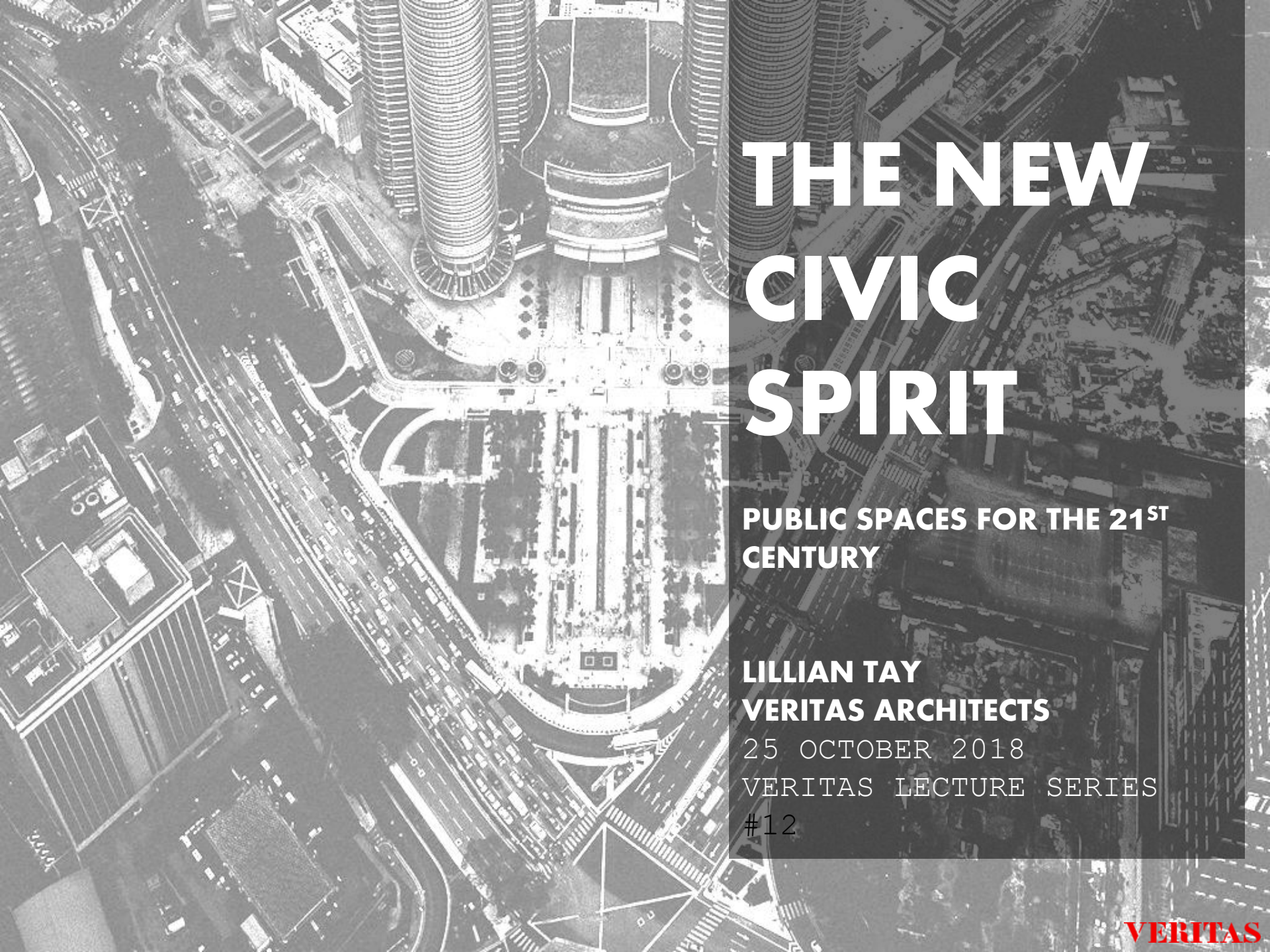


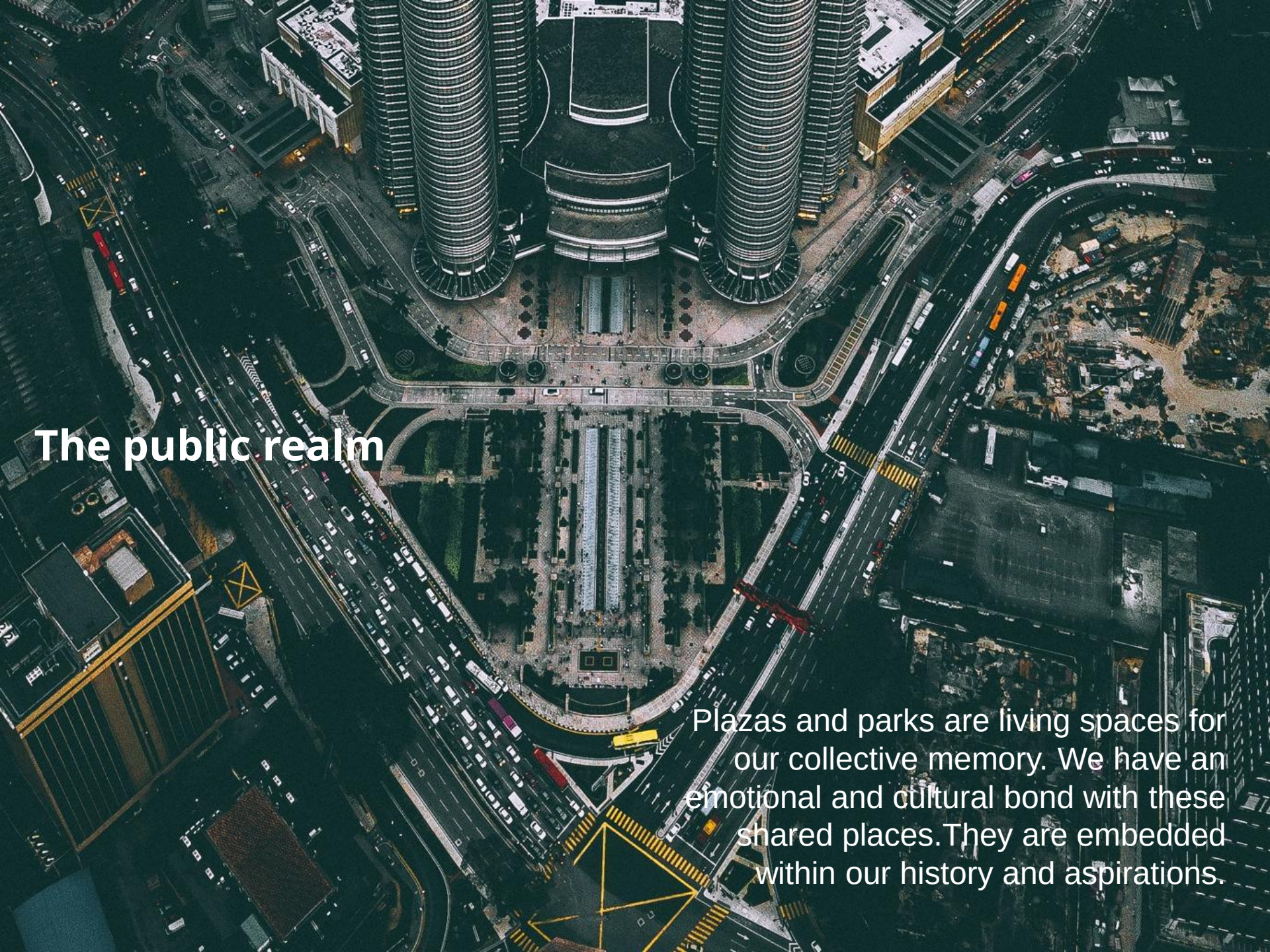
An aerial photograph of a city street, likely in Singapore, showing a large building with a curved facade and a road with multiple lanes. The image is in black and white with a dark overlay on the right side where the text is located.

THE NEW CIVIC SPIRIT

**PUBLIC SPACES FOR THE 21ST
CENTURY**

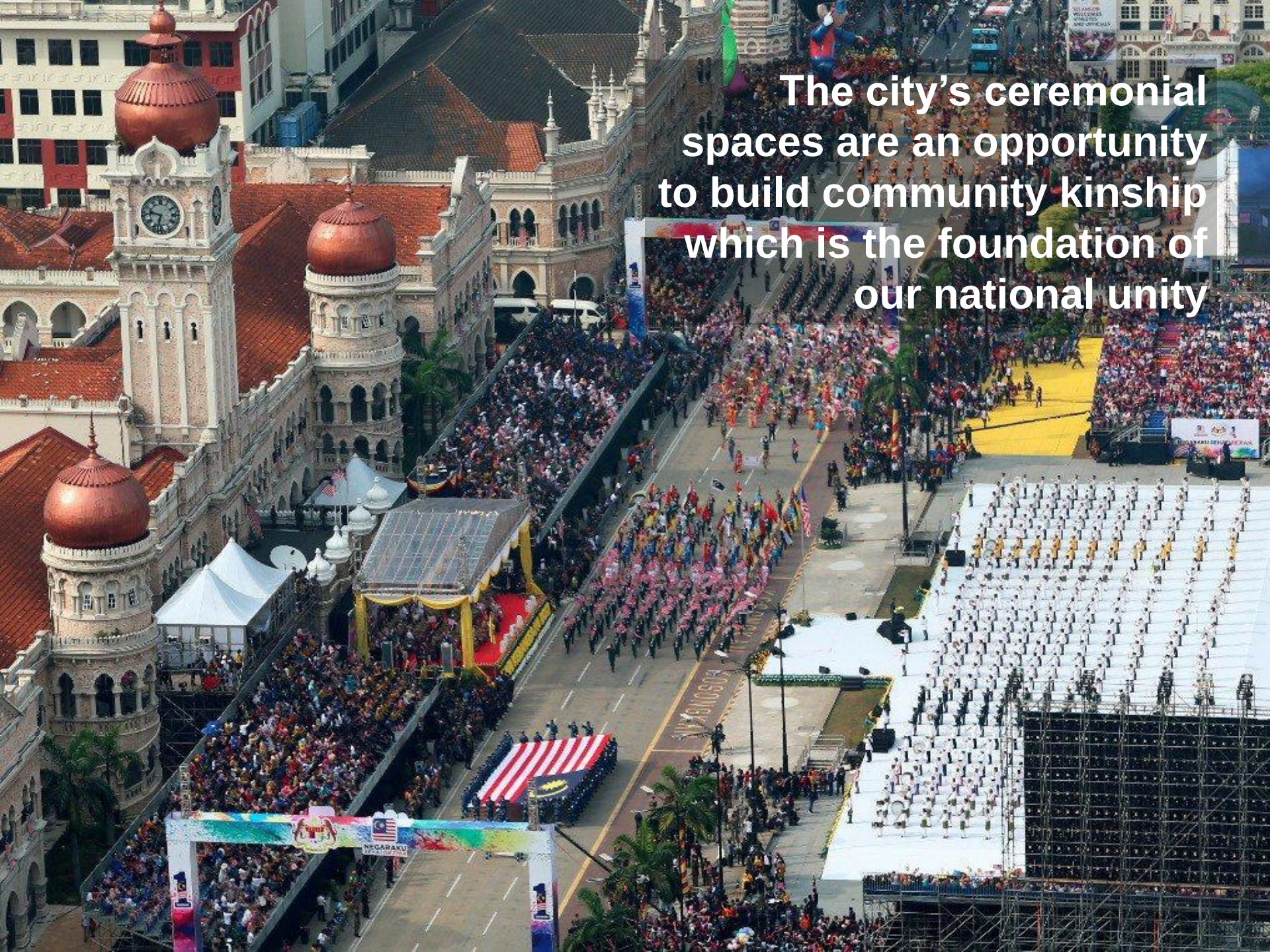
**LILLIAN TAY
VERITAS ARCHITECTS**

25 OCTOBER 2018
VERITAS LECTURE SERIES
#12

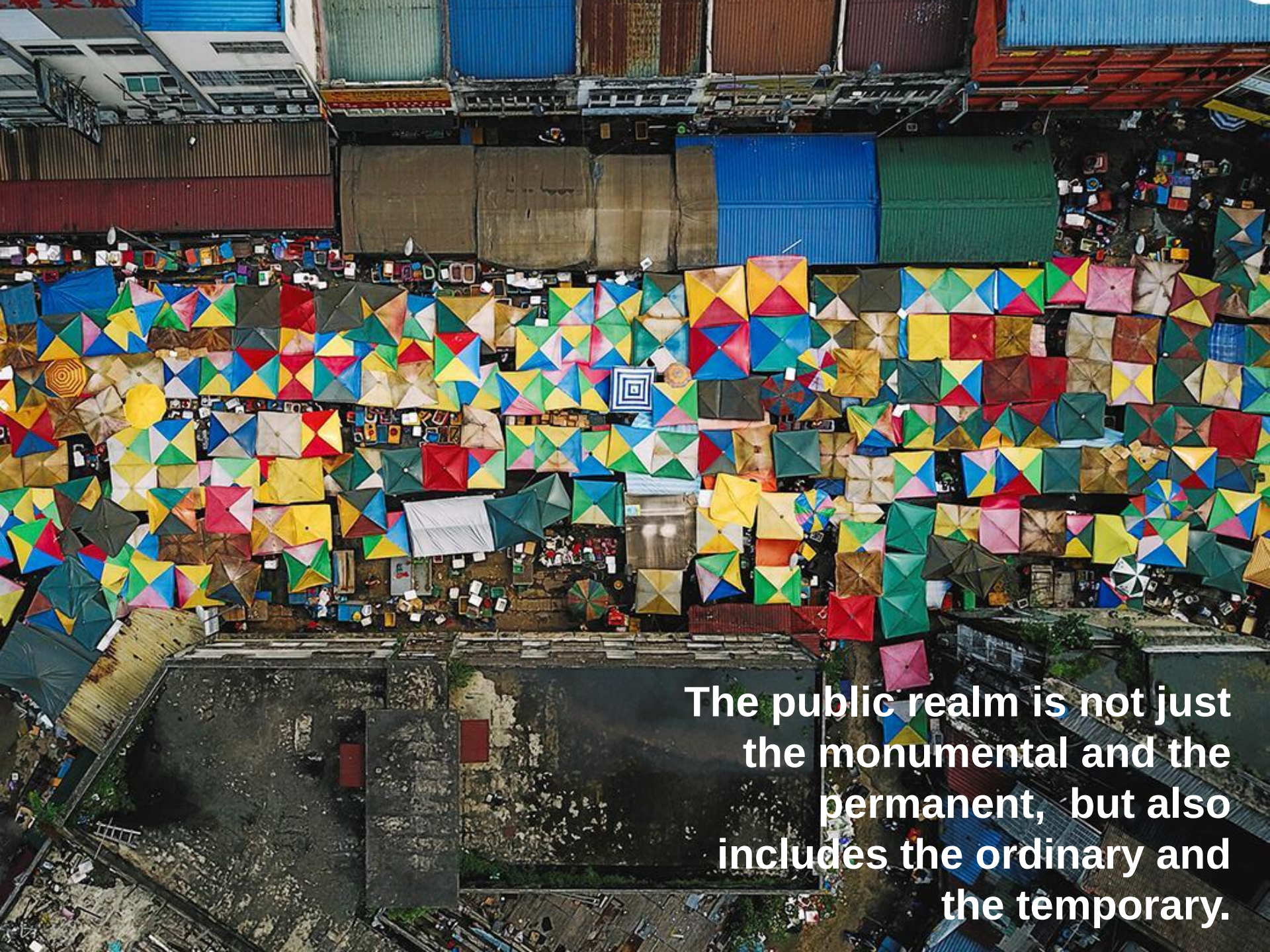
An aerial photograph of a city intersection. In the center is a large, rectangular park area with a grid of paths and trees. Above the park are two tall, cylindrical towers with a central connecting structure. The surrounding area is filled with roads, cars, and other buildings. The text "The public realm" is overlaid on the left side of the image.

The public realm

Plazas and parks are living spaces for our collective memory. We have an emotional and cultural bond with these shared places. They are embedded within our history and aspirations.



The city's ceremonial spaces are an opportunity to build community kinship which is the foundation of our national unity



The public realm is not just
the monumental and the
permanent, but also
includes the ordinary and
the temporary.

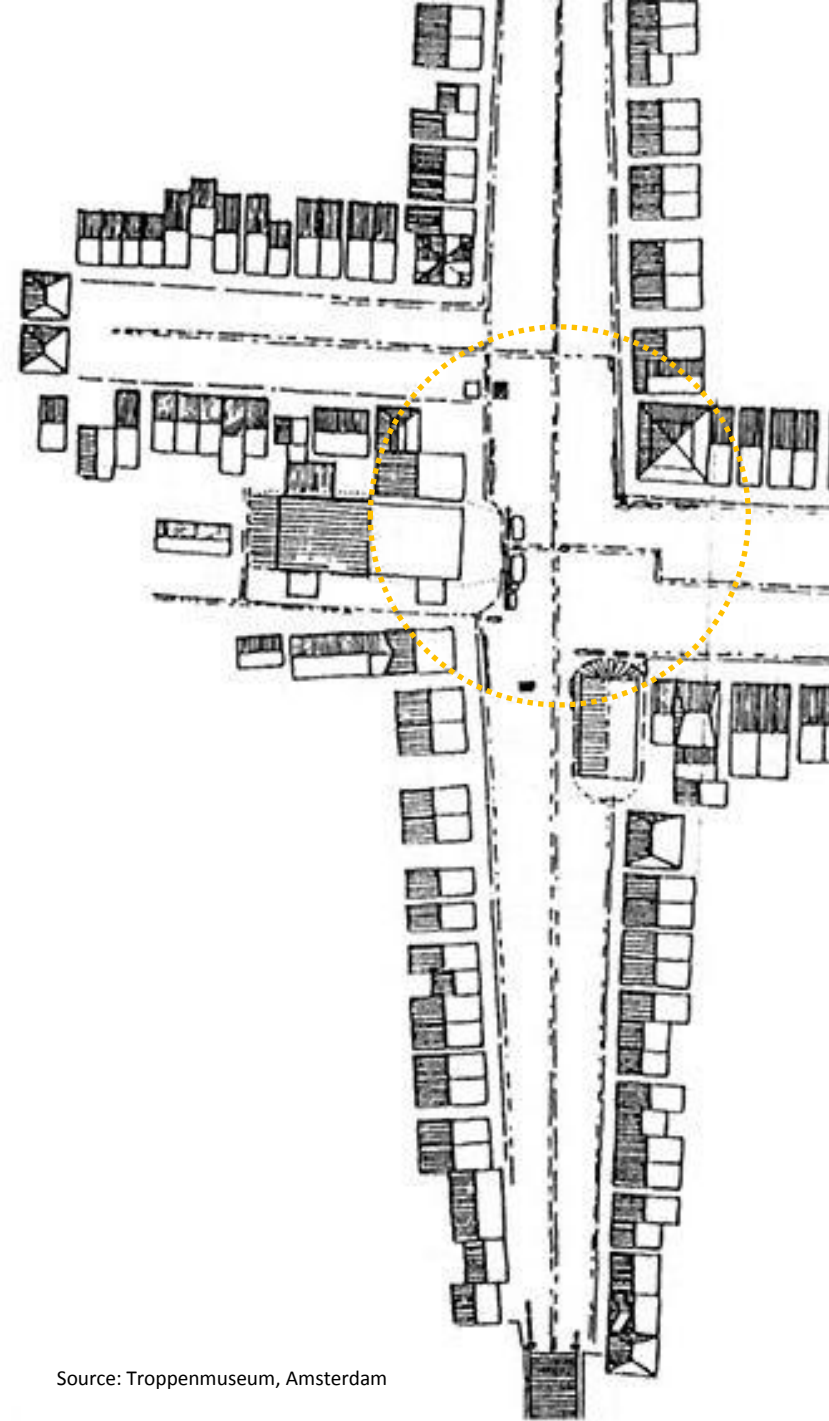
**Pudu Market is one
example of such ordinary
and temporary public
space**



The public realm
defines a city.

The network of streets, park, train
stations and iconic landmarks come
together in single space creating a
symbol for civic pride.

**WHERE IT ALL
BEGAN**

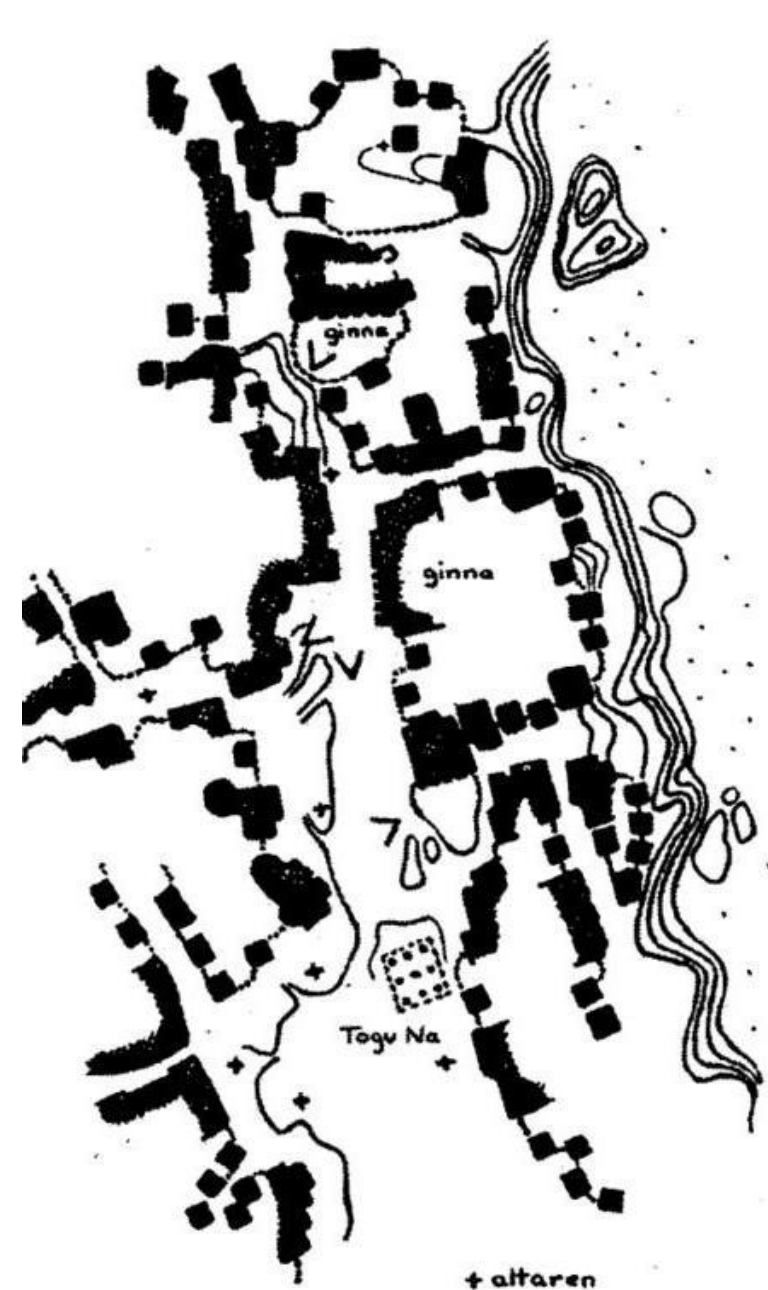


Source: Tropenmuseum, Amsterdam



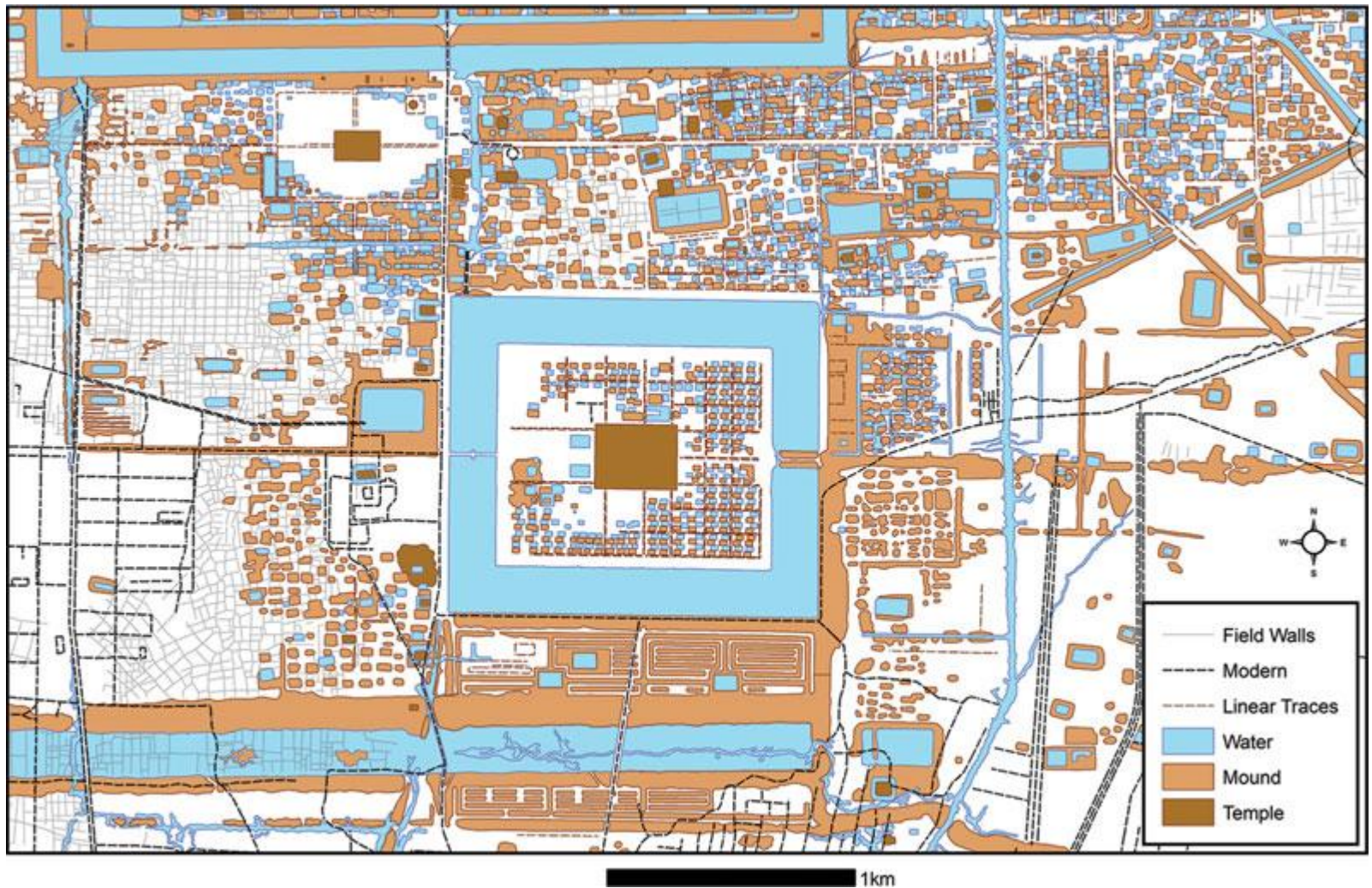
A village square in Nias Island, Sumatra

Villages had squares which function as a space for communal feasts and ceremonies.

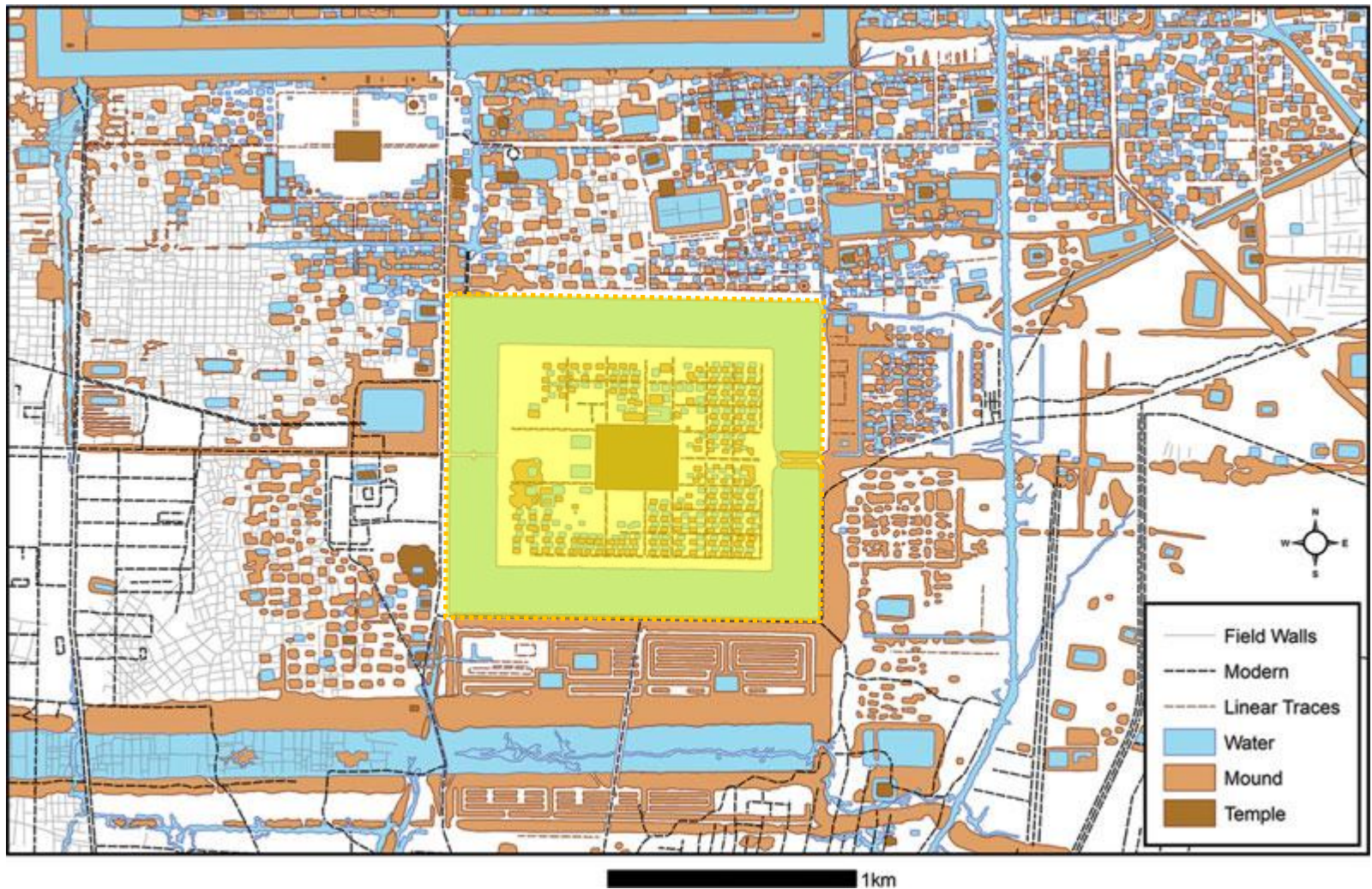


A Dogon village in Mali

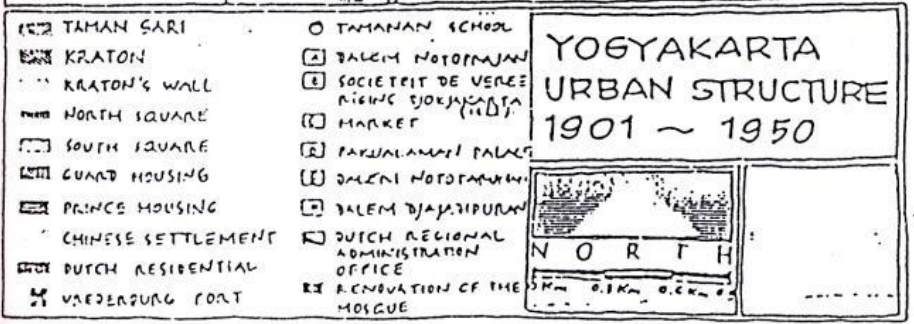
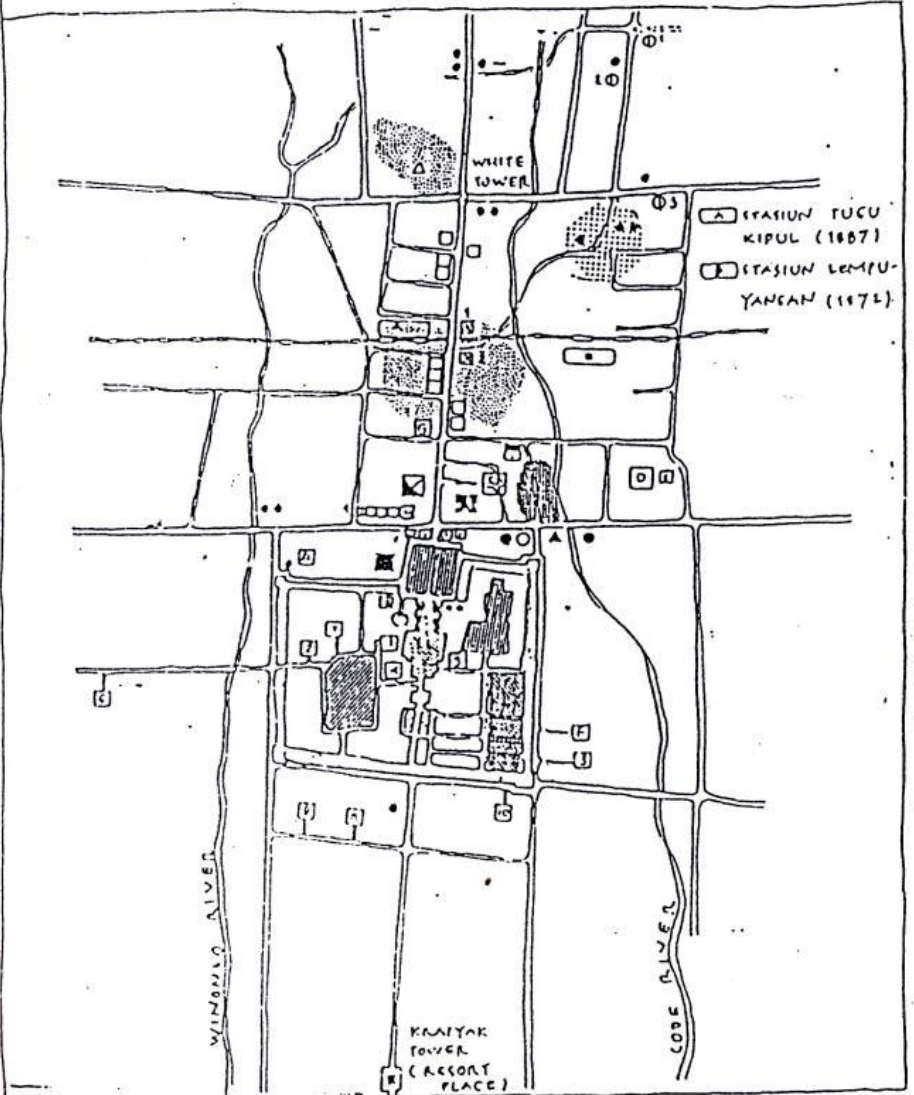
Public meeting space is a universal feature in almost every culture. It differs only in scale and function.



At its peak, Greater Angkor was the world's biggest city the in the preindustrial era and boasted grand public spaces that can fit a whole European city of its time.

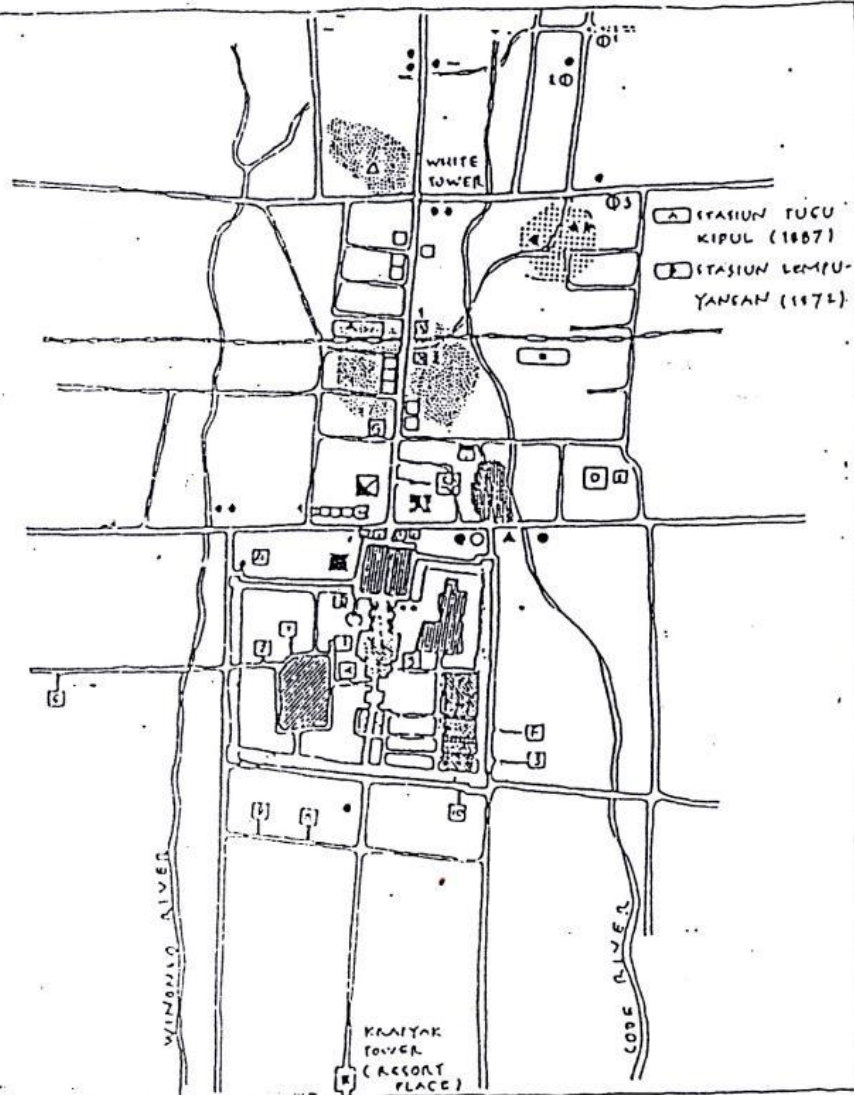


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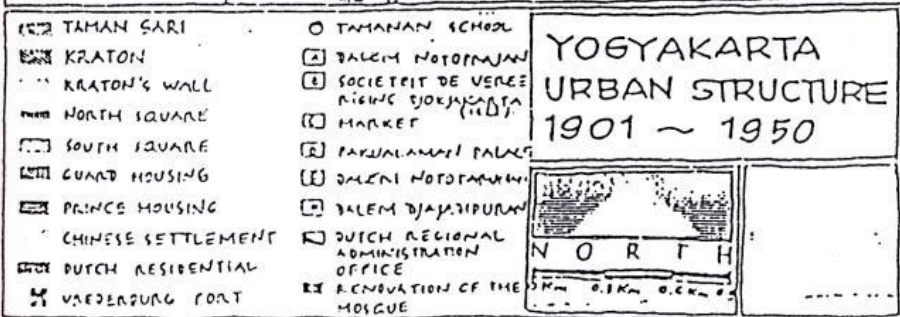


The city square of Jogjakarta , or Alun-alun in Indonesian, built in the late 1700s by the Mataram Sultanate.

The Majapahit kingdom in Java developed an urban planning tradition guided by a 14th century sacred text called *Nagarakertagama*



The city square of Jogjakarta , or Alun-alun in Indonesian, built in the late 1700s by the Mataram Sultanate.



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Today's Piazza Navona in Rome is a legacy from an ancient Roman stadium dating back 2,000 years.

The Europeans have a strong tradition of building plazas and public squares. Seen here is the famous Nolli Map of Rome (1748) which maps out the public realm that still survive until today.

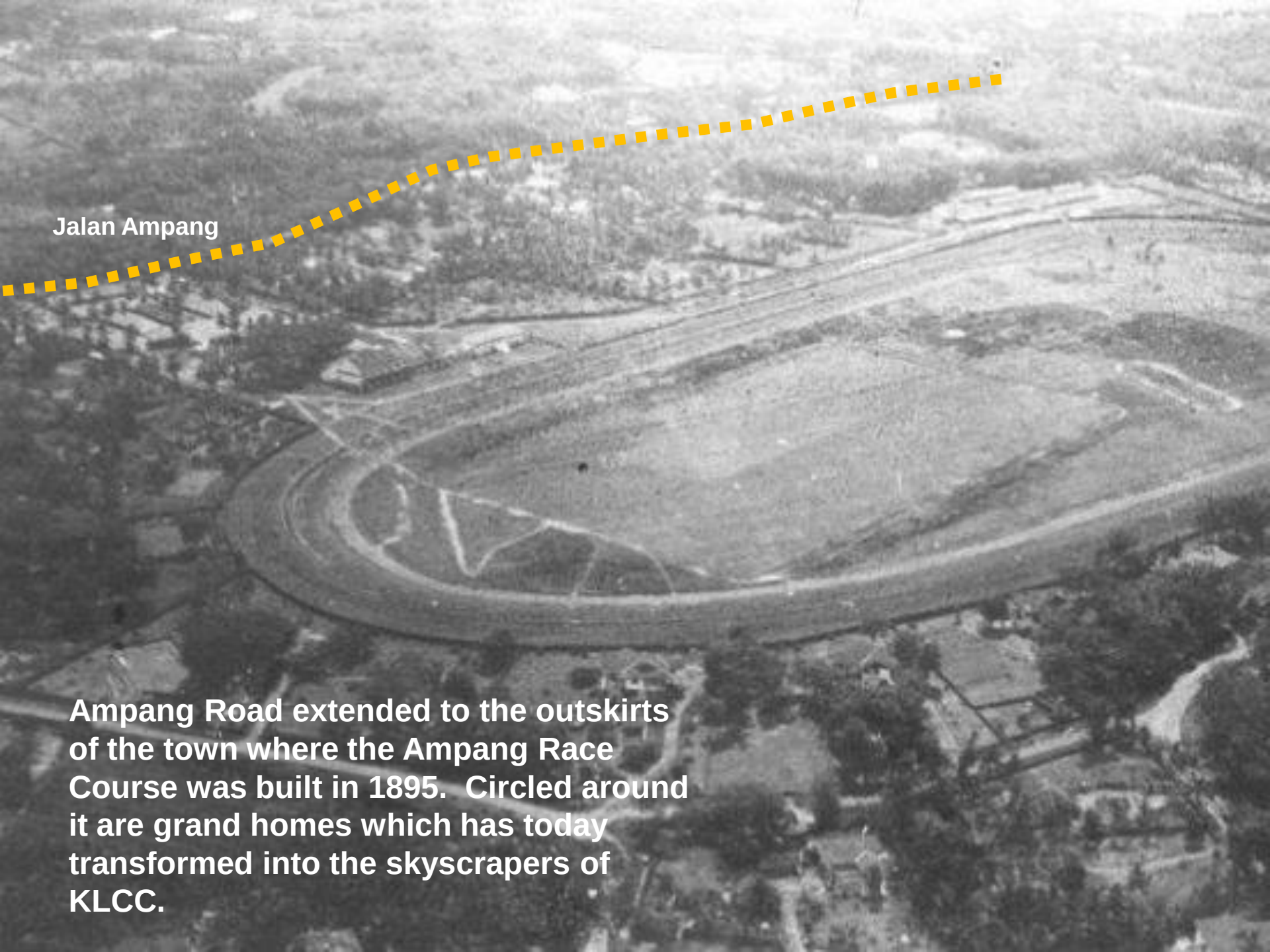


Public spaces undergo changes and evolution over time.

Medan Pasar is representative of the phenomenon. This erstwhile marketplace became a parking lot for KL's business district for a few decades and then a transit hub for the city's bus system. Finally, it was reinstated as a public plaza.



The Jalan Ampang area is another example of a dramatic transformation.

An aerial photograph of the Ampang Race Course, a large oval-shaped track with a dirt surface and a grassy infield. The track is surrounded by a low wall and a fence. In the background, there are trees and some buildings. A dashed orange line runs diagonally across the top of the image, starting from the left and ending near the top right. The text "Jalan Ampang" is written in white, sans-serif font, positioned above the dashed line on the left side.

Jalan Ampang

Ampang Road extended to the outskirts of the town where the Ampang Race Course was built in 1895. Circled around it are grand homes which has today transformed into the skyscrapers of KLCC.

With its iconic Petronas Towers, KLCC has enabled Kuala Lumpur to make the quantum leap into a world-class city



We have built icons and sculpted great buildings. Now is the time for us to face the real challenge as a modern Asian metropolis.



- **Better transportation**
- **Quality of our streets and plazas**
- **Access to the fruits of prosperity**

In other words:

- **Congestion**
- **Urban Fragmentation**
- **Affordability**

**To make KL
liveable again is
to restore our
public realm**



- **Congestion**

- Urban Fragmentation

- Accessibility

75%

of Malaysians live in cities¹

17%

of Greater KL residents
use Public Transportation¹

62%

of Singaporeans use
Public Transportation¹

70%

of Seoul residents use
Public Transportation¹

250 million hours

time spent on the road every
year by Greater KL residents¹

3rd highest in the world

for percentage of car ownership per 1,000
people²

1 Malaysia Economic Monitor June 2015 Transforming Urban Transport (2015) by the World Bank

2 Department of Statistics Malaysia (2017) estimate

3 Ministry of the Interior and Safety (2018) estimate

Seoul has less kilometres of rail (per million people) than KL but it is far more effective in getting residents to adopt it.

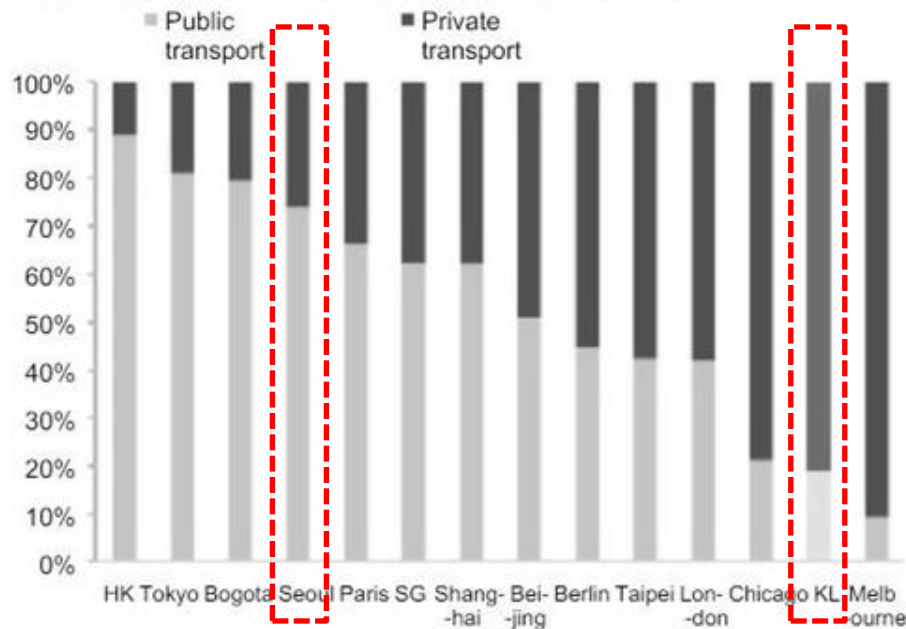
Kuala Lumpur²

Density = 29 people/acre

Seoul³

Density = 65 people/acre

Modal share of public and private transport, percent (2011)



Seoul

70%

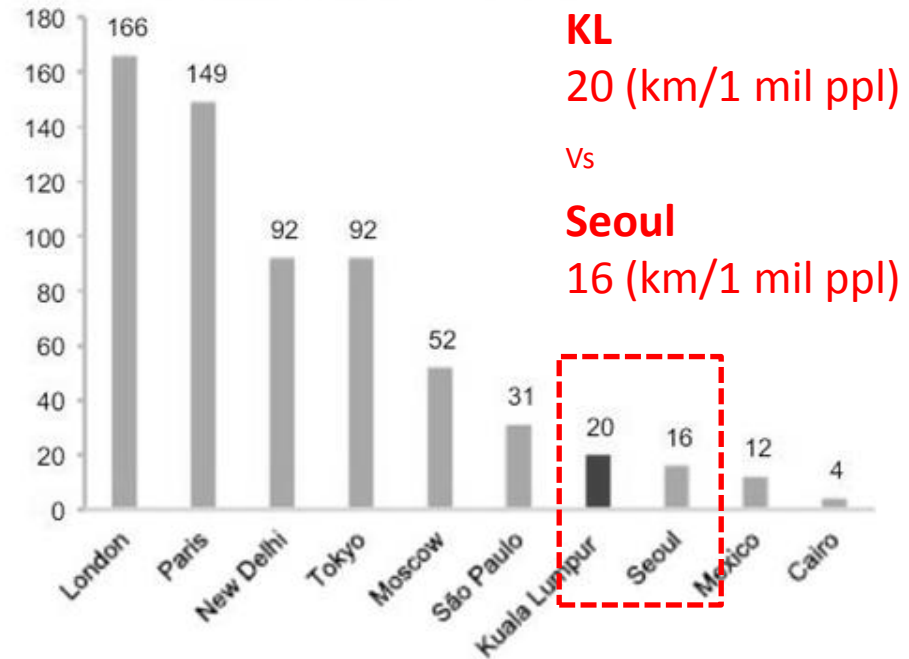
use public transport

KL

17%

use public transport

Kilometers of metro per million population (2010)



KL

20 (km/1 mil ppl)

Vs

Seoul

16 (km/1 mil ppl)

1 Malaysia Economic Monitor June 2015 Transforming Urban Transport (2015) by the World Bank
 2 Department of Statistics Malaysia (2017) estimate
 3 Ministry of the Interior and Safety (2018) estimate

Seoul was once a congested megacity but in 2004 it took serious reforms that made it a model emulated by other cities.

- A reform of the public transport system, in particular the upgrade and integration of the bus system with rail transport
- A shift in urban planning policy to create pedestrian-centred city



Cheonggyecheon River:
Before



Cheonggyecheon River :
After

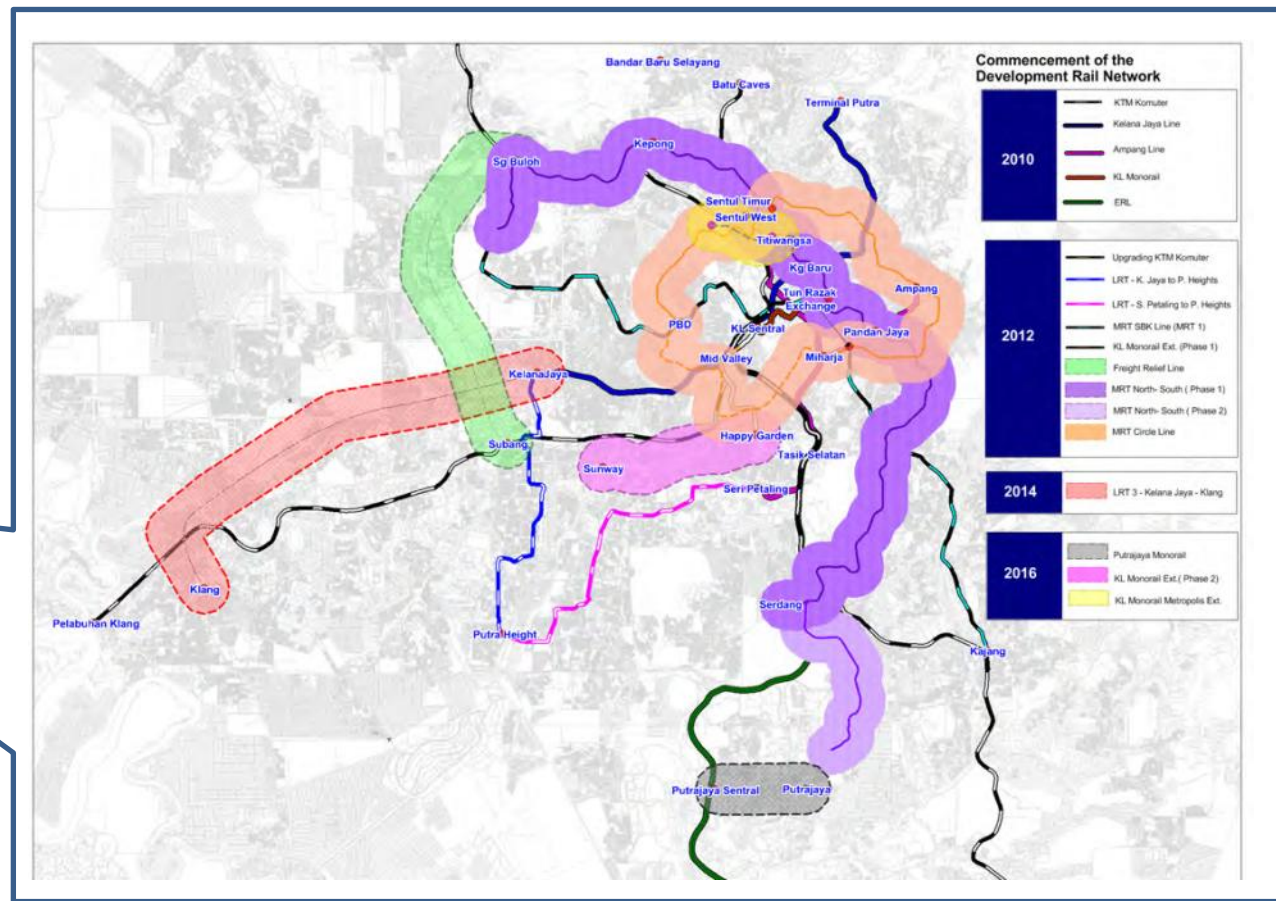
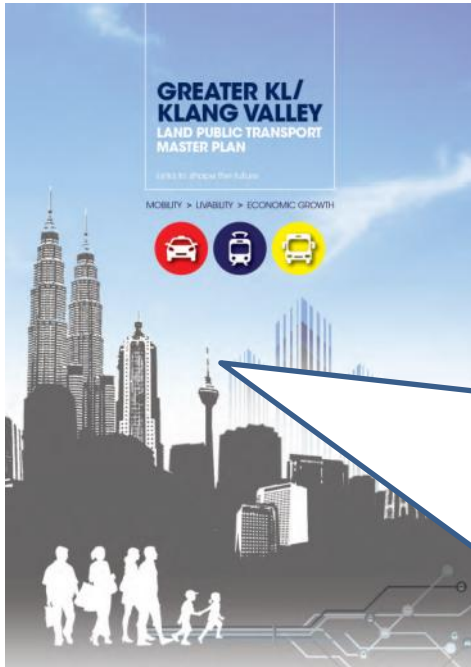


Seoul Skygarden:
Before



Seoul Skygarden:
After





The Land Public Transport Masterplan (2013) provided a very good basis towards increasing mobility and reducing congestion.

Integration of different modes (MRT, LRT, BRT, bus system and non-motorised transportation) is an opportunity for creating better public spaces

- Congestion

- Urban Fragmentation**

- Affordability



Kuala Lumpur is like an archipelago
of island developments that are
disconnected to each other



**Our city has too many barriers:
highways, fences, infrastructure and
other structures that impede
pedestrians**

In some parts of KL,
great highways divide
communities and
decreases our quality
of life in the city



But what makes
a public space?



Recipe for good public space

- **Connectivity & accessibility**

Part of a network linking to a major hub of activity,
access to the metro transit network

- **Imageability**

People, Plaza, Buildings with strong identity

- **Sense of Enclosure**

Proportion street wall : sidewalk, Long sight lines

- **High level of activity**

Diverse types of functions, commerce, spontaneity of
cultural life, participation

- **Housing**

Dwellings are woven into the street



• Connectivity & accessibility

- Subway station
- Bus station

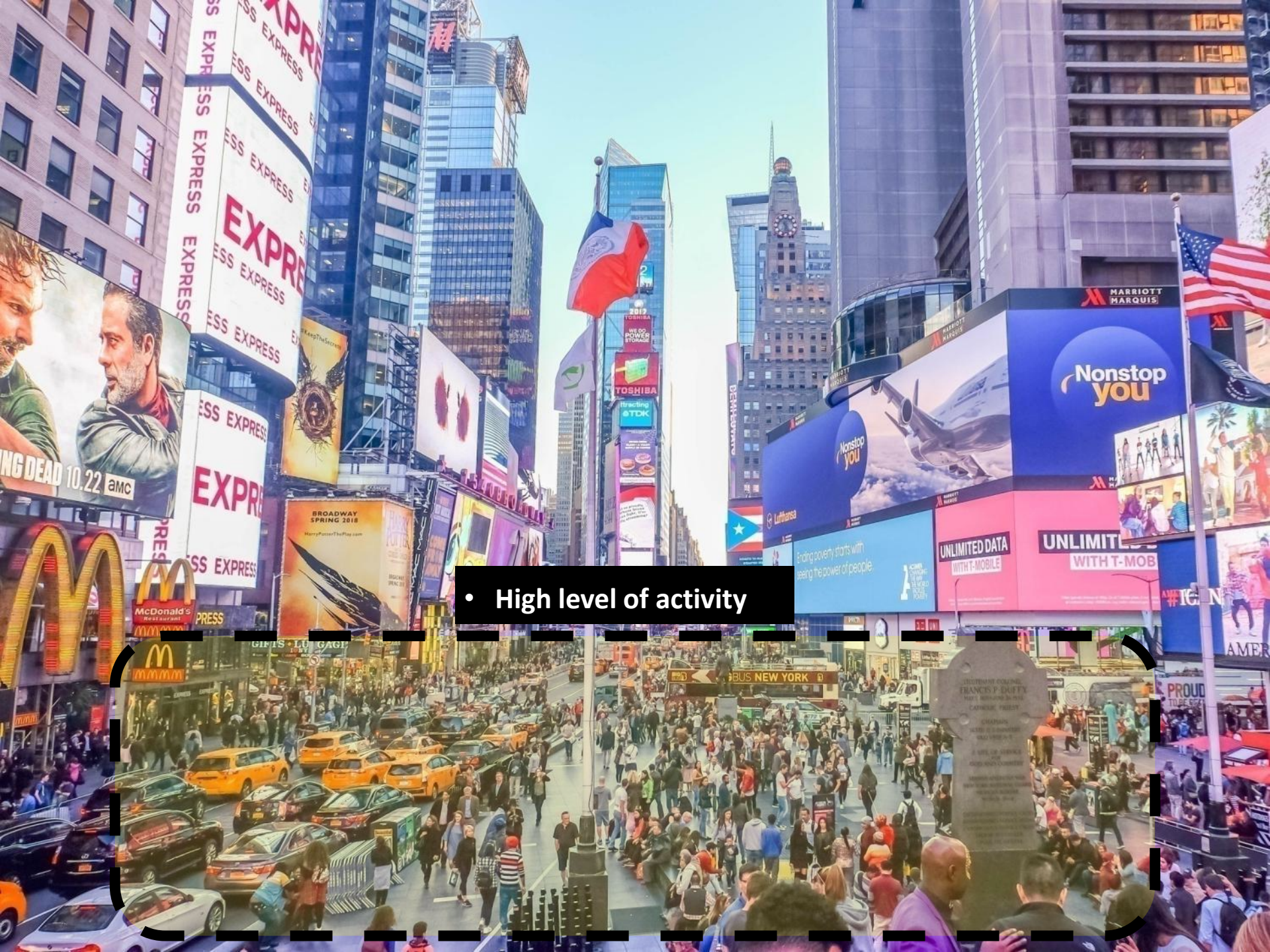




• Imageability



• Sense of Enclosure



- High level of activity

Atlanta is one of the most car-oriented cities in the world while Barcelona is famed for its quality of pedestrian space

Atlanta, USA



Barcelona, Spain



Atlanta, USA



Barcelona, Spain





Broadway, New York

City Density: **115 ppl/acre**

Size of block: **80 x 274 m**

- Diverse activities along the streets – performances, outdoor cafes, specialty shops
- The podium level maintains a good proportion on the pavement, while the towers are set back from the shop fronts
- Series of parks and small plaza that punctures the long road





Orchard Road, Singapore

City Density: **31 ppl/acre**
Size of block: **180 x 100 m**

- Generous landscape and urban design creates a comfortable walking environment
- **Multi-level** vehicular and pedestrian connectivity (tunnels and back streets)

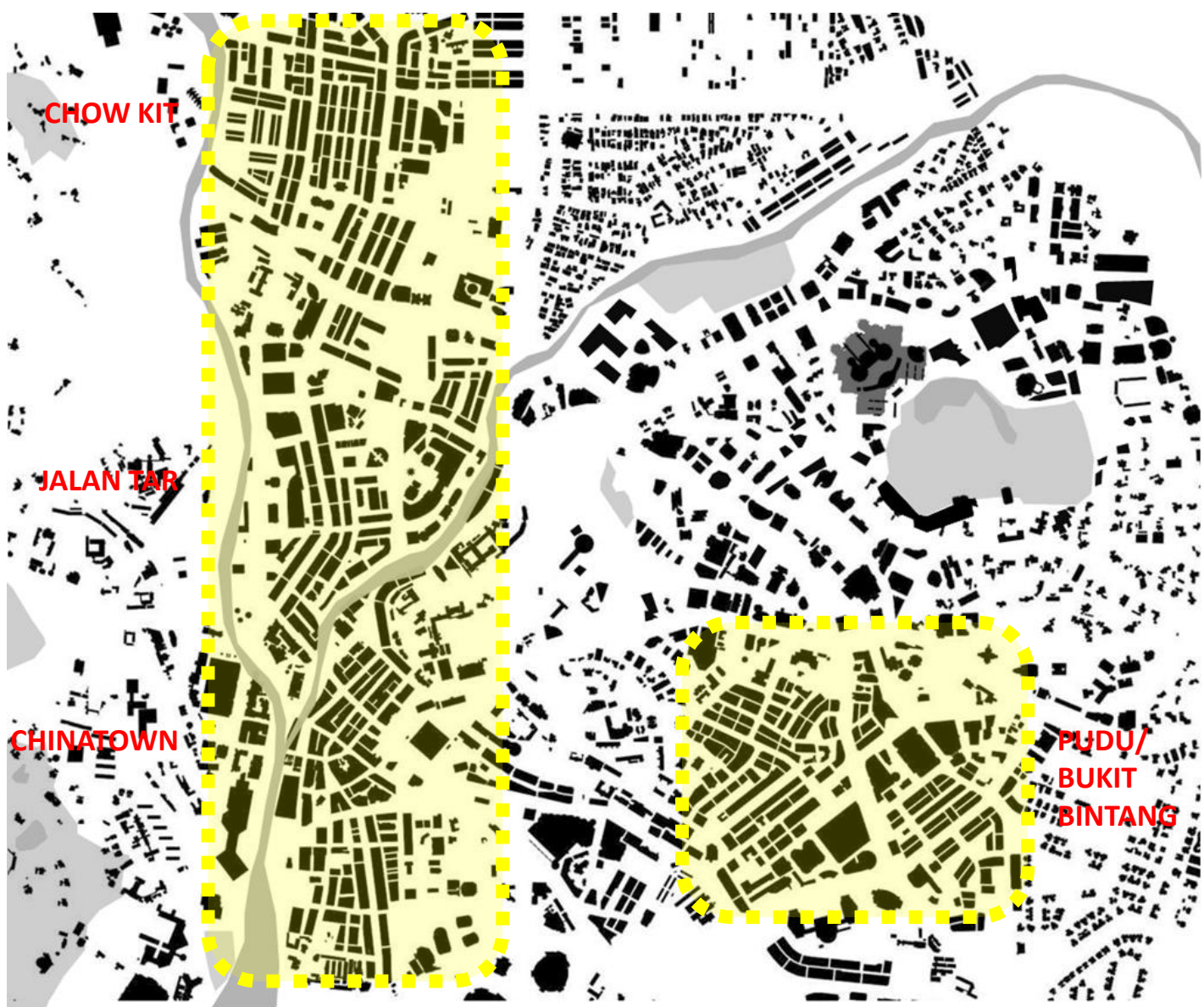




Kuala Lumpur

City Density: 29 ppl/acre

Size of block: 40 x 100 m



The older part of KL retains a continuous urban form and therefore remains the most walkable and lively public realm

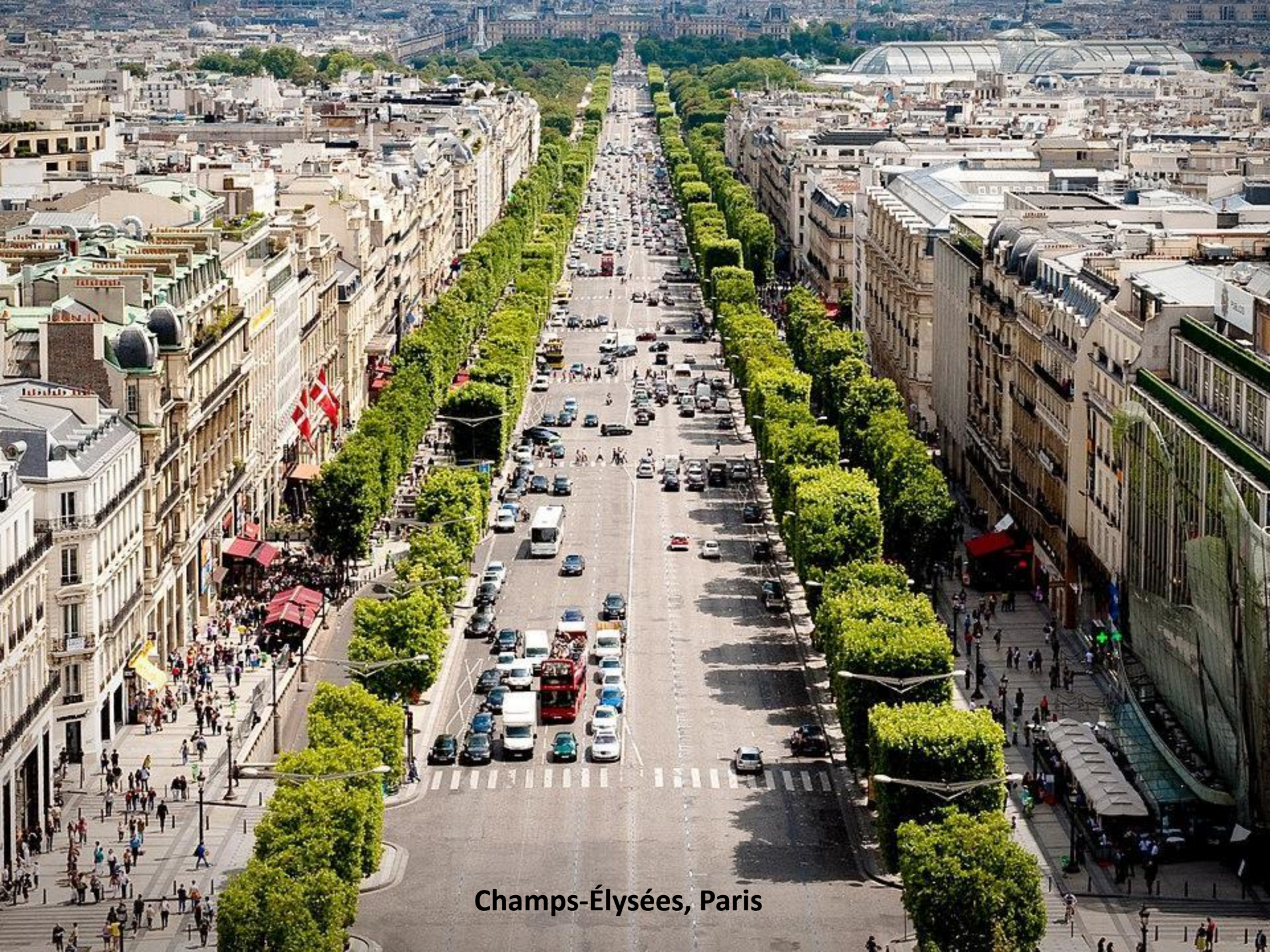


The newer section of the city was built as fragmented islands creating a less walkable district and a challenge to create a public realm



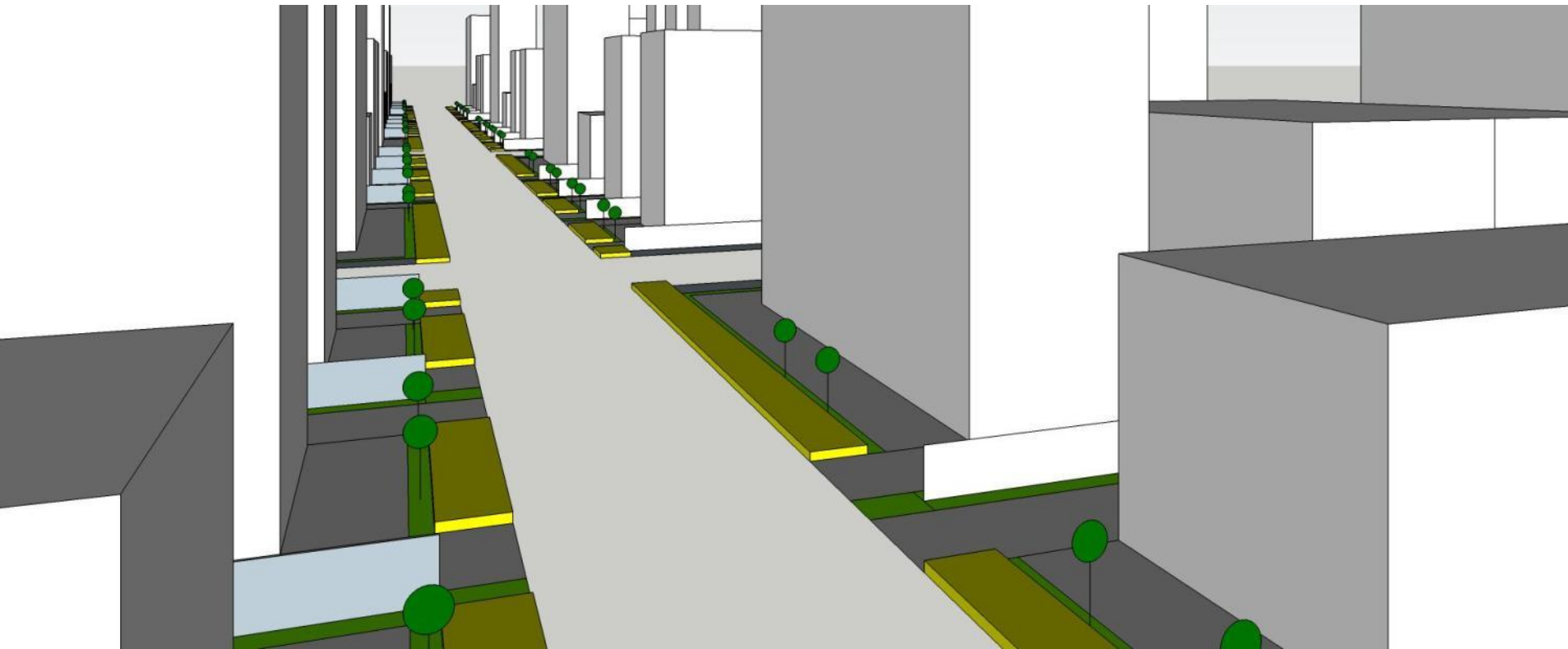
Kuala Lumpur suffers from fragmentation of its urban fabric

- Highways cut across neighbourhoods
- Required car park podium detaches building from street
- Implementation of wide roads and island fire access routes

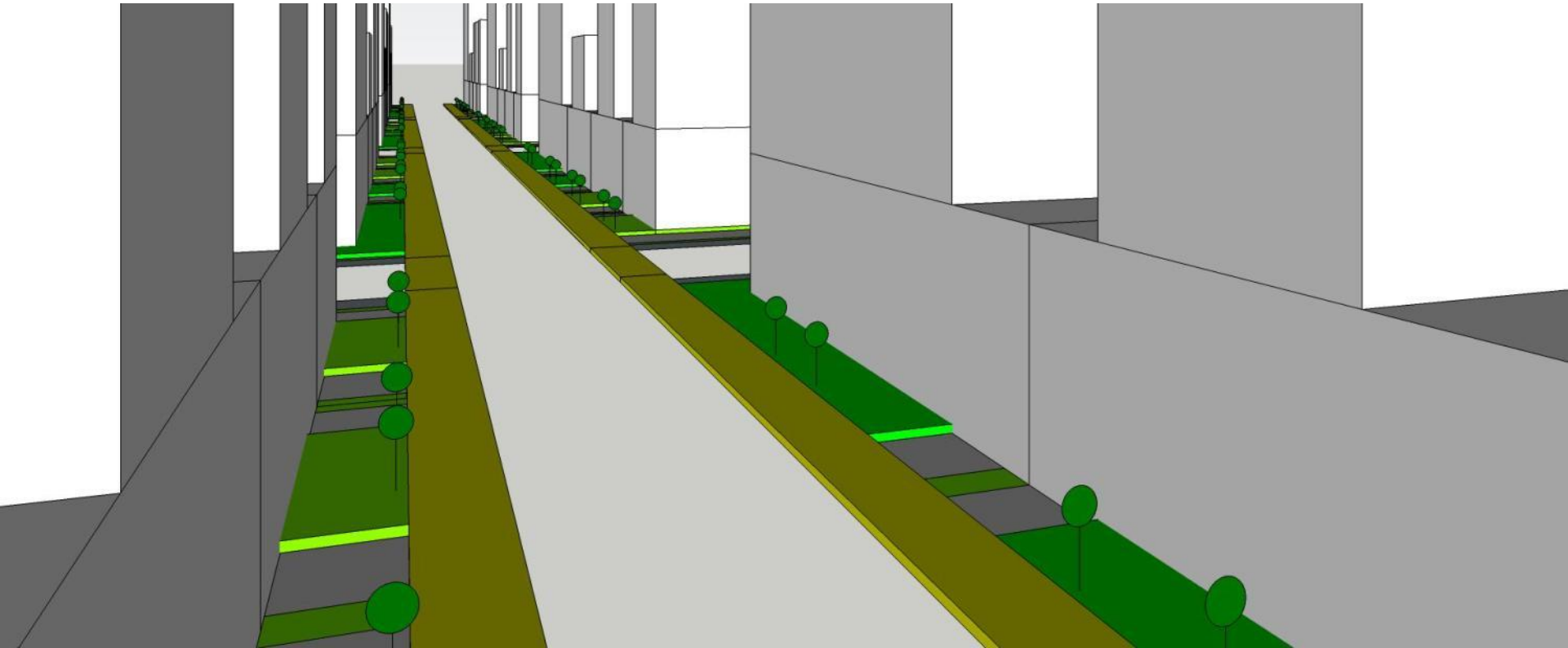


Champs-Élysées, Paris

Current urban grain:
Island developments



New urban block:
Pedestrian-centric
planning





- Congestion

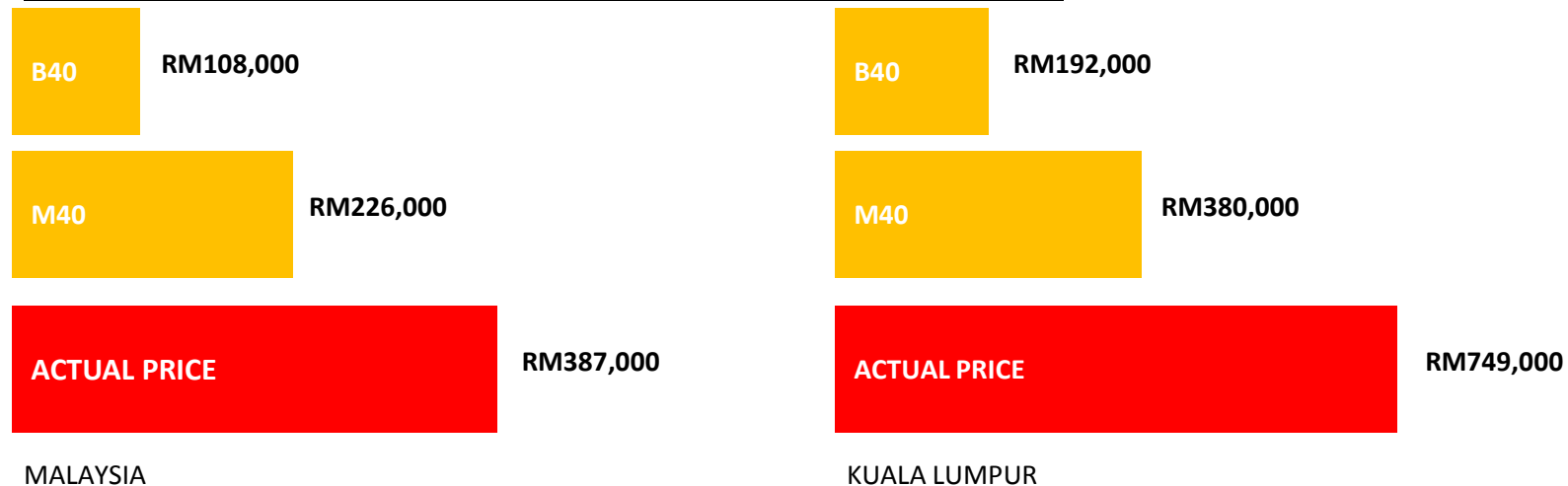
- Fragmentation

- Affordability**

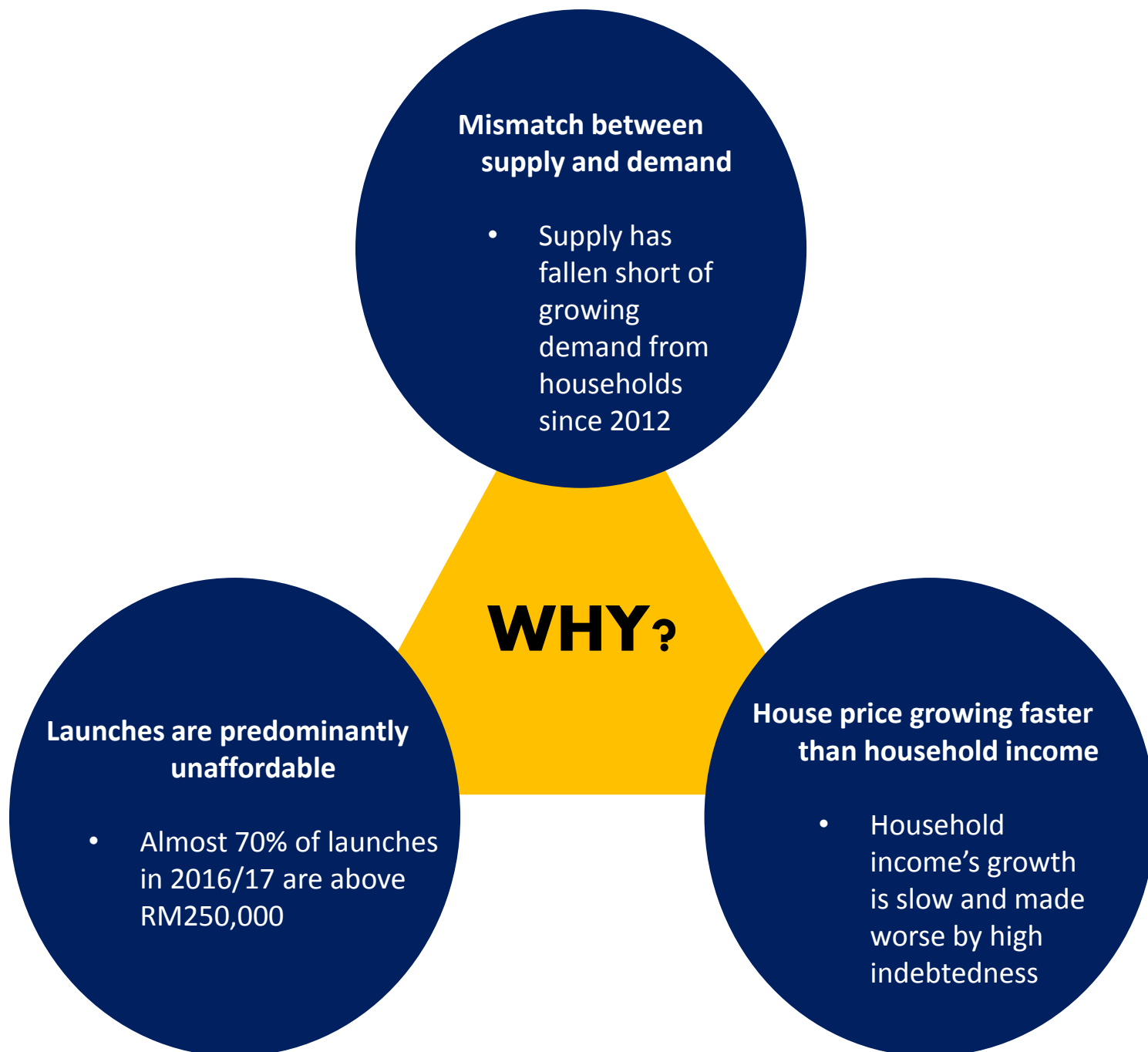
City/region	House price-to-income ratio
Kuala Lumpur	6.88
Penang	6.32
Malaysia	6.17
Selangor	5.10
Johor	4.51

House prices are severely unaffordable. It is more than six times the median household incomes nationally.

WHAT THE B40 & M40 CAN AFFORD VS ACTUAL MEDIAN PRICE IN THE MARKET



Median Multiple method is applied where a ratio of less than 3 is considered affordable. This is due to the assumption that the House Cost Burden should only be at 30% of household income as to preserve an acceptable quality of life

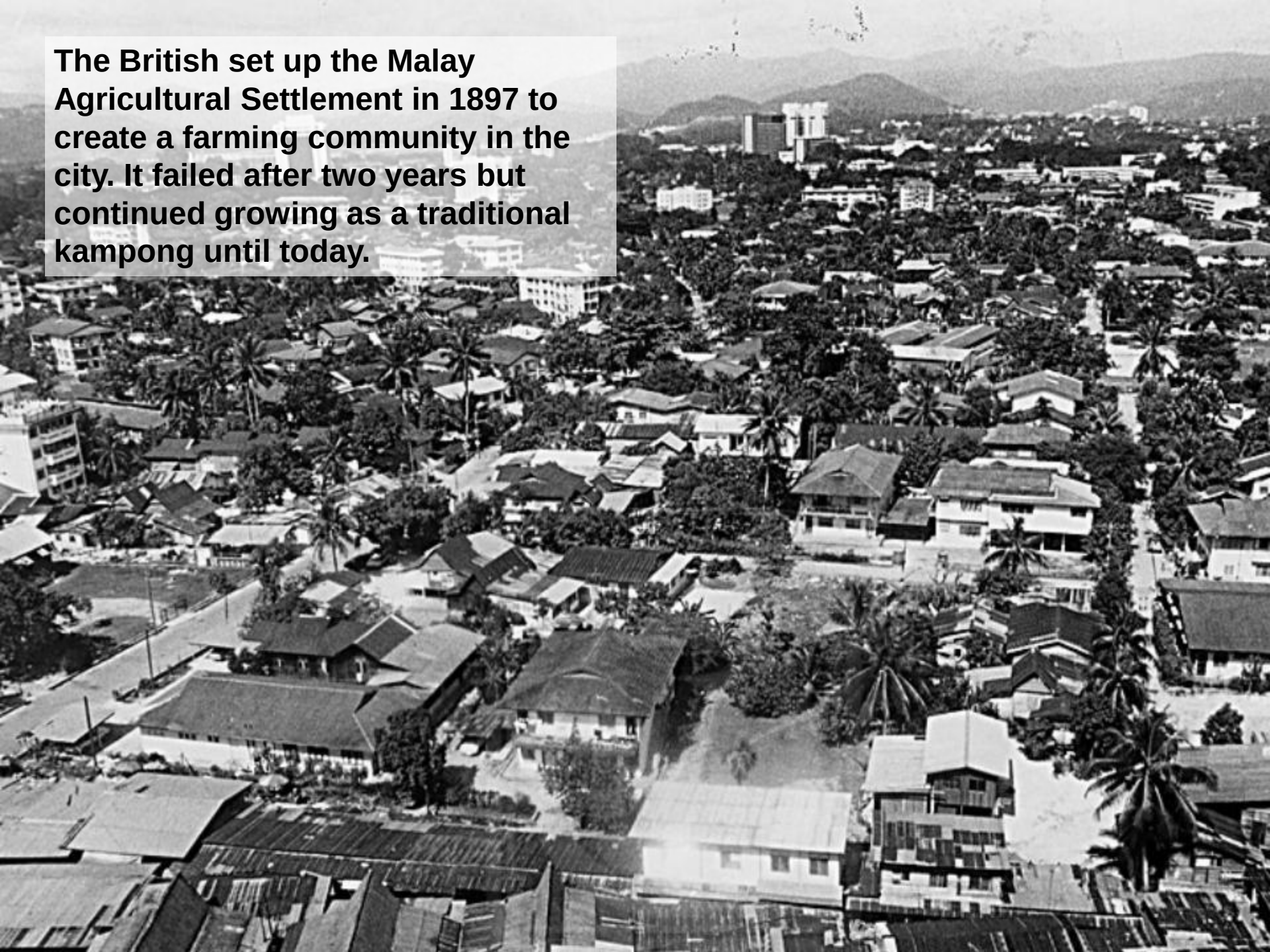


Kampong Bharu

... an opportunity to address affordability and livability in KL



The British set up the Malay Agricultural Settlement in 1897 to create a farming community in the city. It failed after two years but continued growing as a traditional kampong until today.



Saloma Link

A new pedestrian bridge connecting 2 important districts in KL



Creating a public realm for all

- **Accessible**

Walkability and Connectivity

- **Livable and affordable**

Creating civic spaces and community

- **Affordable**

Making a more equitable city

PEOPLE PROPERTY PLACE

Thank you **VERITAS**
design.group



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