

TRANSIT PARK as a transit hub

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final **comprehensive** studio

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introduction

transitPARK?

"Transit Park shall be designed for the safe and efficient movement of vehicles and pedestrians. Transit Park access shall be designed to provide rapid, safe and efficient movement of vehicles between the transfer station and local traffic."

central market

Unique tourist attraction



venue in any commercial development

Unique tourist attraction



Transition area

Park-and-ride facilities



site plan
not to scale

aimsofstudy

To create a comfortable waiting space, pedestrian friendly and transit orientated which appeal for families, seniors, teenagers and downtown workers

issuesofstudy

Less shaded space

Improper waiting place at the surrounded area

Less of parking lots

Not pedestrian friendly

Create a unique identity and image for the park

Use high quality design and materials

Create beauty

Create active streets fronts that extend beyond the park

Create active streets fronts that extend beyond the park

Design a public transit as well as pedestrian

significanceofstudy

Encourage the uses of public transport - solve traffic congestion

Sense of place

make it DISTINCT

make it CONNECT

objectivesofstudy

make the space MORE than open...

make it FOR ALL

make it ACTIVE

● Safety and security place

● Create a place to sit + relax

● Incorporate elements of public space from many cultures

● Create a multitude experiences

● Introduce art and play

● Enliven the park with extensive activities+events

Light Rail Transit

Phone booth

Vending machine

Bus

Bicycle rack

Pedestrian

Bus stop

Bikers

proposal01

proposed transitPARK as sociable waiting place at jalan hang kasturi, KUALA LUMPUR



Proposed **TRANSIT PARK** at Jalan Hang Kasturi, Kuala Lumpur

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I final comprehensive studio I

2nd stage I inventory+analysis+synthesis



site history + background

+The Kuala Lumpur Central Market located at Jalan Hang Kasturi (Rodger Street) was built in the years 1888 and 1889 at a construction cost of RM48,000.00.

+The Market was subsequently expanded in the years 1895, 1920 and 1921. Up to the year 1933, the cost of extension had gone up to RM167,000.00.

+The Old Market was initially built by Yap Ah Loy. The British government eventually took over the market and extended it to 250 feet long and 90 feet wide..



Key Plan
Not To Scale



Location Plan
Not To Scale



Aerial view taken in 1973



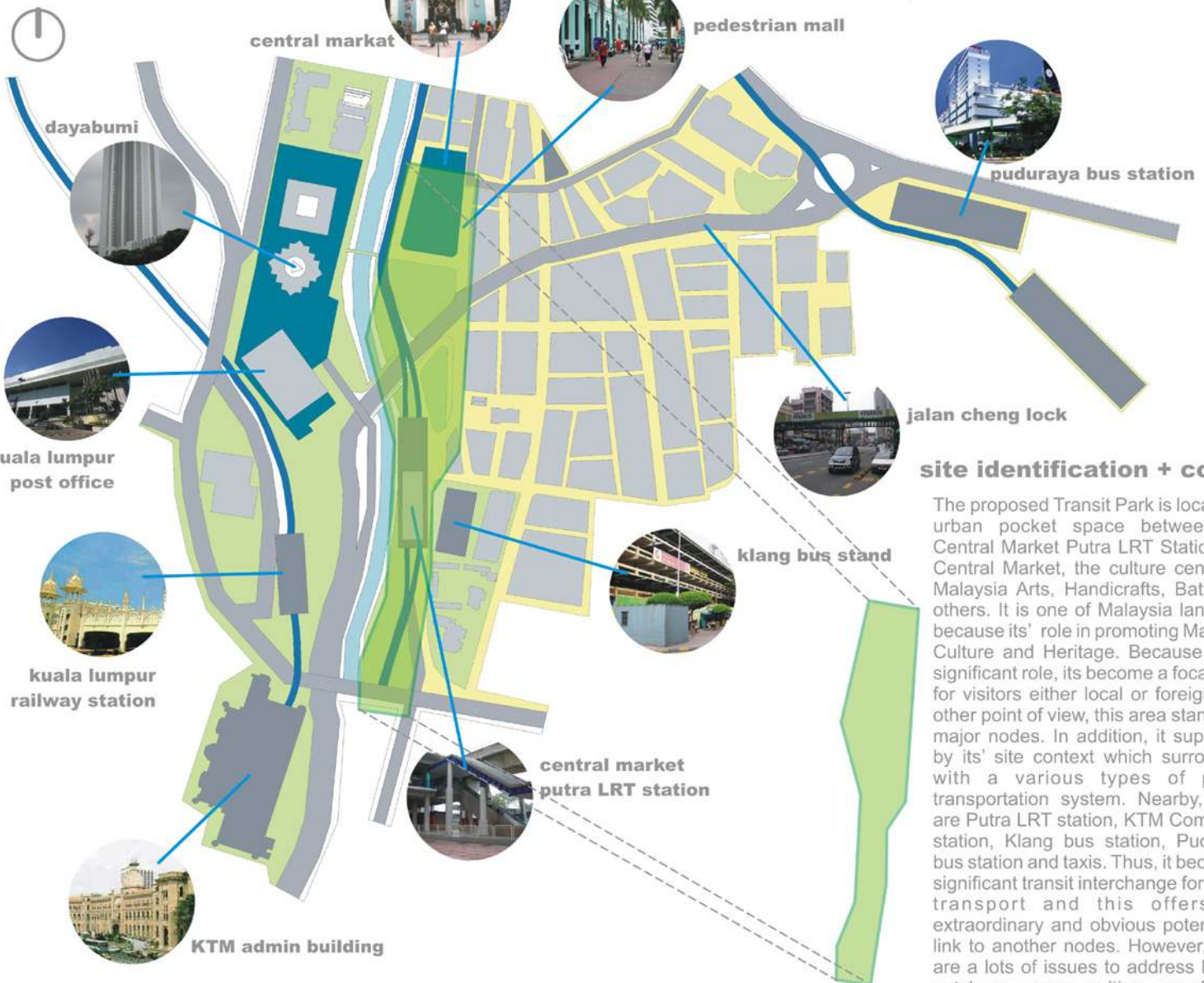
1880



1895



1917



site identification + context

The proposed Transit Park is located at urban pocket space between the Central Market Putra LRT Station and Central Market, the culture centre for Malaysia Arts, Handicrafts, Batik and others. It is one of Malaysia landmark because its' role in promoting Malaysia Culture and Heritage. Because of its' significant role, its become a focal point for visitors either local or foreigner. In other point of view, this area stand as a major nodes. In addition, it supported by its' site context which surrounded with a various types of public transportation system. Nearby, there are Putra LRT station, KTM Commuter station, Klang bus station, Puduraya bus station and taxis. Thus, it become a significant transit interchange for public transport and this offers the extraordinary and obvious potential to link to another nodes. However, there are a lots of issues to address like do not have proper waiting area for the users of public transport. So, how to solve it???

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solids + voids

accessibility + transportation

pedestrian + circulation

the suggestion / synthesis

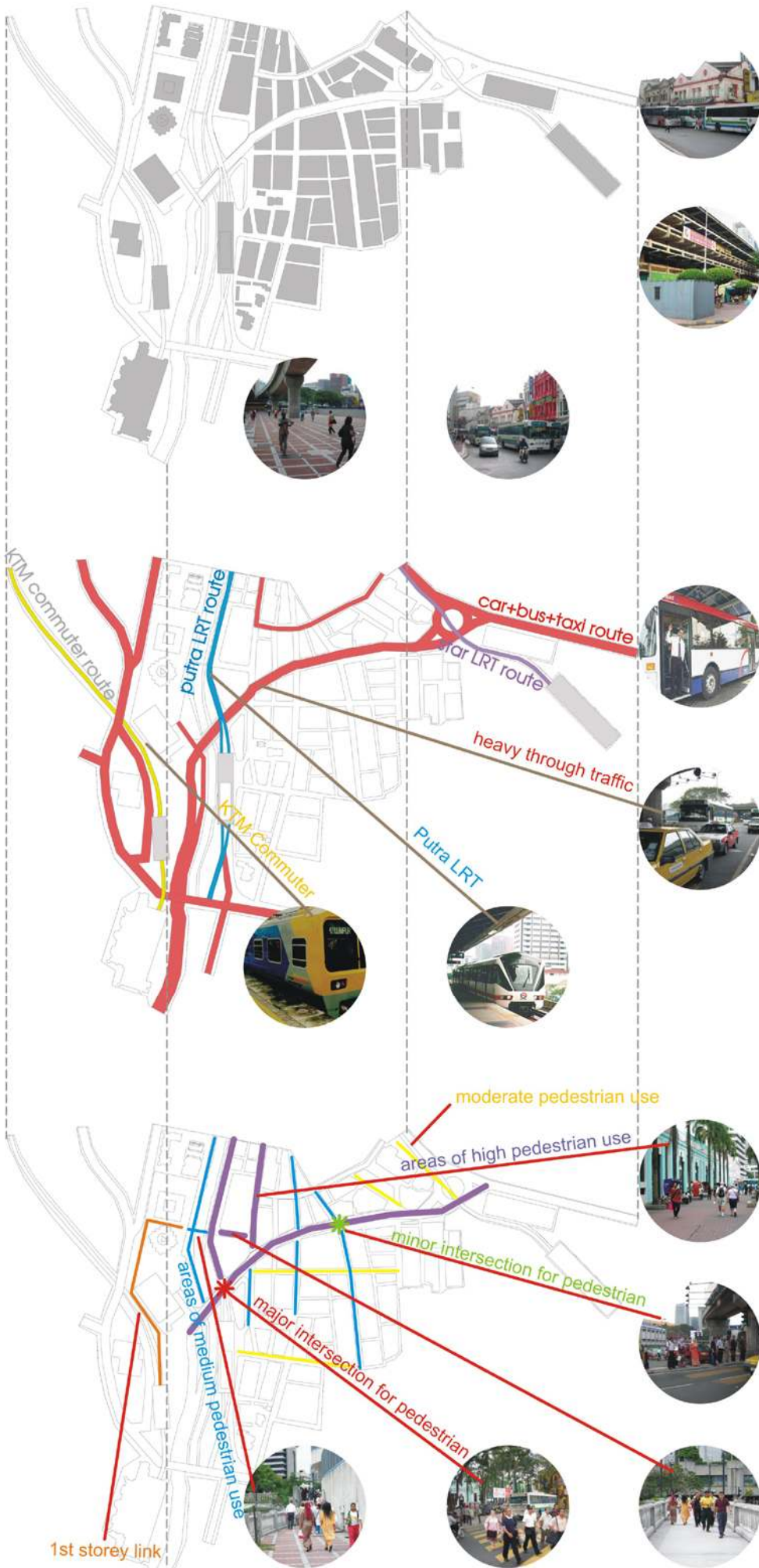
The solid and void enable the identification of spaces for transit park development. Through this also it allows the continuity of development thus anchoring well with the existing urban fabric.

the suggestion / synthesis

The diversity of modes of transportation allows the user to choose their own routes of traveling. However, the high velocity of traffic post a hazard towards the efficiency of public transport. Therefore, transit park sheds a light of hope in overcoming this predicament.

the suggestion / synthesis

The existing pedestrian linkages is not well defined and develop to cater for its high intensity of usage. Therefore, it also compromises the safety of pedestrian.



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nodes + landmarks

open spaces

building + architecture

landmark

nodes

public terminal

transit interchange

its function+character

the activities

transit interchange

performance stage

parking area

parking area

potential area

lack of space utilization

post modern architecture

electric architecture

modern architecture

the suggestion / synthesis

From the analysis, this sector are very important and significance towards designing a transit park. From the analysis, the study area become one of the major nodes because of the character of Central Market itself. Thus, the proper planning about the spatial planning especially the layout of parking area should be done. It is because as a preparation for future development whereas CM definitely become a significance tourist attraction more than today.

the suggestion / synthesis

The study on open spaces in this area shows that only a few percent of this area have an open space. However, the problem is a lack of utilization of open space. Thus, this problem act as a potential to develop a transit park because of its location.

the suggestion / synthesis

There are three types of architectural significance namely eclectic, post modern and modern. These types of architecture offers opportunity for a transit park development.

Proposed TRANSIT PARK at Jalan Hang Kasturi, Kuala Lumpur

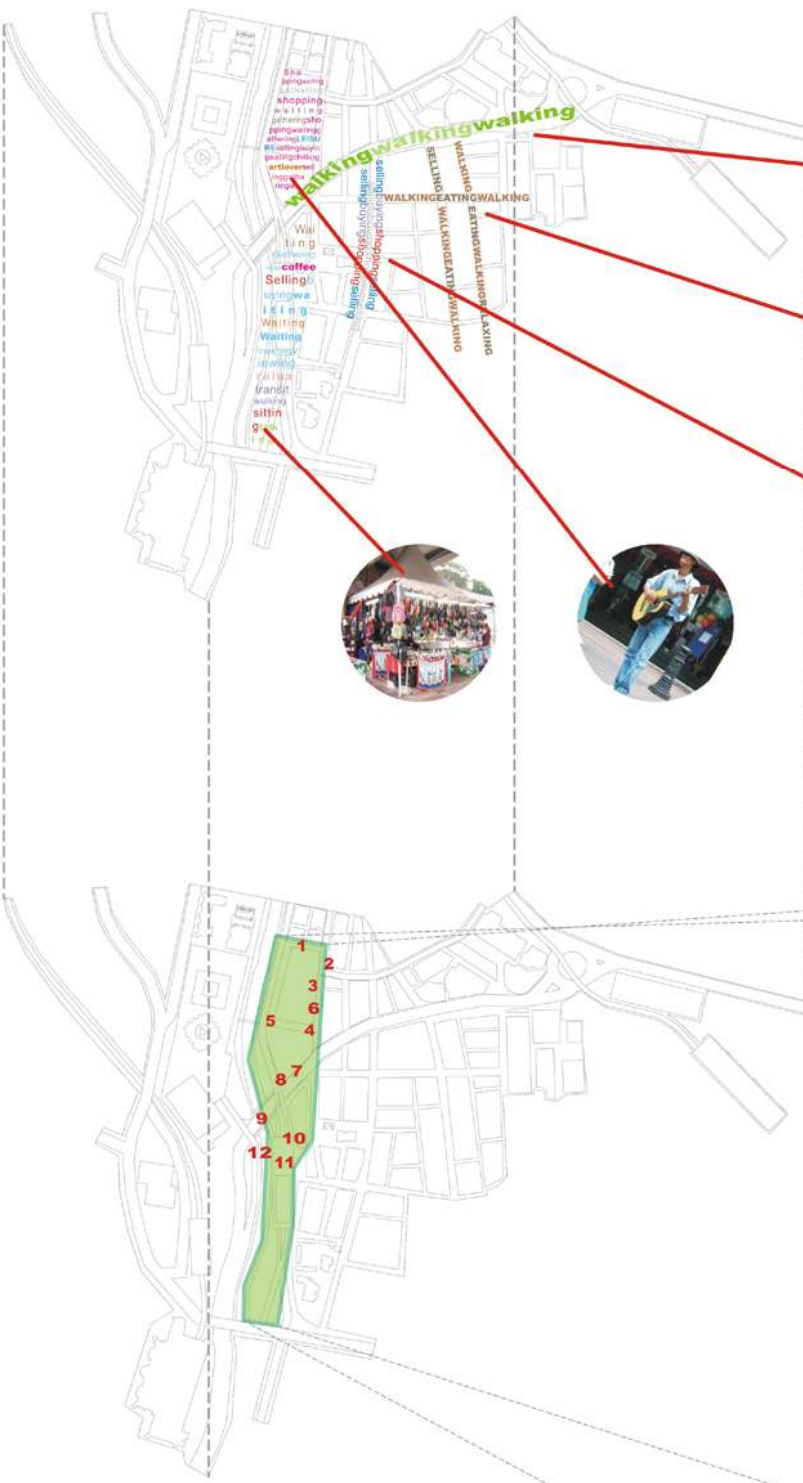
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2nd stage I inventory+analysis+synthesis



social behaviours + activities

facilities + planting



the suggestion / synthesis

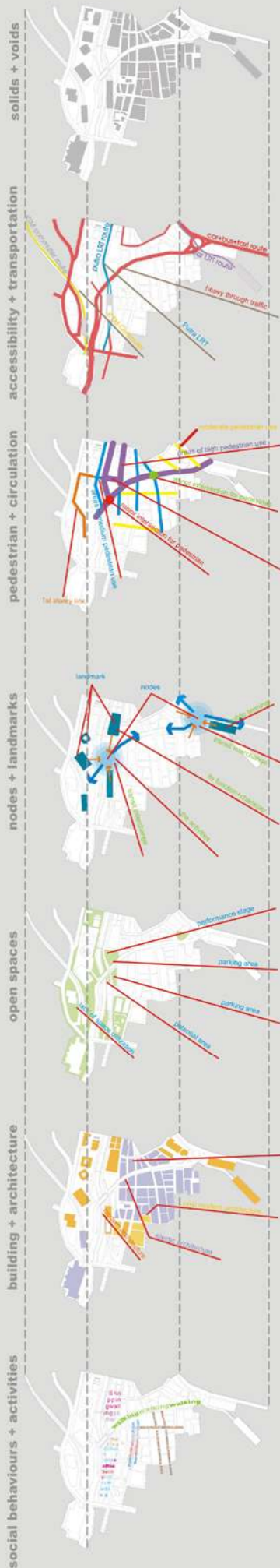
From the analysis have been done, there are a lot of activities have been identified such as waiting, selling, shopping, gathering and so on generate the significant of socio-culture and physical of urban pocket space. Therefore, the activities should be link to each other in order to create it more interesting and functional in terms of transit park. Thus, the installment of public art can be seen as a prospect to attract more visitors to experience the park.

the suggestion / synthesis

From the analysis, can be described that the facilities in site area are quite enough but the problem is, it not maintain well especially the signage, telephone booth, and the dustbin. Hence, the local authority should do a survey and take note about the damage. Beside, my suggestion is to install the facilities which have a strong urban and cultural character.



designparameters



designobjectives

- :: To **design "place for all"**- emphasize the safety and security of visitors and incorporate elements of public space from many cultures.
- :: To **create an urban nodes** as a medium of connection- visitors can easy transferring to another nodes or place.
- :: To **create a place** which visitors can rest and relax while transferring to another place and clear direction.
- :: To **enhance the distinctive** of the place by create a unique identity and image by introduce public art.

designgoal

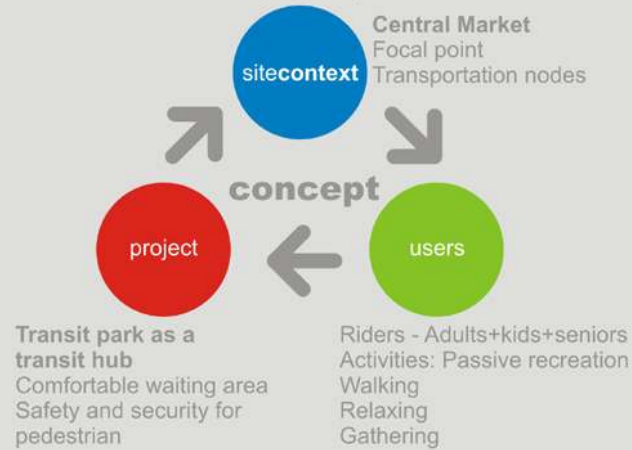
To create a **comfortable waiting space and pedestrian friendly** which appeal for families, seniors, teenagers and downtown workers especially the riders."

designapproaches

- :: Through the **activities** as well as cultural and heritage (multi races in Malaysia)
- Active, semi active and passive (zoning concepts)
- :: Enhance the **streetscape** to give a clear direction
- :: Enhance **variety**
- Promote special identity and urban character
- Variety of activities
- :: Apply an **art**
- Character of each races
- Functional arch

conceptualdiagram

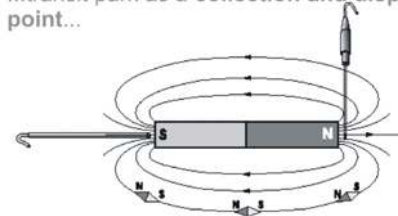
conceptualdevelopment



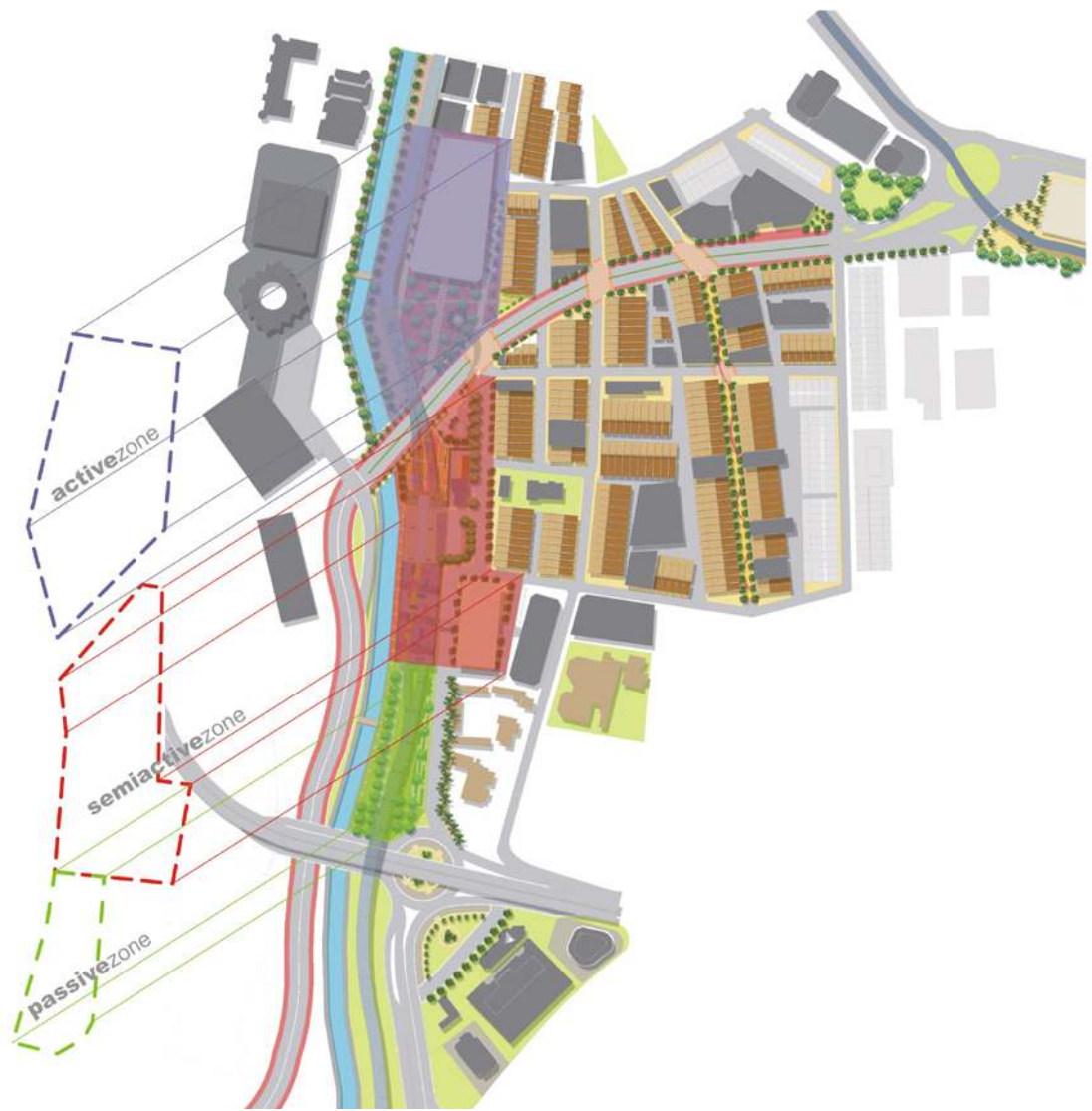
theconcept

THE MAGNETS

- ...a piece of iron or other material that can attract iron...
- ...a person or thing that has a **powerful attraction**...
- ...transit park as a **collection and dispersion point**...



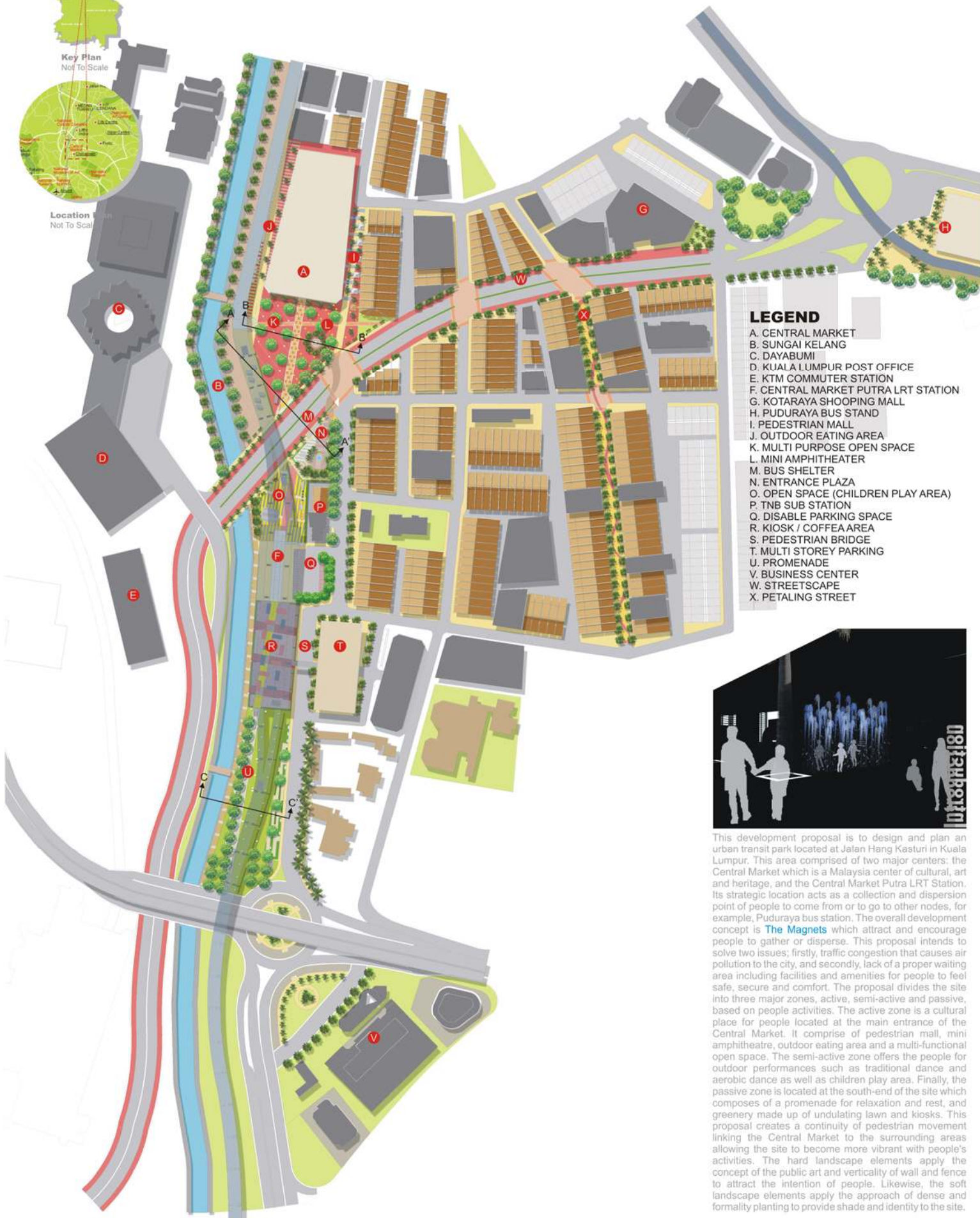
the zoning





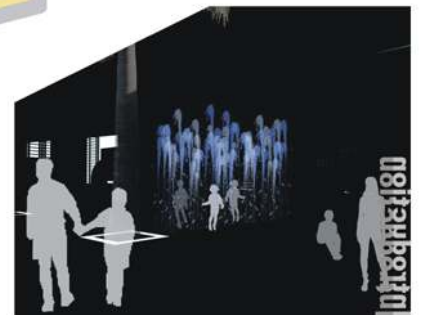
Master Plan

Scale 1: 750



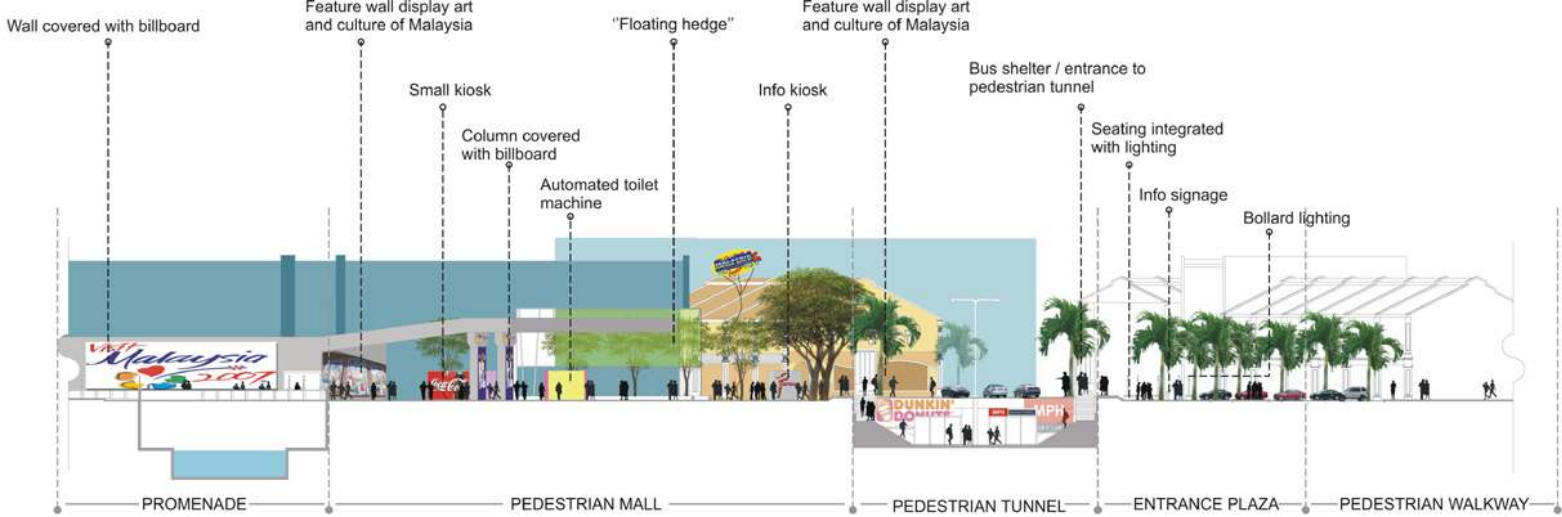
LEGEND

- A. CENTRAL MARKET
- B. SUNGAI KELANG
- C. DAYABUMI
- D. KUALA LUMPUR POST OFFICE
- E. KTM COMMUTER STATION
- F. CENTRAL MARKET PUTRA LRT STATION
- G. KOTARAYA SHOPPING MALL
- H. PUDURAYA BUS STAND
- I. PEDESTRIAN MALL
- J. OUTDOOR EATING AREA
- K. MULTI PURPOSE OPEN SPACE
- L. MINI AMPHITHEATER
- M. BUS SHELTER
- N. ENTRANCE PLAZA
- O. OPEN SPACE (CHILDREN PLAY AREA)
- P. TNB SUB STATION
- Q. DISABLE PARKING SPACE
- R. KIOSK / COFFEE AREA
- S. PEDESTRIAN BRIDGE
- T. MULTI STOREY PARKING
- U. PROMENADE
- V. BUSINESS CENTER
- W. STREETScape
- X. PETALING STREET



This development proposal is to design and plan an urban transit park located at Jalan Hang Kasturi in Kuala Lumpur. This area comprised of two major centers: the Central Market which is a Malaysia center of cultural, art and heritage, and the Central Market Putra LRT Station. Its strategic location acts as a collection and dispersion point of people to come from or to go to other nodes, for example, Puduraya bus station. The overall development concept is **The Magnets** which attract and encourage people to gather or disperse. This proposal intends to solve two issues; firstly, traffic congestion that causes air pollution to the city, and secondly, lack of a proper waiting area including facilities and amenities for people to feel safe, secure and comfort. The proposal divides the site into three major zones, active, semi-active and passive, based on people activities. The active zone is a cultural place for people located at the main entrance of the Central Market. It comprise of pedestrian mall, mini amphitheatre, outdoor eating area and a multi-functional open space. The semi-active zone offers the people for outdoor performances such as traditional dance and aerobic dance as well as children play area. Finally, the passive zone is located at the south-end of the site which composes of a promenade for relaxation and rest, and greenery made up of undulating lawn and kiosks. This proposal creates a continuity of pedestrian movement linking the Central Market to the surrounding areas allowing the site to become more vibrant with people's activities. The hard landscape elements apply the concept of the public art and verticality of wall and fence to attract the intention of people. Likewise, the soft landscape elements apply the approach of dense and formality planting to provide shade and identity to the site.





Section - Elevation A-A'

Scale 1 : 200



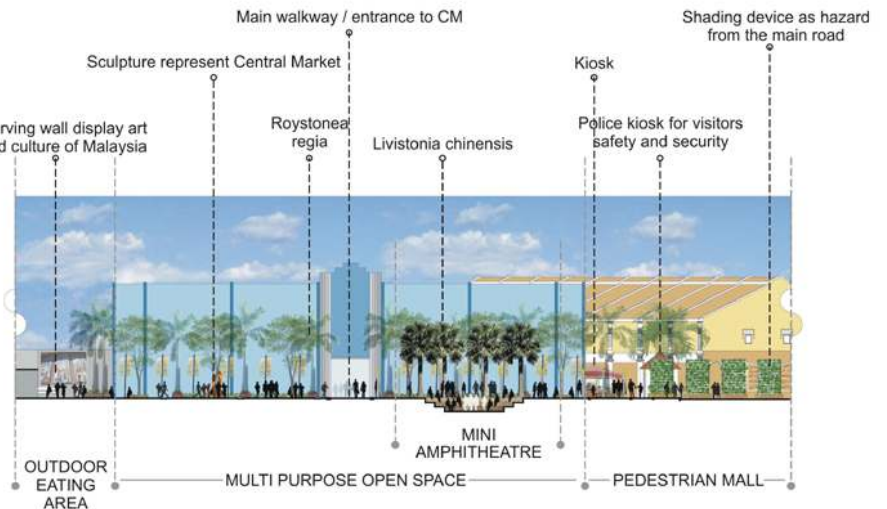
View towards multi purpose open space. The using of shading device to give shade and as a hazard for pedestrian.



View at the mini amphitheater. Space for small scale gathering and to appreciate the street performer.



Small kiosk relocated under the bridge to fully utilize the space



Section - Elevation B-B'

Scale 1 : 200

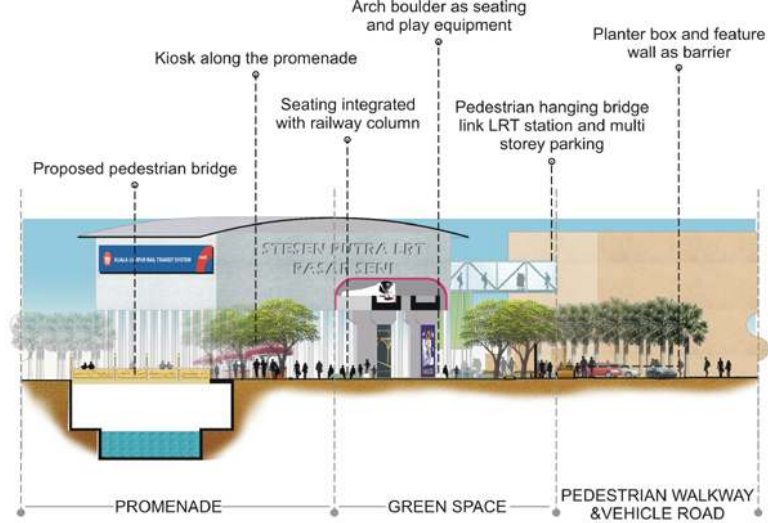


Perspectives shows the multipurpose open space during day and night. Red paving pattern represent the Chinese culture.



Perspectives shows the outdoor eating area. The seating and table are concrete based and integrated from the wall to conserve the limited space.





Section - Elevation C-C'
Scale 1 : 200



Coffee corner located at the bottom of Putra LRT station



View from promenade towards coffee corner



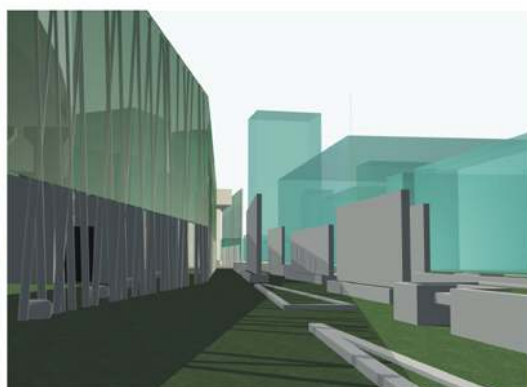
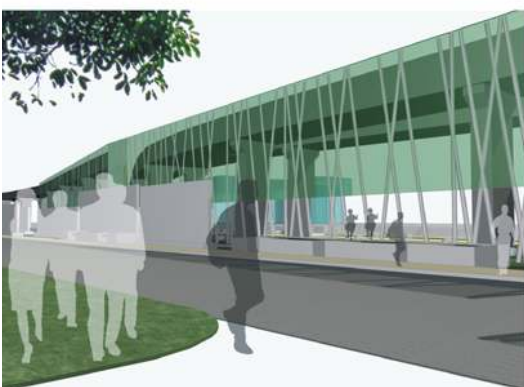
theSPACES



Borrowed Images for Master Plan Development

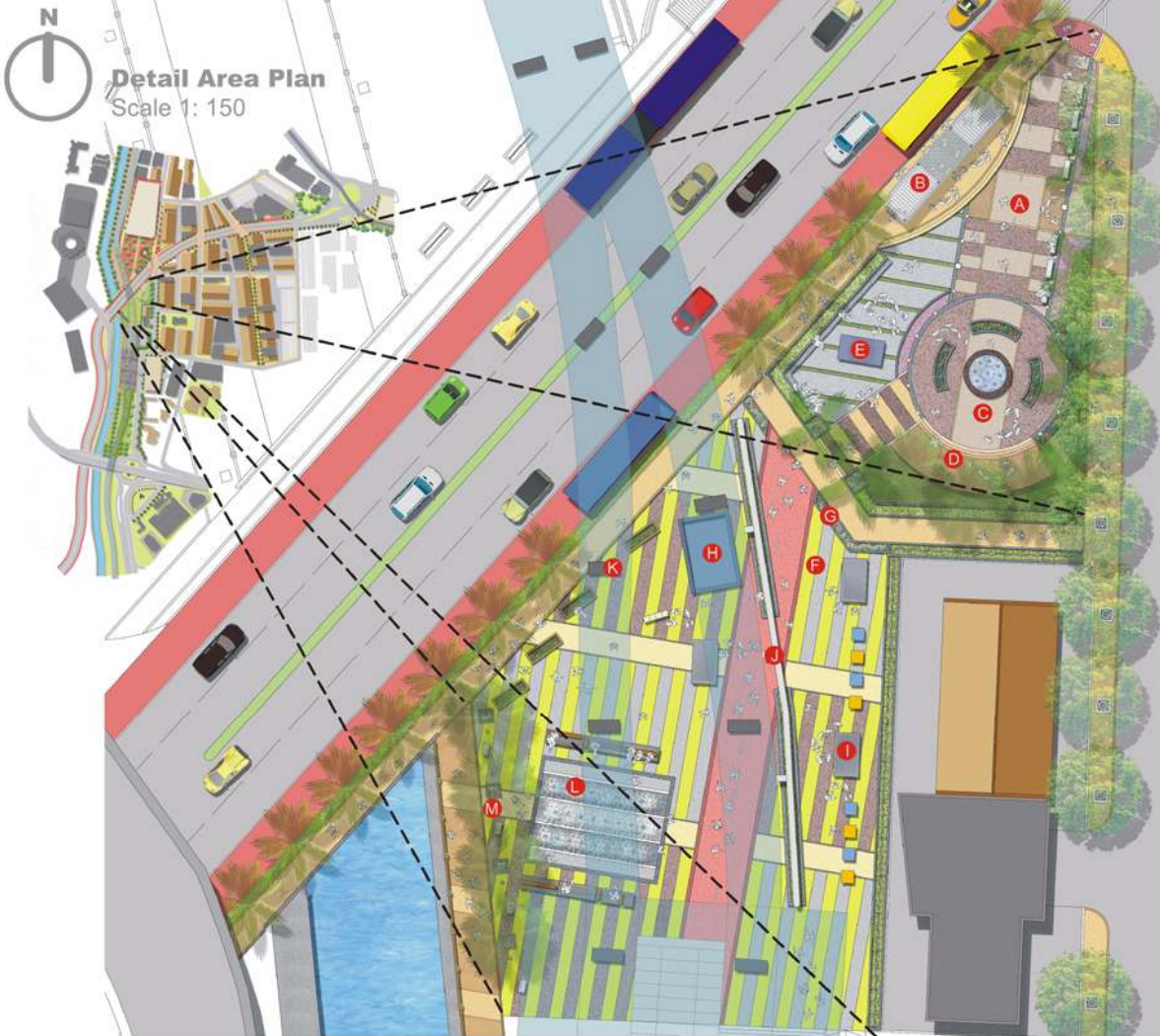


theELEMENTS

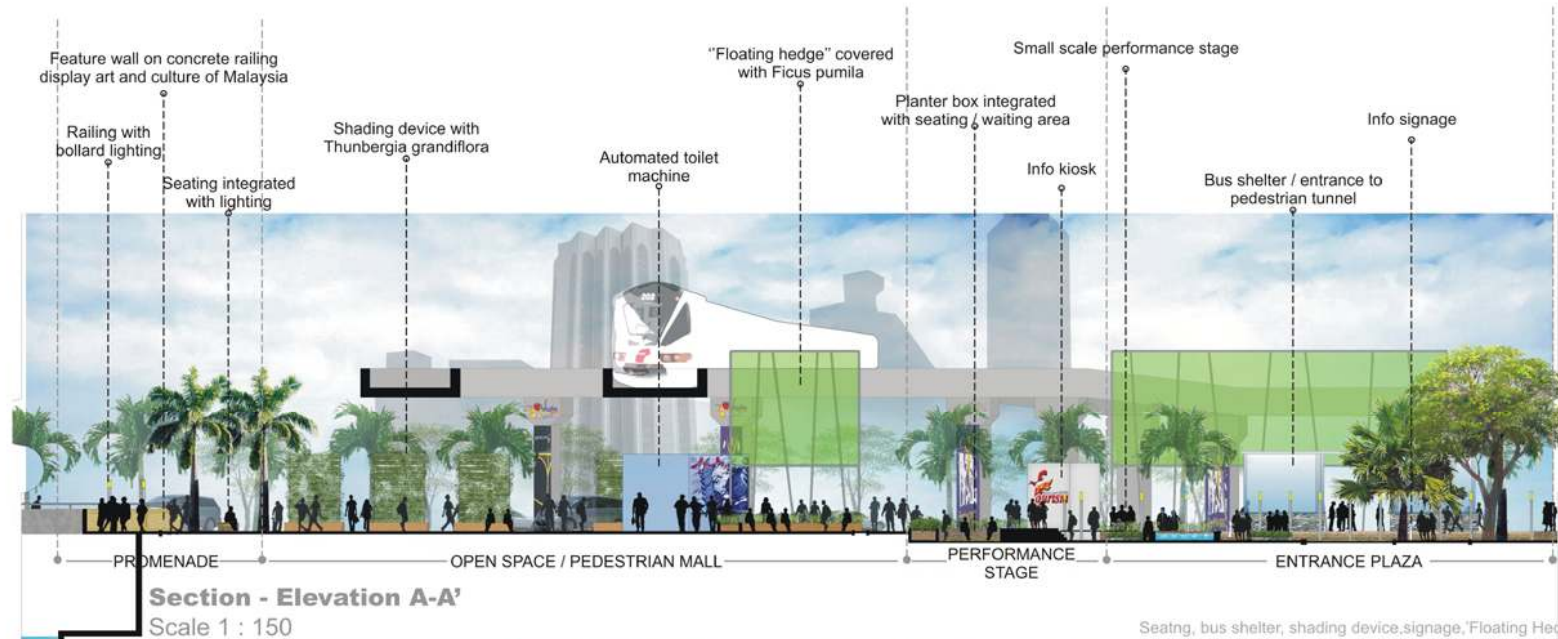


All three perspectives views shows the function of "floating hedge" which give shade. This vertical hardscape element is covered with creepers. It make a new sense and a new identity to this area





- LEGEND**
- A. ENTRANCE PLAZA
 - B. BUS SHELTER
 - C. WATER FOUNTAIN
 - D. PERFORMANCE STAGE
 - E. INFO KIOSK
 - F. PEDESTRIAN MALL
 - G. PLANTER BOX
 - H. AUTOMATED TOILET MACHINE
 - I. SMALL KIOSK
 - J. FLOATING HEDGE AS A 'TREE'
 - K. SHADING DEVICE
 - L. WATER JET FOR CHILDRE AIR
 - M. WATER JET FOR CHILDRE AIR
 - N. MEATING AREA

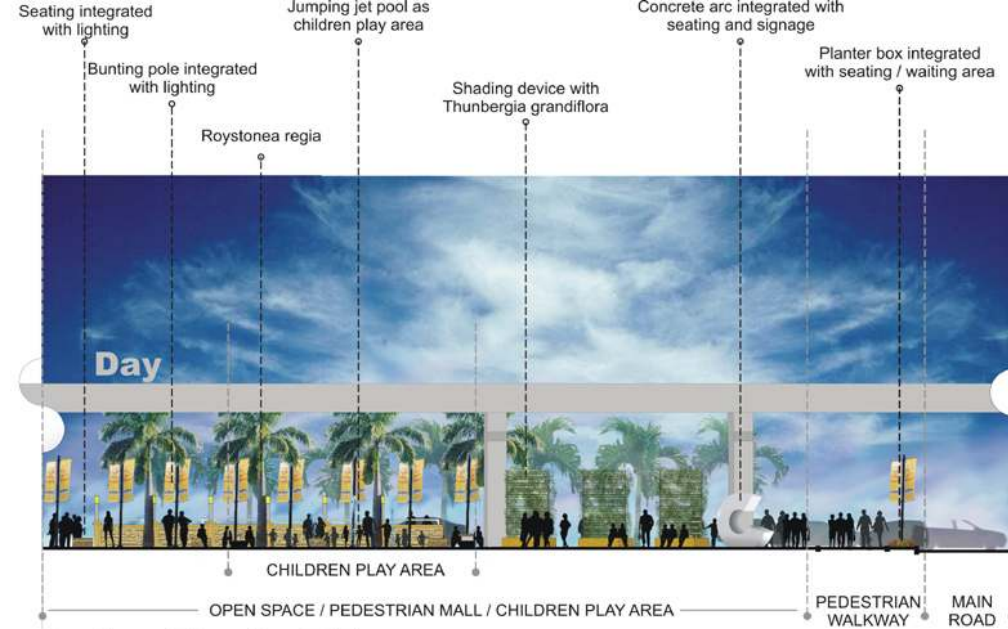


Seating, bus shelter, shading device, signage, 'Floating Hedge'



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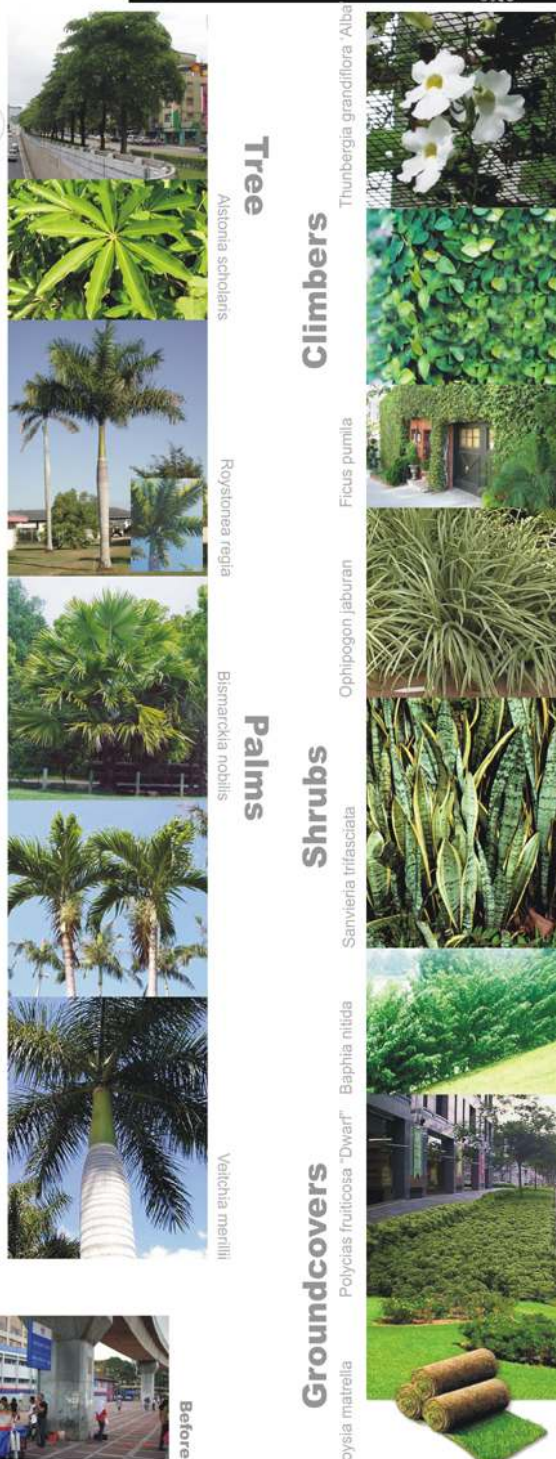


Section - Elevation B-B'

Scale 1 : 150



Shady, strong and formal character
Using the approach of dense and formality planting to provide shade and identity to the site.



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