

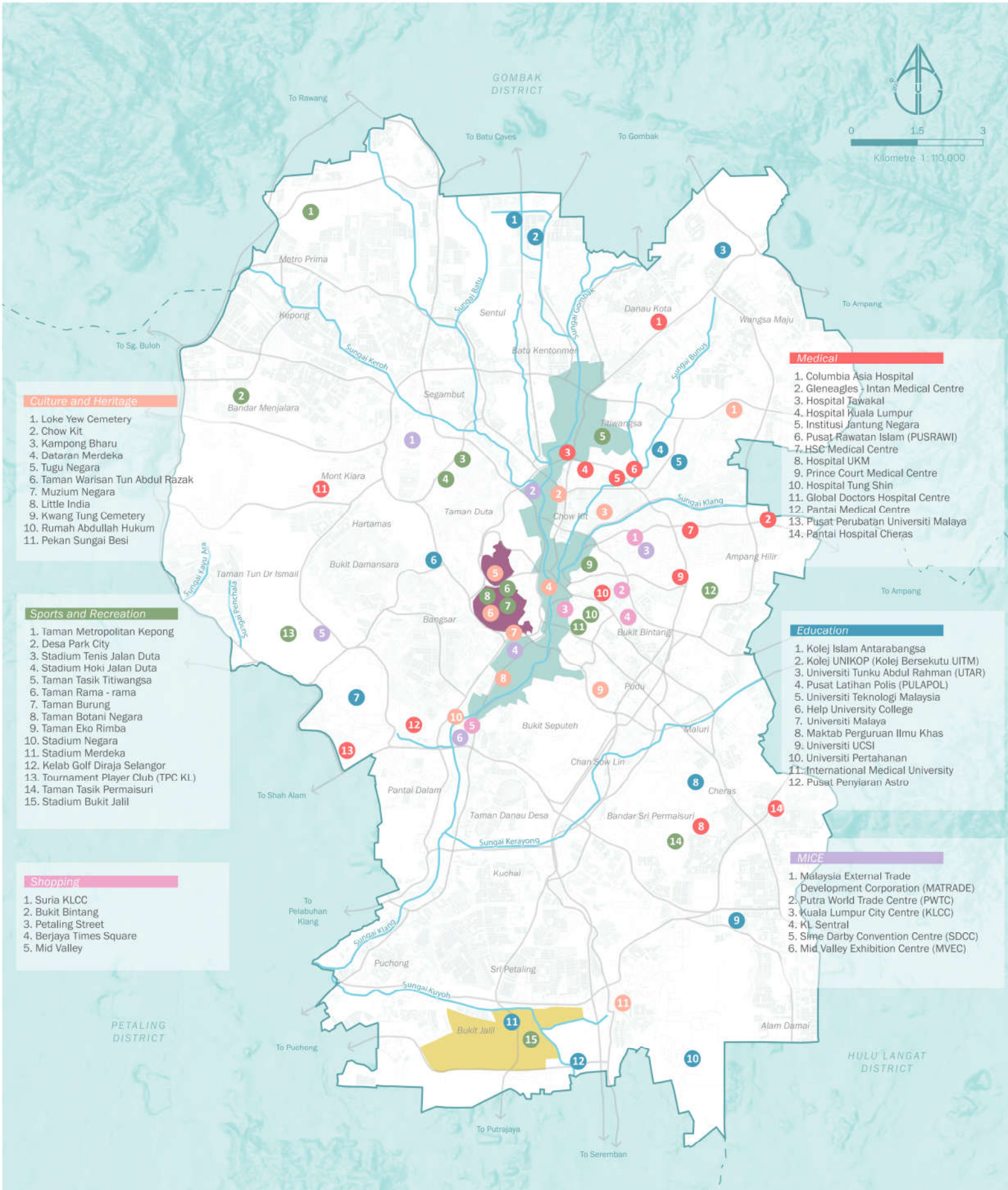


Figure 3.16 Distribution of Tourism Products

Goal 1

Proposed Tourism Precincts

- Perdana Botanical Garden Area
- River of Life (ROL) Area
- Taman Bukit Jalil Area

Existing

- Meeting, Incentives, Conventions dan Exhibitions (MICE)
- Education
- Medical
- Heritage
- Sport and Recreation
- Shopping

Others

- Main Road
- FTKL Boundary
- District Boundary for Selangor State
- River

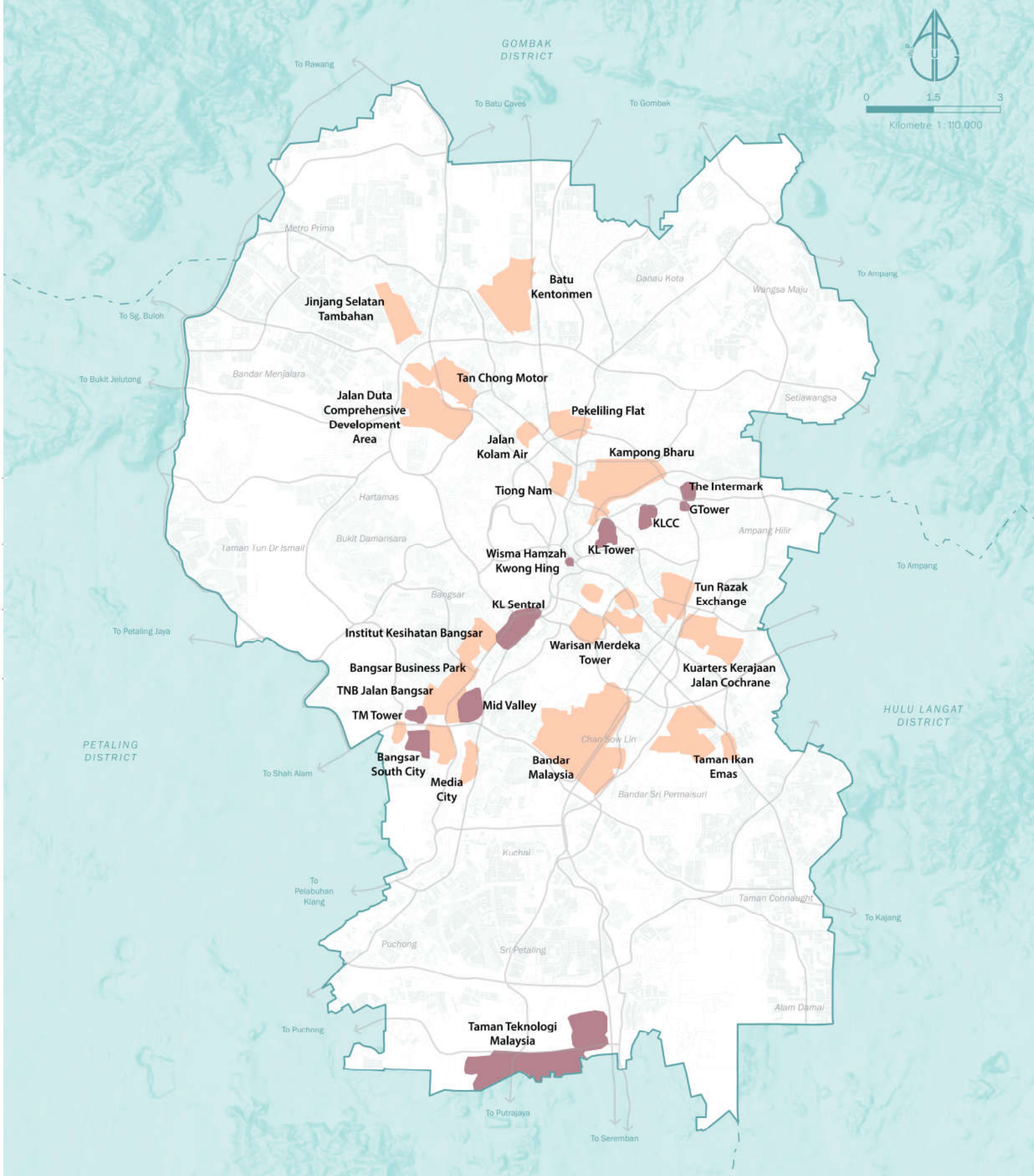


Figure 3.18 **Cyber Cities and Cyber Centres**

Goal 1

Proposed

Potential Cyber Cities and Cyber Centres

Existing

Existing Cyber Cities and Cyber Centres

Others

Main Road
FTKL Boundary
District Boundary for Selangor State

Promoting investment in the industrial sector

The purpose of investment in the industrial sector is to modernise the existing industrial areas in Kuala Lumpur.

There are 23 industrial areas in Kuala Lumpur that have been earmarked for upgrading and improvement, namely:

1. Chan Sow Lin Industrial Park;
2. Bukit Maluri Industrial Area;
3. Taman Kepong Industrial Area;
4. Sri Edaran Industrial Area;
5. TSI Industrial Park, Batu 6 1/2 Kepong
6. Taman Kepong Industrial Area;
7. Spring Crest Industrial Area;
8. Segambut Industrial Area;
9. IKS Industrial Park, Batu Muda;
10. Seri Rampai Industrial Centre;
11. PKNS Industrial Area, Jalan Genting Klang;
12. Setapak Industrial Area;
13. Shamelin Industrial Area;
14. Taman Midah Industrial Area;
15. Desa Tun Razak Industrial Area;
16. Desa Tasek Industrial Area;
17. Taman Sg Besi Industrial Area;
18. Kg. Pakar Industrial Area;
19. Jalan Kuchai Lama Industrial Area;
20. OUG Industrial Area;
21. Batu 7 1/2 Jalan Puchong;
22. Sri Keladi; and
23. Technology Park Malaysia.

Industrial activities in Taman Midah



These efforts can be enhanced by taking the following steps:

1. Creating a conducive industrial environment using the industrial park concept in existing industrial areas;
2. Upgrading existing industrial areas to improve the quality of the physical environment and infrastructure;
3. Encouraging mixed development to cover activities such as manufacturing, commercial services and offices in existing industrial areas;
4. Encouraging new investments in high technology industrial activities that will result in greater value added; and
5. Encouraging R&D programmes to increase productivity and quality.

Industrial activities in Taman Bukit Maluri



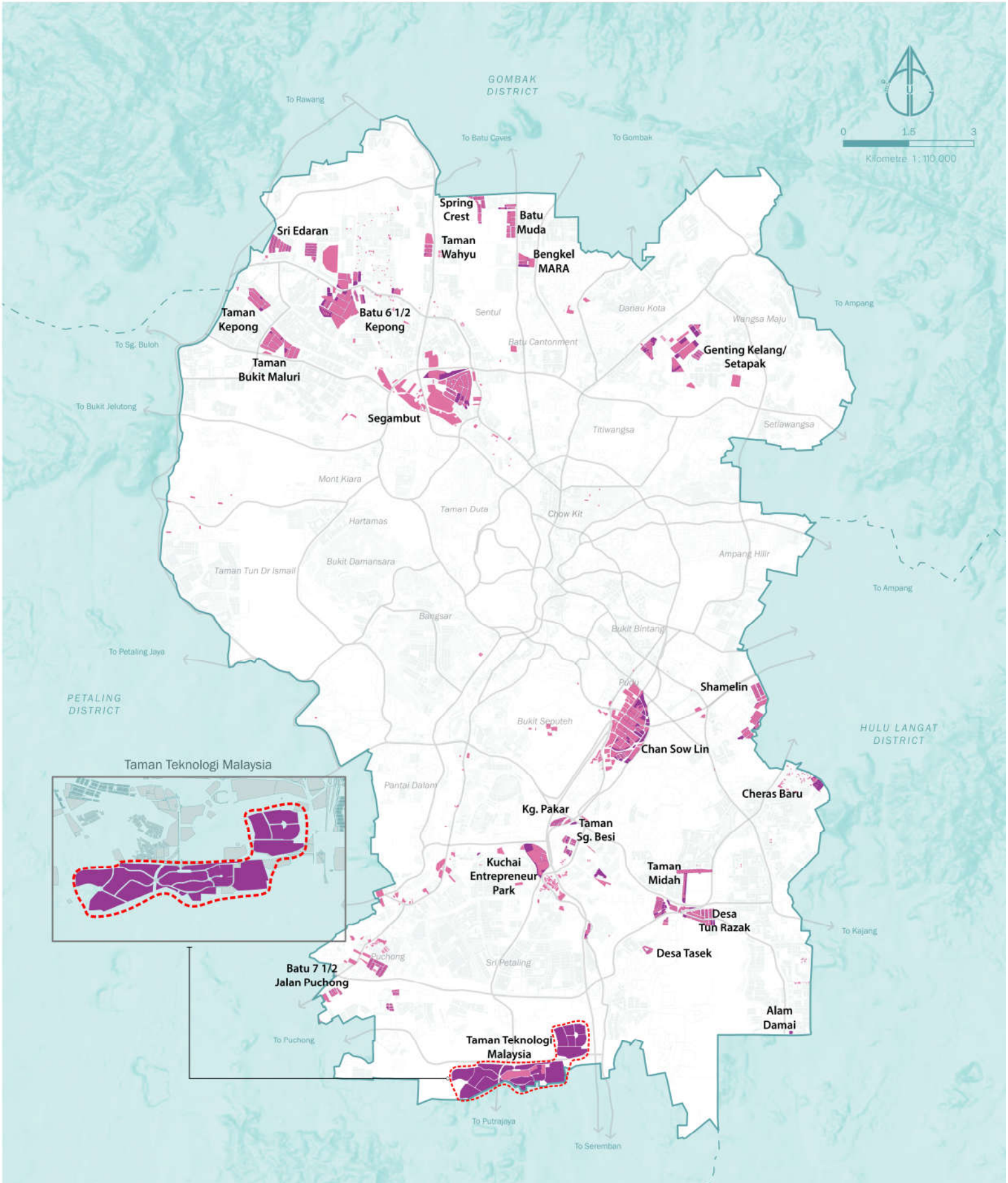


Figure 3.21
Goal 1

Distribution of Industries

Proposed Clean Technology Industrial Precincts

- Proposed Clean Technology Industrial Area
- Future Industrial Area

Existing

- Industries

Others

- Main Road
- FTKL Boundary
- District Boundary for Selangor State

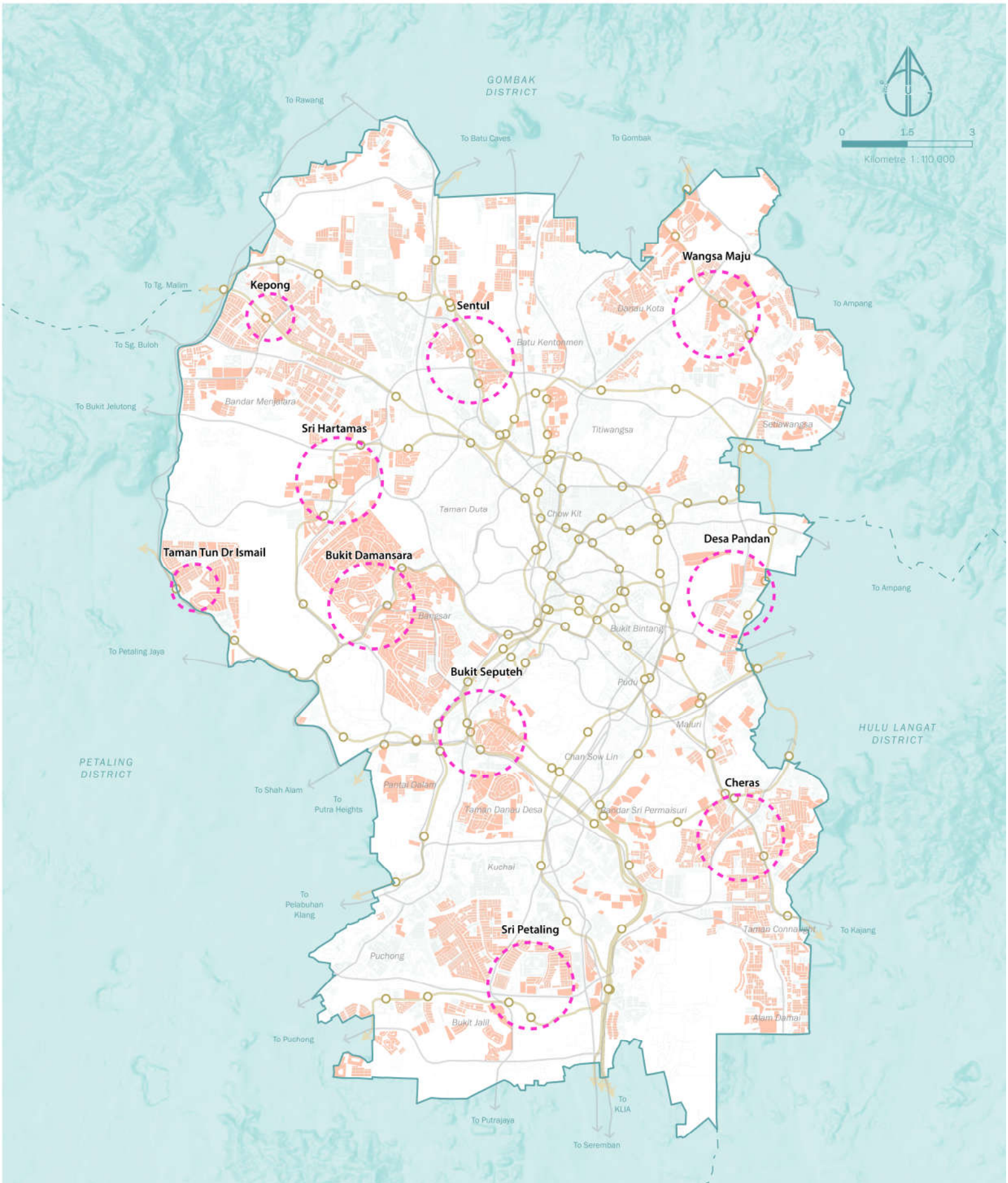


Figure 4.6 **Regeneration of Old Established Housing Area**

Goal 2

- | | | |
|--|--|--|
| Proposed | Existing | Others |
| ⬤ Potential Areas | ■ Established Housing (EH) | ○ Existing Railway and Train Station |
| | | — Main Road |
| | | — FIKL Boundary |
| | | --- District Boundary for Selangor State |

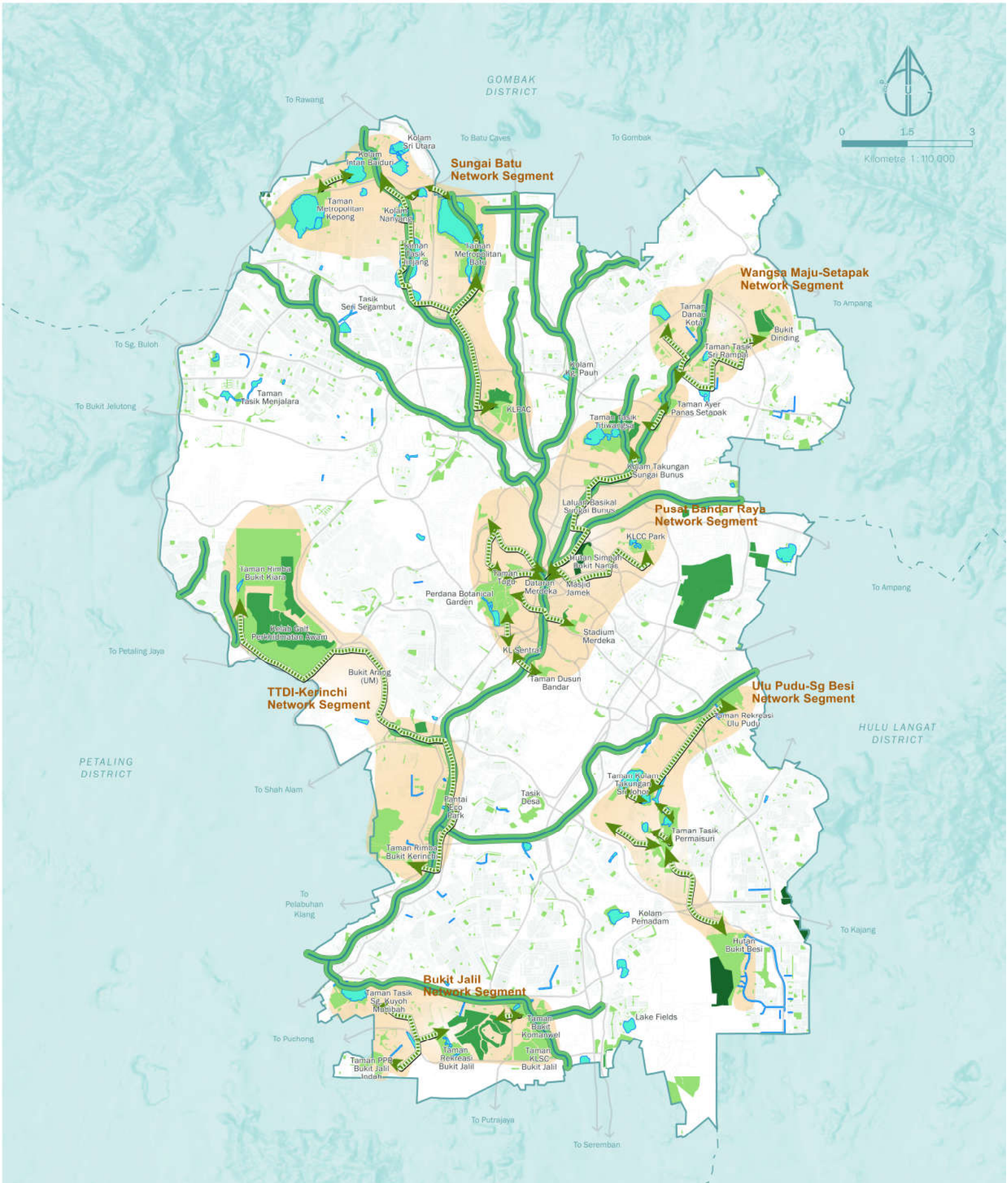


Figure 5.10 **Park Connector Network**

Goal 3

- | Proposed | Existing | Others |
|--------------------|---------------------|--------------------------------------|
| Utilities Corridor | Public Open Spaces | Main Road |
| River Corridor | Private Open Spaces | FTKL Boundary |
| Network Segment | Forest Reserve | District Boundary for Selangor State |
| | Lakes/Ponds | River |

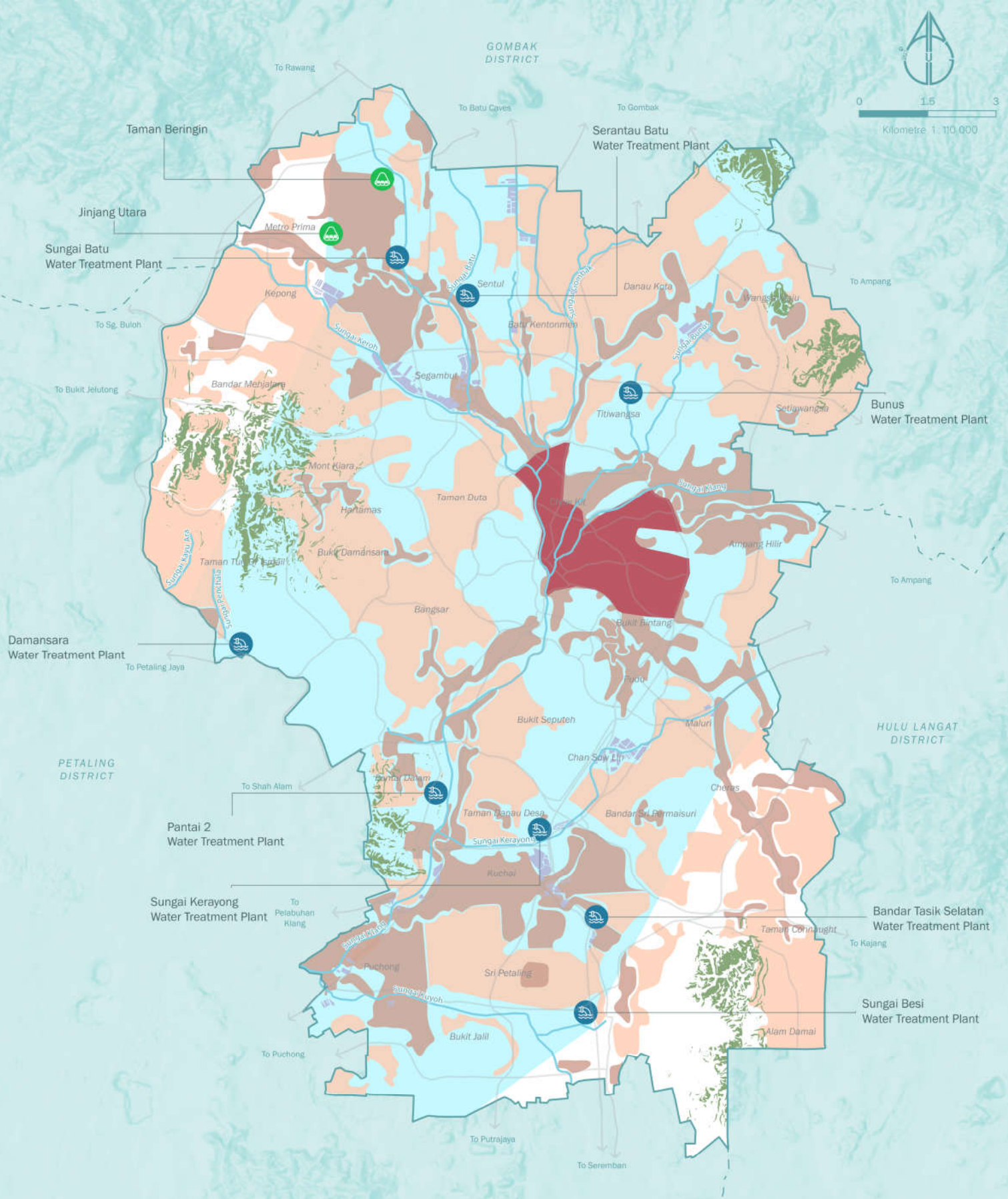


Figure 6.2
Goal 4

Disaster Risk Management

Environmental Pollution Risk

- Potential Pollution from Industries Activity
- Potential Pollution from Former Landfill Sites
- Potential Pollution from Effluent Release

Urban Heat Island Risk

- Urban Heat Island Risk Areas

Landslide Risk

- Landslide Risk Areas

Flood Risk

- Flood Risk Areas

Areas Vulnerable from El-Niño Phenomenon and Drought Risk

- Low - Medium Impact
- Low - High Impact

Others

- Main Road
- FTKL Boundary
- District Boundary for Selangor State

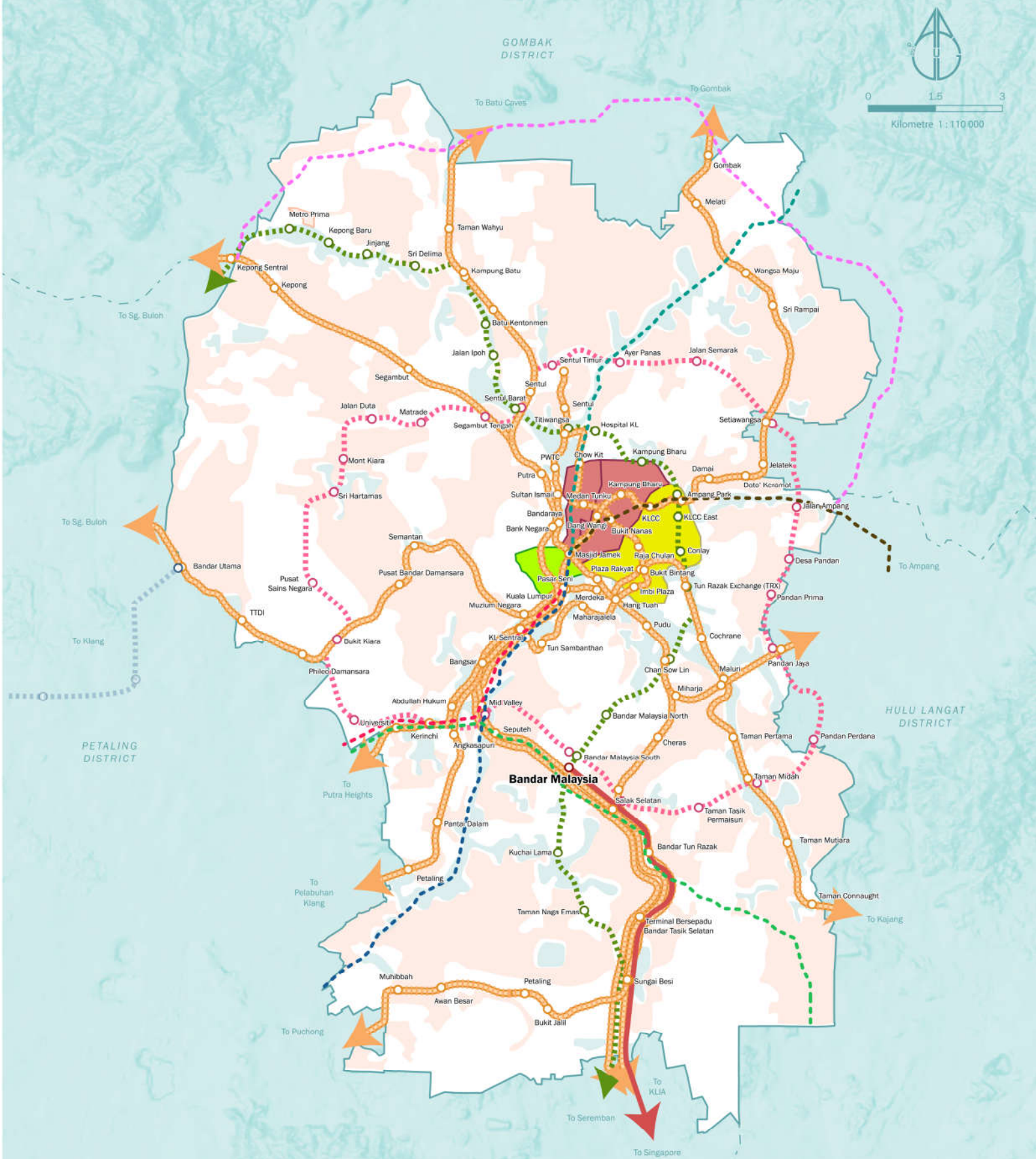


Figure 7.3 Existing and Future Public Transportation Network

Goal 5

Proposed MRT/LRT/HSR Route

- LRT 3 Route (Under Construction)
- MRT 2 Route (Under Construction)
- MRT 3 Corridor
- High Speed Rail Corridor

Proposed BRT Route

- Ampang - Kepong Route
- Taman Melawati - Kuala Lumpur City Centre Route
- Puchong - Kuala Lumpur City Centre Route
- Ampang - Kuala Lumpur City Centre Route
- Kerinchi - Alam Damai
- Klang - Kuala Lumpur City Centre Route

Proposed Trem Route Service Area

- Zone 1
- Zone 2
- Zone 3

Existing Activities and Railways

- Residential Area
- Commercial Area
- Existing Railways and Stations

Others

- Main Road
- FTKL Boundary
- District Boundary for Selangor State

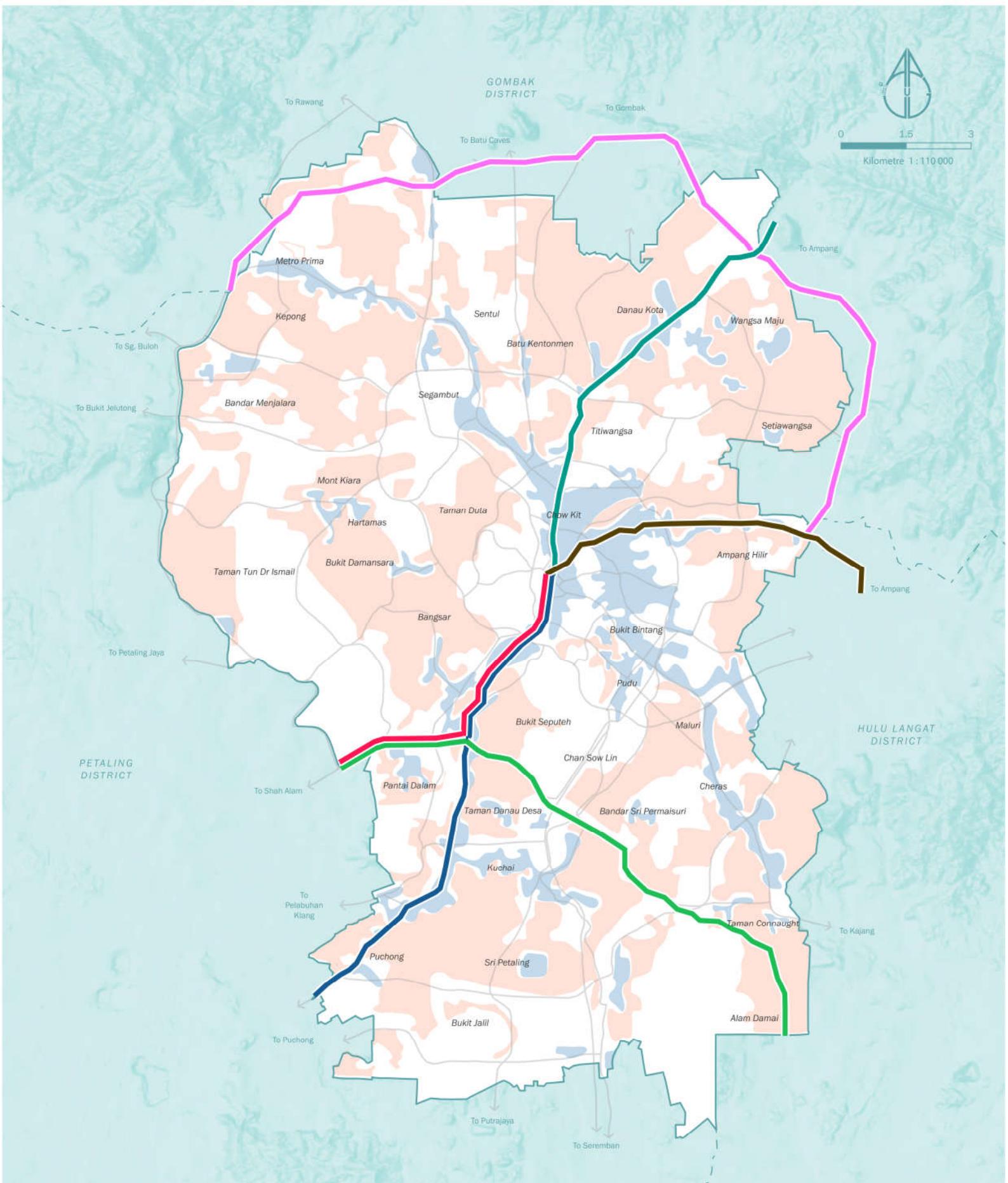


Figure 7.8 Goal 5
Proposed Bus Rapid Transit Development

- | | | |
|--|---|--|
| <p>Proposed BRT Route</p> <ul style="list-style-type: none"> — Ampang-Kepong Route — Taman Melawati-Kuala Lumpur City Centre Route — Puchong-Kuala Lumpur City Centre Route — Klang-Kuala Lumpur City Centre Route | <p>Existing Land Use</p> <ul style="list-style-type: none"> ■ Residential Area ■ Commercial Area | <p>Others</p> <ul style="list-style-type: none"> — Main Road — FTKL Boundary --- District Boundary for Selangor State |
|--|---|--|

Total population of Kuala Lumpur presently is 1.79 million with a density of 310 people per hectare. By 2040, the population of Kuala Lumpur is estimated to increase to 2.25 million, i.e. an increase of 460,000 people. In order to sustain this increase, Kuala Lumpur is expected to need at least 1,287 hectares of land for residential purposes (Table 8.3).

Table 8.3: Suitability of development density to sustain population of 2040

Category	Area of Land Required to Sustain Increase of Future Population	
	Area (acres)	Area (hectares)
Land required to sustain population in 2040 (2.25 mil people) based on current overall density of Kuala Lumpur	3,180	1,287
High Intensity (121-400 pax per acre)	1,150	465
Medium Intensity (41-120 pax per acre)	3,833	1,551
Low Intensity (0-40 pax per acre)	11,500	4,654

From the overall area of undeveloped land, 393.81 hectares (11.92%) constitutes cleared undeveloped land with no physical constraints. Undeveloped land with physical constraints refers to land located on highland areas (Class 2 and 3), small lots (less than 1 acre), traditional village areas and Malay Reserve (Kampung Sungai Penchala and Kampung Datok Keramat). Kuala Lumpur is expected to be incapable of sustaining the housing needs based on the availability of cleared undeveloped land for the increase of population. Therefore, future development of Kuala Lumpur needs to adopt the high density housing development method (Figure 8.1).



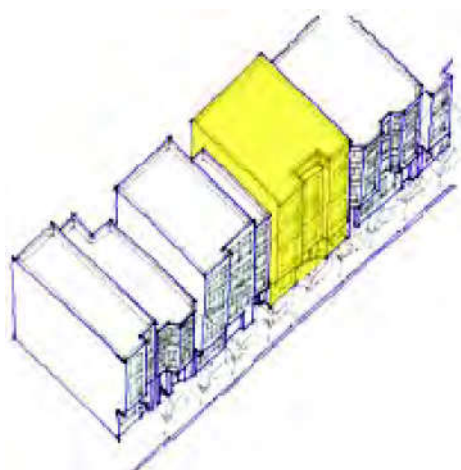
Infill development in the city centre and commercial areas

There are a number of vacant sites, underutilised from its full potential in the city centre and commercial areas in Kuala Lumpur. These sites are either stand-alone or located in between other more advanced lots.

Some of the land uses and activities identified that have the potential to be developed as infills are:

1. Old warehouse buildings;
2. Site of stand-alone hypermarkets;
3. Open-air parking lots;
4. Vacant and old shop houses/shops;
5. Abandoned, unproductive and inoperative industrial sites/buildings; and
6. Old petrol station sites.

In order to revitalise these sites, infill activities such as mixed development are encouraged, where development combines a number of suitable activities based on the location of the site i.e. mixed residential, commercial, cultural, recreational, institutional, and/or industrial.



Principles of infill development

The 2040 Kuala Lumpur Structure Plan specified a number of infill development principles that need to be considered in the planning:

1. Adaptive infill development needs to consider the harmonisation of design of the development area holistically and well-being of local residents;
2. Zoning and land area/plot intensity of infill development need to be detailed in the Kuala Lumpur Local Plan;
3. To ensure compatible infill — respecting existing neighbours;
4. To prepare flexible infill planning guidelines in detail for site development and building design;
5. To involve stakeholders and local community in the process of infill development design;
6. To increase variety of transport facilities including micro and pedestrian mobility; and
7. To enhance quality of public spaces i.e. public roads, plaza, parks, civic spaces and spaces that support infill development as a successful main component of a city.

Development framework and building design guidelines

The guideline will provide specific description on the building design framework permitted for a green infill site. It will set out:-

1. Maximum intensity and development density;
2. Maximum height of building;
3. Parking lot requirements;
4. Building plinth and green areas in the lot;
5. Access to building; and
6. Building setback.

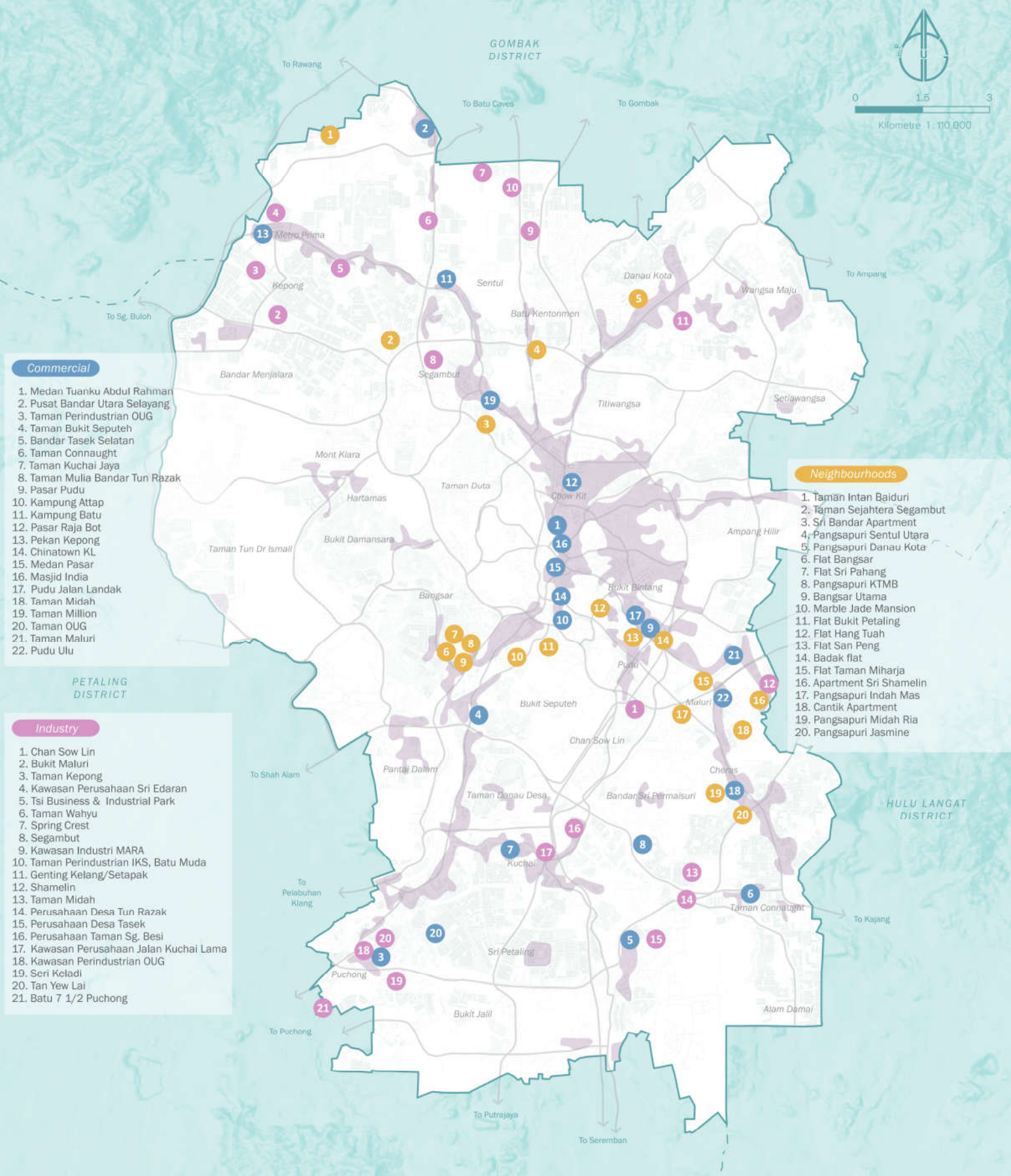


Figure 8.6 Area Improvement Programme

Goal 6

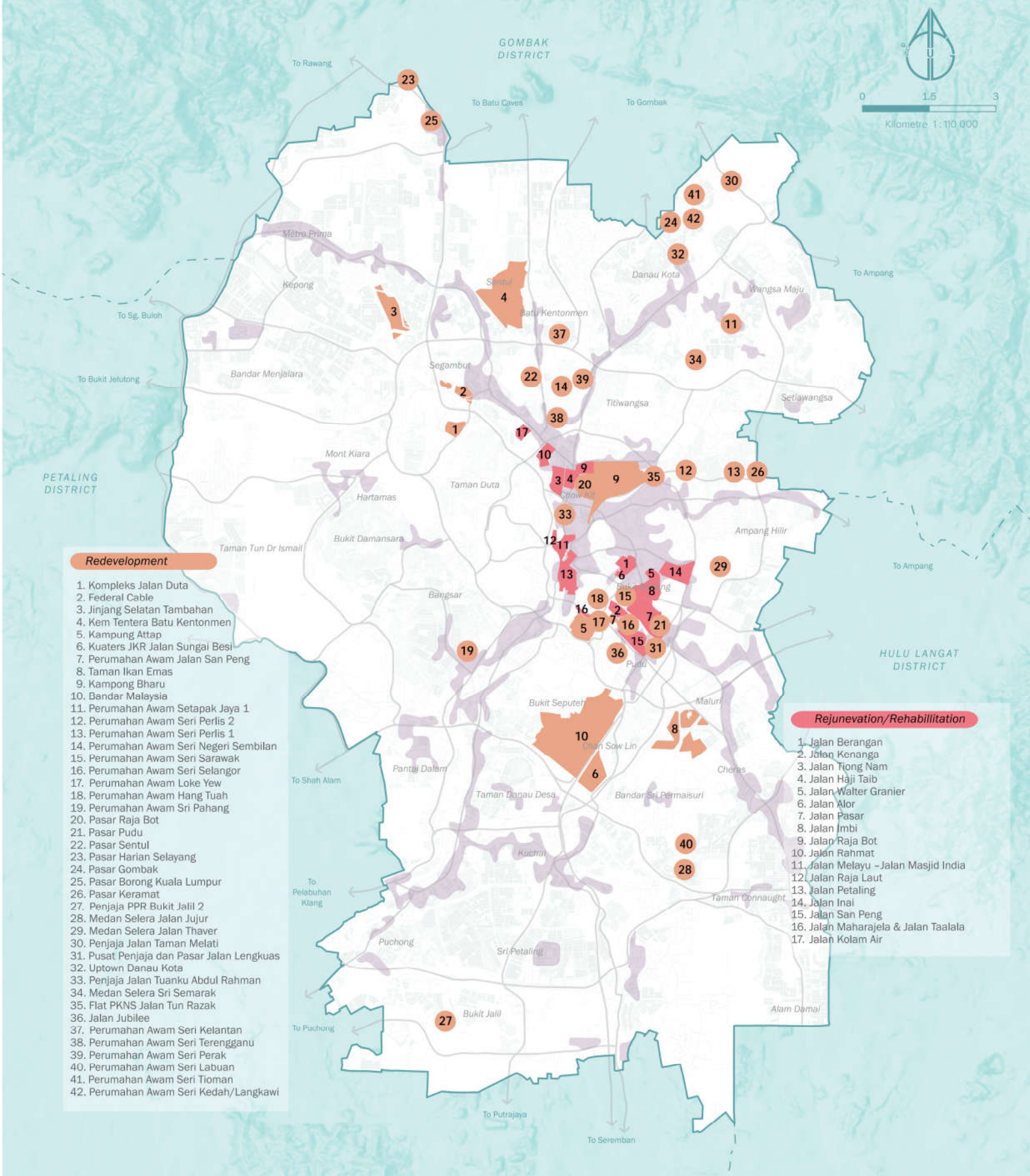


Figure 8.9 Urban Renewal Areas

Goal 6

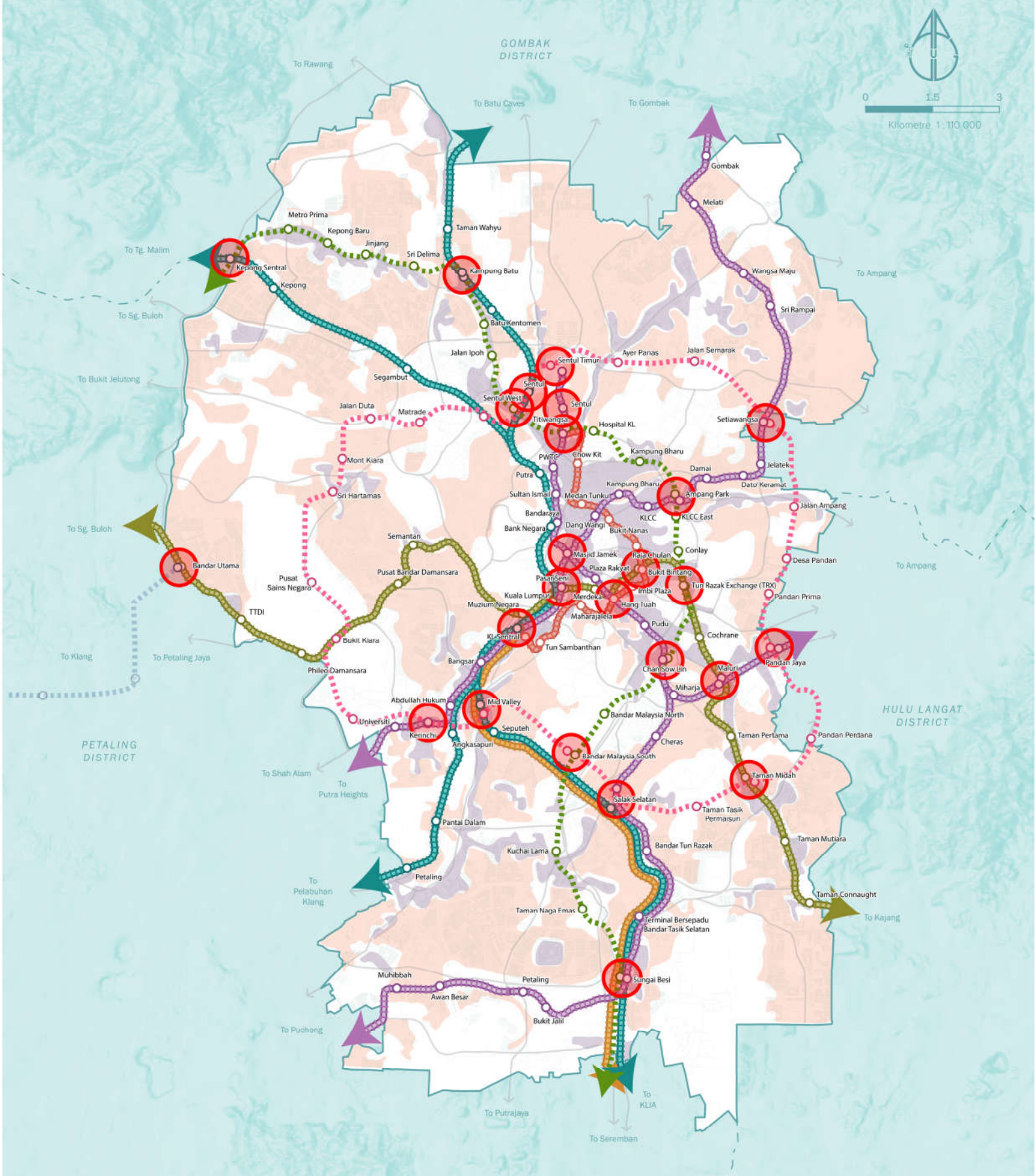


Figure 8.11

Goal 6

Transit-Oriented Development (TOD)

Proposed

- Proposed Transit-Oriented Development

Railway

- KTM Route
- LRT Route
- MRT 1 Route
- Monorel Route
- ERL Route
- LRT 3 Route (In Construction)
- MRT 2 Route (In Construction)
- MRT 3 Route

Existing Land Use

- Residential Area
- Commercial Area

Others

- Main Road
- FTKL Boundary
- District Boundary for Selangor State

