

PROPOSED LANDSCAPE REDEVELOPMENT MASTER PLAN FOR PEKAN
SUNGAI BESI

By

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بِوَسْطِئِئْتِيْ اِسْلَامًا اَبْتَارًا بِحَسْبِ مَلِيْسِيَا

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Bismillahirrahmanirrahim...
Assalammualaikum w.h.k...

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Abstract

"The need to care about the urban environment has never been greater. Towns and cities over the centuries must surely rank as the greatest achievements of technological, artistic, cultural and social endeavor. The public realm is the most important part of our towns and cities. It is where the greatest amount of human contact and interaction takes places. It is all parts of the urban fabric to which the public have physical and visual access" (Francis Tibbalds, 2001)

This project thesis, "Proposed Landscape Redevelopment Master Plan for Pekan Sg Besi" will discover, study, doing research, planning, design, and search the best solution to overcome the circulation and environmental issues occur at this small old town.

The aim and goals of this project thesis are, to revitalize Pekan Sungai Besi to be a comfortable environmental town and to design Pekan Sungai Besi as a pedestrian friendly town for comfortable social activities environment.

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CHAPTER 1

1.0 INTRODUCTION

1:0 INTRODUCTION

1.1 Project Introduction

The proposal for design thesis topic is based on site issues. The site being proposed located at Pekan Sungai Besi Kuala Lumpur. The size of the site is about 1.73 acres. The boundary of this town can clearly define by Sungai Besi Star LRT Station and the main road heading towards Kuala Lumpur - Seremban highway. The nodes and attraction of this old town is the market itself.






As being discussed with supervisor and all lecturers, the design topic for this thesis project is "Proposed Landscape Redevelopment Master Plan for Pekan Sg. Besi"









Figure 1a - Proposed site plan - Pekan Sg. Besi

1.2 Issues / Problem statements

1.2.1 Circulation

ISSUES		CAUSES BY:
Traffic congestion		Hawker stalls beside road side. Car being park every where. Traffic conflict at cross junction.
Limited parking space		Limited space around shop houses and market area to provide vehicular parking.
Conflict zone		Improper circulation system at cross junction and T-junction. Behaviour of street users that simply cross the junction without giving priority to the right users that should cross the road first.
Improper pedestrian walkway		Covered drain being the pedestrian walkway around shop houses and street side walk. Some of the covered drain caused hazard to pedestrian.
Unsafe condition for pedestrian to cross the street		No pedestrian crossing or priority for pedestrian to cross street at cross junction and T-junction.

1.2.2 Environmental Issues

ISSUES		CAUSES BY:
(a) Cleanliness and odourless issues	 	<p>- The area that faced with cleanliness problems are around market compound area, rubbish container area and the space between buildings.</p>
(b) Spaces that threat user safety	 	<p>- Hawkers area at road side and at the T-junction is unsafe for users especially pedestrian because of conflict between vehicular, hawker stalls, and buyers.</p> <p>- Beside that, spaces between buildings that don't being organized properly, no pedestrian light and walkway also caused unsafe environment to users.</p>
(c) Untidy space	 	<p>- The spaces become untidy because of improper arrangement of business stuff, especially at 'warong' area, and unorganized residential compound area.</p>

1.3 Design Goal

To design Pekan Sungai Besi as a pedestrian friendly town for comfortable social activities environment.

1.4 Design Objectives:

- * To plan a proper circulation system mainly for pedestrian and also, vehicles to avoid traffic and ease movement.
- * To design and enhance town environment towards comfortable spaces for users especially in term of cleanliness and promote good views.
- * To design the town to be an attractive meeting places for social activities; (retailing, shopping, eating, worshipping, strolling).

CHAPTER 2

2.0 LITERATURE REVIEW & CASE STUDIES

2.0 LITERATURE REVIEW AND CASE STUDIES

2.1 Introduction

The literature review of this thesis project will be concentrate on urban design and town planning study as the topic is focus on redevelopment of Pekan Sg. Besi.

2.2 Literature Review

Successful town centres share a set of key characteristics and features that contribute to their viability and appeal.

2.2.1 Criteria for Successful town:

1) Multiple Functions



Town Centres must be multi-purpose venues. They should integrate a mix of uses including most or all of the following:

- * Residential
- * Office
- * Retail
- * Recreation
- * Entertainment
- * Civic
- * Institutional
- * Cultural facilities

Together, a diverse mix of functions contributes to self-sufficiency, and creates a critical mass of people and activities that enhances competitiveness and viability.

2) Community Orientation and Ownership



The town centre must be an integral part of the community it serves, and as such should provide facilities that draw the local community and primarily serve the local community. In most cases, the visitor market should not be the first priority. However, a successful town centre

will attract visitors in any event.

3) Extended Activity Periods



A key source of a town centre's appeal is the experiences and ambience it provides. These are generated by a mix of factors including the physical environment, the mix of facilities, and the opportunity for social interaction. Together, they contribute to a sense of place, a sense of community ownership and a strong point of

difference from other town centres or precincts.

4) Scale



The core of a town centre should have a human scale, in the following respects. It should be no longer than around 400 metres, which is the typical maximum distance people are willing to walk in a single trip.

Building heights adjacent to the town centre core should not be so high that they effectively lose contact with street level. On a two lane street, adjacent building heights of up to four storeys are considered appropriate, with taller buildings set back from the street.

Plazas and open spaces should be small enough that they do not break the continuity of an active street front or suggest lack of use.

5) Accessibility and Exposure



Regional and local access is critical to success. The core of the town centre should have sufficient parking in close proximity to ensure convenient access. Location on transit routes is also important.

6) Integration with Surrounding Land Uses

A town centre's success lies in part on both catering to and benefiting from surrounding residents, workers and visitors. Therefore, strong physical and functional integration with surrounding land uses is a prerequisite.

7) Retailing



Retailing is the glue that holds a town centre together, because it is the one type of use that everyone in a town centres. In addition to its broad appeal, retailing is a major generator of activity and therefore is essential to add vitality to the streetscape.

Retailing in a town centre precinct should have the following characteristics:

- * Contain shops and services regularly required by local residents and workers, whether or not it also provides facilities appealing to a broader market.
- * Include a variety of food and beverage facilities with outside seating to enhance destination appeal and animate the street.
- * All shops open every day and for extended hours.

- 4- Limited prime street frontage occupied by uses such that have specialised appeal, generate limited activity and/or are open for only limited hours. Such uses include financial institutions, niche retailers and space-consumptive civic facilities such as a library or performance space.

8) Local Markets

Potentially the most important single factor underpinning the success of a town centre is a substantial local market. It is preferable to have a significant residential and/or worker base within or near the town centre core to generate regular demand for town centre retail, food and beverage facilities, in addition to contributing to the vitality of the precinct. Other markets within a convenient distance are also important, as it is unlikely that on-site markets are sufficient in themselves to support a wide array of shops and services in the town.

9) Sense of Place



A sense of place or identity of a town centre is often the hardest characteristic to define, because it should be unique to each town centre. Successful places bring together most or all of the features described above, and infuse the distinct local character brought by geography, climate and the characteristics of the local

market. The most successful places are those in which a variety of people meet and gather, day and night, for a variety of reasons.

2.2.2 Fundamental qualities of real town:

- * Pedestrian scale
- * An identifiable center and edges
- * Integrated diversity of use and population
- * Defined public space

2.2.3 Town-like-principles:

- * Housing for a diverse population
- * A full mix of uses
- * Walk able streets
- * Positive public area
- * Integrated public/civic and commercial centers
- * Transit orientation
- * Accessible open space

2.2.4 Roads can be pedestrian-friendly by measures such as:

- * No other traffic allowed; in addition poles may prevent cars from entering
- * Low speed limit for other traffic
- * Wide pavements
- * pedestrian crossings, especially with priority for pedestrians
- * Restrictions on advertising material cluttering shopping streets
- * A partial or full roof to protect from precipitation.
- * roller skating and skateboarding not allowed
- * Pavement cafes leave enough room for walking
- * In hot regions: sufficient shade

2.2.5 Pedestrian Emphasis

- * Reinforce and enhance the pedestrian System
- * Protect the pedestrian environment from bicycle and vehicular movement
- * Bridge across barriers and obstacles connecting pedestrian pathways with strongly marked crossings and inviting sidewalk design
- * Provide stopping and viewing places
- * Make plazas, parks and open space successful
- * Consider sunlight, shadow, glare, reflection, wind and rain.
- * Integrate barrier-free design

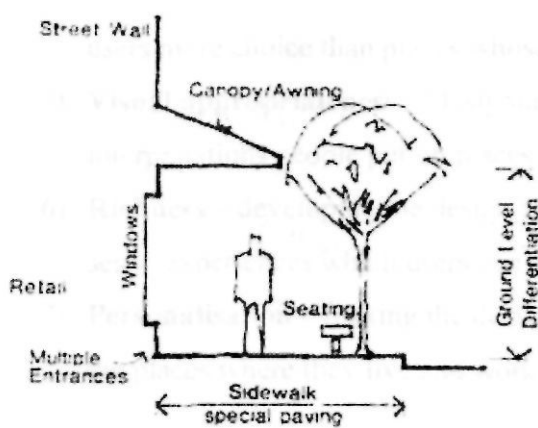


Figure 2.2.5a - Sidewalk

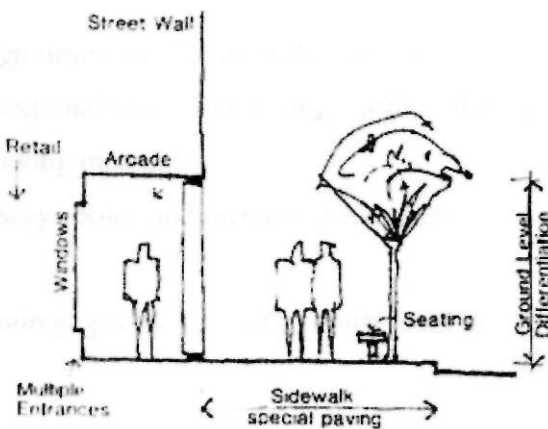


Figure 2.2.5b - Sidewalk

Living Street

A living street is a street in which the needs of car drivers are secondary to the needs of users of the street as a whole; traffic calming principles are integrated into their design.

2.2.6 Urban Elements

The key issues in making places responsive and the qualities that can be achieved in the design of buildings and outdoor places are:

- 1) **Permeability** - Designing the overall layout of routes and development blocks. Places that are accessible to people and can offer choice and alternative ways through an environment.
- 2) **Variety** - Easily accessible places that offer a choice of experiences and variety of uses.
- 3) **Legibility** - it is how easily people can understand its layout.
- 4) **Robustness** - Places which can be used for many different purposes offer their users more choice than places whose design limits them to a single fixed use.
- 5) **Visual appropriateness** - Designing the external image that strongly affects the interpretations people put on places that having meanings.
- 6) **Richness** - developing the design for sensory choice and increase the choice of sense-experiences which users can enjoy.
- 7) **Personalisation** - making the design encourage people to put their own mark on the places where they live and work.

Legibility is the quality which makes a place graspable. To achieve greater permeability and variety, people can only take advantage of the choice which those qualities offer in the place's layout.

Kevin Lynch, the American planner, who pioneered studies of this topic, has suggested that these features can be grouped into five key elements:

- 1) **Path** - are the most significant of these elements. They are channels of movement; alleys, streets, motorways & railway. Most people include them as the most features in the images of the city.
- 2) **Nodes** - are focal places, such as junction of paths, examples extend from roundabouts to market squares.

- 3) **Landmarks** - In contrast to nodes, landmarks are point references which most people experience from outside.
- 4) **Edges** - are liner elements which are either not used as paths, or which are usually seen from positions where their path nature is obscured. As an example; wall, rivers, railway viaducts and elevated motorways.
- 5) **Districts** - Path, nodes, landmarks, and edges constitute the skeleton of the urban image, which is fleshed out with areas of less strongly differentiated urban fabric. The flesh itself is organised into districts.

2.3 Reference Study

Portland, Oregon

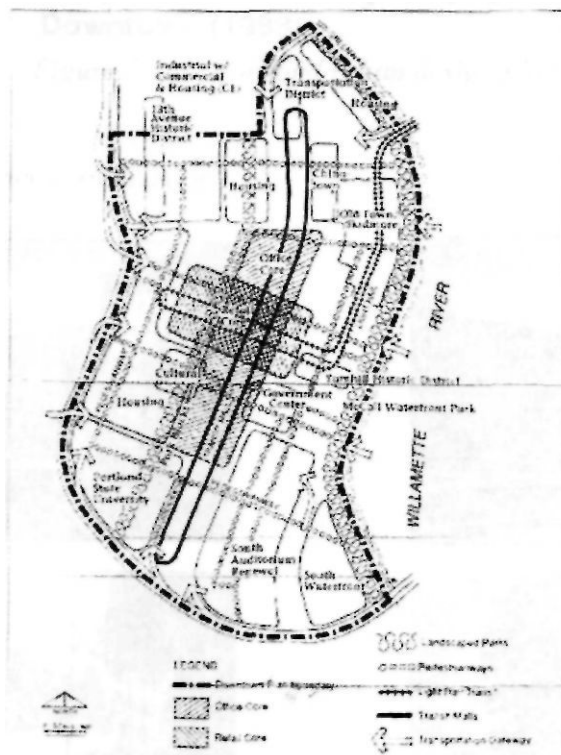
Location: Western coast of Oregon on the Willamette River near Mt. Hood.

Population: 500, 000

Revitalization development: Since the early 1960s

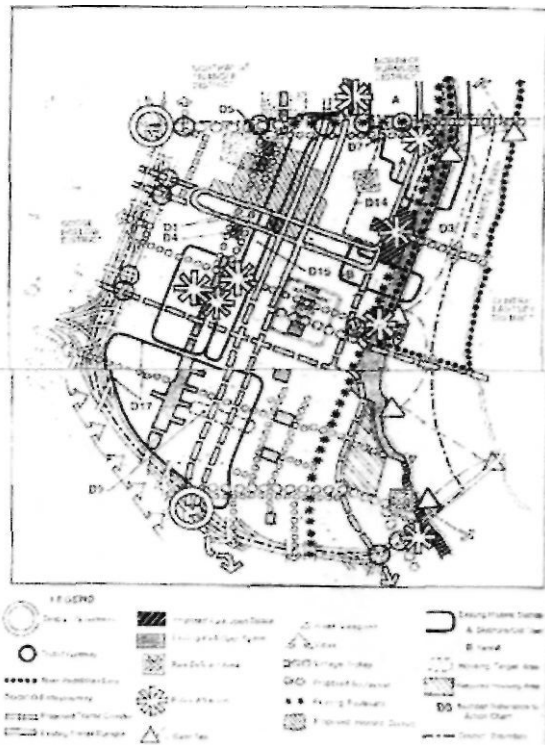
Central city-wide Fundamental Design Guidelines:

- * Encourage urban design excellence in the Central City.
- * Enhance the character of Portland's Central City districts.
- * Provide for a pleasant, rich and diverse pedestrian experience
- * Creating 24 hours Central City which is safe, humane and prosperous.
- * Assure that new development is at human scale and relates to the character of the area.



Portland: Downtown Concept Plan (1972).

Figure 2.3a - Portland Concept Plan



Portland: Urban Design Plan & Downtown (1988).

Figure 2.3b - Portland urban design plan

Portland images after revitalization



2.4 Case Study

Hang Tuah Mall

Location: Jalan Hang Tuah,
Malacca.

Site Function: Institutional and
commercial area.

- * Malacca State Government
Buildings, Graha Maju
- * HSBC Bank, Maybank,
Bumiputra Commerce
Bank
- * Grand Legacy Hotel and
Naza Hotel
- * Numerous shop houses that
offer goods and services
Street

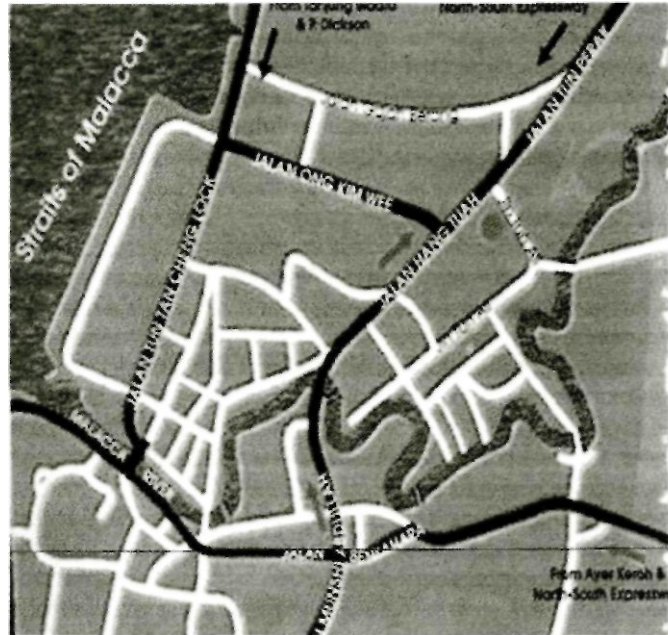


Figure 2.4a Location Plan of Hang Tuah

Previous situation of Jalan Hang Tuah:

- * Two ways circulation system separated by curb divider.
- * Congestion situation especially in front of commercial and institutional area.
- * Limited parking space.
- * No street planting along the street.
- * No extended activities during night.
- * No standardization of building colors and signage