TRANSIT PARK as a transit hub
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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

Transition area

Park-and-ride facilities

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

issuesofstudy

Less of parking lots

Improper waiting place at the surrounded area

Less shaded space

Not pedestrian friendly

aims of study

objectives of study

significance of study

create a unique identity and image for the park

use high quality design and materials

Create beauty

make it DISTINCT

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

comfort for relax - to walk, read a book, talk

Encourage the uses of public transport - solve traffic congestion

Sense of place

make it CONNECT

make the space MORE than open...

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

entwine the park with extensive activities - events
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.

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 Comuter 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???
Proposed TRANSIT PARK at Jalan Hang Kasturi, Kuala Lumpur
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2nd stage | inventory+analysis+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 diversity of modes of transportation allows the user to choose their own routes of travelling. 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 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.
the suggestion / synthesis

From the analysis, this sector is 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 electric, post modern and modern. These types of architecture offers opportunity for a transit park development.
the suggestion / synthesis

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

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 easily 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 creating a unique identity and image by introduce public art.

design goal

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

design approaches

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

conceptual development

project

users

site context

Central Market
Focal point
Transportation nodes

Transit park as a transit hub
Comfortable waiting area
Safety and security for pedestrian

Riders - Adults + kids + seniors
Activities: Passive recreation
Walking
Relaxing
Gathering

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 concept

the zoning
This development proposal is to design and plan an urban transit park located at Jalan Hang Kasturi in Kuala Lumpur. This area comprises 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 dispersal point of people to come from or go to other nodes, for example, Putra Heights Station. The overall development concept is to 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 enduring lawn and trees. 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 versatility of wall and fence to attract the attention of people. Likewise, the soft landscape elements apply the approach of dense and formally 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 pedestrians.

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

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.
Section - Elevation B-B'
Scale 1 : 150