;
3. Promote awareness on recycling of construction waste and encourage usage of recycle materials in construction; and
4. Enforce through development process requirement for building to facilitate waste separation at source such as provision of food waste grinder.

#### 2020 TARGETS FOR SOLID WASTE REDUCTION

By 2020, 40% of total waste generated shall be recycled and the targeted solid waste shall be 0.60 kg/person/day.



# Conclusion

KLCP 2020 is local plan and implementation plan for Kuala Lumpur to achieve its vision for a World Class City that is more economically sound, more liveable, more accessible and more inclusive. The 8 development thrusts and 24 strategic directions outlined in this Plan provide framework for growth direction of the City as well as setting out key parameters for protection of the natural environment and the preservation of heritage

Kuala Lumpur's role as the capital city of country shall be strengthened with initiatives put in place focussing on its business, financial, retail and tourism clusters as well as in modernising and up scaling its existing industries and informal sector. The initiatives aim at making Kuala Lumpur a dynamic world class business city that offers a conducive environment for local, regional and international businesses.

As Kuala Lumpur strengthens its role as the node of business and work place in the agglomeration economy of the Greater KL/KV area, the demand for commuting and travelling within the City and between the City and its surrounding areas is expected to increase. As such, the KLCP 2020 reinforces priority for the development of a more sustainable and environmentally friendly transport infrastructure and for the development of a comprehensive public transport network. Travelling by car to and through the City can be minimised by a comprehensive network of public transports made up of rails, busses and taxis supported with strategically located park and ride interchange facilities for easy movement between different public transport modes. Priority is also given to making improvements to the pedestrian and cycling environment in enhancing connectivity, accessibility, safety and comfort for non-motorised users of the road space.

The spatial plans of the KLCP 2020 provide framework for which future use of land will be managed and guided towards achieving the City's aspiration for sustainable development. Key initiative towards this is in ensuring cohesive and effective integration of transport and spatial developments. The KLCP 2020 supports the development of transit supportive usage around public transport stations. Transit Planning Zones have been identified in the Plan giving greater incentive for transit-oriented developments which are characterised generally by mixed-use, and pedestrian oriented developments. New public transport corridors serving unserved catchments particularly district and employment centres, high-density residential areas and redevelopment areas have been identified for further detailed study.

With land scarcity and greenfield sites becoming more limited, the KLCP 2020 promotes the redevelopment of underutilised or previously used land and buildings and the regeneration of older parts of the

City. Areas for redevelopment and regeneration have been identified with strategic initiatives defined for further implementations.

Provision of housing and community facilities is integral in the aspiration for a liveable Kuala Lumpur. The KLCP 2020 stresses on the importance to provide for housing that is affordable, meets the housing needs of its population from all groups, well designed and with good quality infrastructure and facilities for community living. Established housing and traditional villages will be protected and city centre living will be promoted through mixed-use developments.

The KLCP 2020 gives priority to the protection of its limited natural environment and to enhancing its natural assets by improving the quality, amenity and accessibility to these assets for the benefits of the people and visitors of Kuala Lumpur. The major rivers will be protected and connected to form a network of blue corridor, which then link to a network of parks and green areas within the City, and ultimately achieving the aspiration for a greener Kuala Lumpur.

In making Kuala Lumpur a city that is liveable and attractive to its population and visitors, the KLCP 2020 places greater emphasis on urban design excellence to shape the urban landscape of the City. Initiatives towards enhancing

and strengthening the City's character and identity through good urban design practices and architecture and through the provision of quality public spaces have been formulated. Additionally, the City's significant built heritage will also be protected and conserved as the City transformed into a world class city.

The KLCP 2020 promotes the adoption of green infrastructure towards its effort to achieve sustainable development and in reducing its carbon footprint whilst at the same time providing enabling infrastructure to support its future growth. Key initiatives formulated aim for a more coordinated approach in the planning and implementation of infrastructure and utilities and in ensuring that the supply and services is of the highest standard and reliability. The Plan also promotes usage of new and greener technologies in the provision of infrastructure and utilities. Focus is also given for better management of stormwater and drainage to alleviate flooding within the City.

All strategic directions and key initiatives of the KLCP 2020 as elaborated in Volume 1 document form the core structure for the spatial plans (development parameters defined in Volume 2). The spatial plans, through two key maps namely the Land Use Zoning Map and the Intensity Map, define key development parameters that will guide future development in the City. These two maps translate all spatially related elements of the KLCP 2020 strategic directions, ranging from economic aspects, social and



community facilities, transportation and road network to protection of the natural environment, traditional villages and green network.

The Land Use Zoning Map and Intensity Map which will replace the current Comprehensive Development Plans, provide clear focus for management of future use and intensity of developments. These plans are further substantiated by series of overlay maps that provide further requirements and development control parameters to be adhered by all development proposals.

As KLCH moves towards improving service delivery and ensuring good city governance, the KLCP 2020 translates the policies of the Kuala Lumpur Structure Plan 2020 into series of key initiatives and development control parameters. Subsequently, detailed implementation programmes and projects will be outlined in other implementation blueprints particularly the Kuala Lumpur City Hall Strategic Plan and Annual Budgets and relevant development guidelines and guide plans.

Apart from being a local plan that primarily functions to govern planning and development according to the provision of the Federal Territory (Planning) Act 1982, the KLCP 2020 is a document for marketing the City in a sense that it gives a clear indication on the economic sectors to be focussed and strengthened within the next few years up until year 2020.

Additionally, all initiatives laid out for implementation with respect to improvements such as in infrastructure, transportation, public and cultural amenities, housing, recreational and others are critical factors in promoting the strengths and opportunities in the City to help foster investor, business and community confidence for population and economic growth. Improving the range and quality of affordable housing, lifestyle offerings and community facilities could also help attract and retain people and support community sustainability. Identification of specific areas for redevelopment and regeneration for example provides clear indication and intention that the City is taking pro-active role in regenerating areas within the City, by advocating and directing development to brownfield sites, which in turn gives clear indication to potential investors on areas that the City is improving, reviving and promoting.

The successful implementations of the Plan is conditional upon strong collaboration, partnership and alliances between all stakeholders with the KLCH helping to facilitate the process including with and between the different government agencies, business communities, investors, community groups and other relevant stakeholders. Some of the initiatives may need to be driven by other stakeholders beyond the set up of the KLCH but the objectives and directions outlined in the KLCP 2020 become shared or common vision and outcomes to be achieved under each intervention or initiative undertaken, irrespective of initiative owners.

The KLCP 2020 helps in charting forthcoming action plans and programmes for implementation by KLCH for the next few years and subsequently the expenditure and investments to be put in their implementations. The KLCP 2020 provides framework for subsequent formulation of KLCH's Strategic Plan and Annual Budgets, prioritising on key initiatives and other supporting initiatives towards achieving the strategic thrusts set out in the Plan. This helps improve delivery of key services by prioritising on key aspects outlined within the KLCP 2020, particularly in the provision and improvement of community and recreational facilities, improving pedestrian connectivity and facilities, improvement in the public realm, landscape and streetscape and others. The Plan provides transparency on both priority actions by KLCH as well as on the regulatory aspects especially with regards to development

control, hence helps to foster good city governance by and good work culture within KLCH.

With key development control parameters clearly outlined especially in the Volume 2 of the KLCP 2020, greater transparency can be expected from planning and development regulatory perspective. The Plan provides a more structured and comprehensive tool in the administration and in the monitoring of development activities. With the Plan being gazetted as a public document, it assists in the interaction between KLCH and the public as the public can now effectively provide feedback to KLCH based on the strategic thrusts, key initiatives and development control parameters outlined in the Plan.

Volume 1, which sets out framework for implementation, marketing, regulatory, partnership and management mechanism, is an overall overarching agenda to achieve the City's vision. Volume 2 meanwhile has been formulated with flexibility to accommodate the City's growth dynamism and changing requirements. As and when required, further improvements and changes necessary to promote and accommodate growth as well as to strengthen protections for selected areas such as the stable communities or established housings, heritage and environment, will be made to Volume 2 document. Such changes, as allowed under the provision of the Federal Territory (Planning) Act 1982, will be brought to public for consultation and feedback. Moving forward, KLCH shall adopt a pro-active and bottom-up approach in engaging and involving the communities in planning and implementation of the KLCP 2020.



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