

NEW CITY MASTER PLAN

MALAYSIA VISION VALLEY, NEGERI SEMBILAN, MALAYSIA

Urban Design & Master Planning
Lawrence A. Chan FAIA/Boston Design Group *Boston, Massachusetts USA*

Consultant Collaborators:
Landscape Architecture
Klopfert Martin Design Group *Boston, Massachusetts USA*

Urban Planning
Utile *Boston, Massachusetts USA*

Infrastructure Planning & Engineering
BuroHappold Engineering *London UK*

Client:
SUPERGLADE Sdn Bhd *Petaling Jaya, Malaysia*

Project

A 30-year master plan completed in March 2017 for a new city for 2 million people on 11,000 hectares of former palm plantation land in Malaysia Vision Valley (MVV), a 156,000-hectare development zone to: advance the socio-economic position of the 60-year-old nation; promote the wellbeing of its multi-cultural, multi-ethnic citizens; and provide expansion of Kuala Lumpur. Objectives include:

- Create an environment that advances urbanity, social and cultural integration and cooperation, and a sustainable quality of life for living, working, recreation, and enjoying nature
- Address natural and environmental challenges, including: a varied and often extremely steep topography; safeguarding permanent forest reserves and natural habitats; preserving and enhancing riparian corridors; reducing Malaysia’s carbon footprint; and expanding renewable energy resources

The new city will serve as a destination hub for international travel, commerce, recreation, and eco-tourism. A new high-speed train will connect the city to Singapore in sixty minutes, and an express train to the airport within ten minutes.

Smart Growth, transit-oriented Cleantech mixed-use development will encompass facilities of all types including: mixed-income, single- and multi-family residences; neighborhood and social services; a comprehensive urban transit system targeting 50% ridership while reducing car use and parking by 50%; local and regional parks; and the Mountain-to-the-Sea Greenway connecting the permanent forest reserve in the north to the Straits of Malacca in the south.

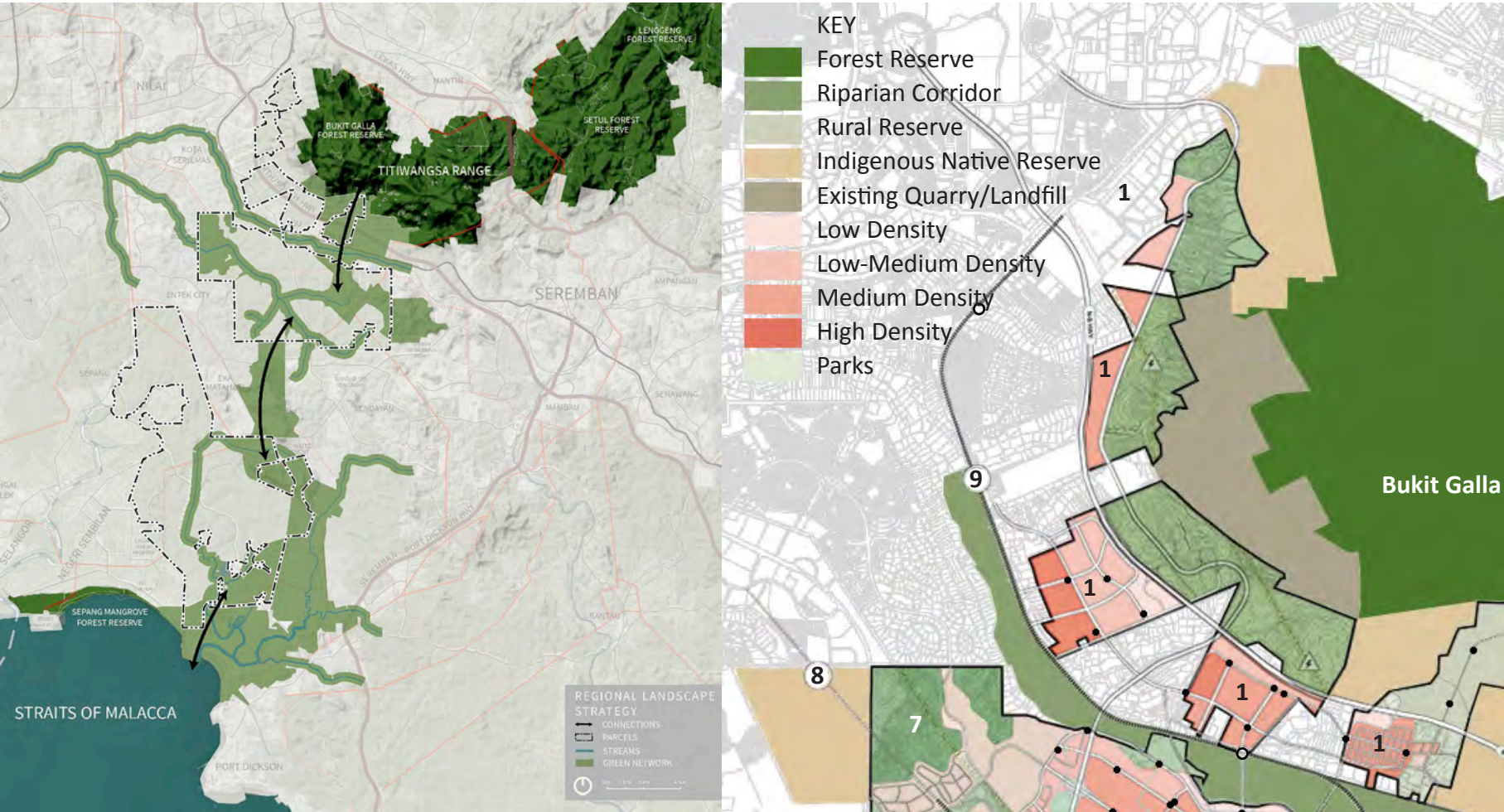
A most important objective is to create a balance between the vision of the new modern, state-of-the-art metropolis and the existing social, cultural, and environmental fabric that require inclusion, protection, preservation, and enhancement.

Project Data

Total Land Area	11,000 hectares	(26,800 acres)
Developed Land Area	6,200 hectares	(56% of Total Land)
Undeveloped Natural Land	4,800 hectares	(44% of Total Land)
Total Development	113,650,000 sq m	(1,223,000,000 sq ft)
Floor Area Ratio	1.04	(0.5-6.0 max)
Total Population	1,867,000	(844,000 work force)
Number of Dwelling Units	424,000	(for 50% work force)



Phase I plan of 1000-acre Central Park (6) at east end of the Jijan Riverway (4)



“Mountain-To-The-Sea” Greenway

LEGEND

- 1 High-tech corporate office/light industrial mixed-use
- 2 High-density Central Business District
- 3 Integrated Transportation Terminal
- 4 550-acre Jijan Riverway
- 5 Confluence Lake
- 6 1,000-acre Central Park
- 7 West Hill Park
- 8 High speed rail to Kuala Lumpur and Singapore
- 9 Commuter rail
- 10 Express train to airport
- 11 Sports and recreation mixed-use district
- 12 Campus and institutional mixed-use district
- 13 Medical and R&D mixed-use district
- 14 Tanah Merah Riparian Corridor
- 15 Entertainment and resort mixed-use district
- 16 Mangrove and bird sanctuary
- Streetcar station
- Commuter rail station
- Integrated Transportation Terminal (3)



Integrated Transportation Terminal (3) connecting: high speed rail between Kuala Lumpur and Singapore; extension of the existing commuter rail; express train to airport; and multiple light rail streetcar lines to all areas of the city



Forest Reserve



Typical segment of the Jijan Riverway (4)



Aerial view where Jijan Riverway (4) adjoins the main entrance of the Central Park (6)

MASTER PLAN SIX PRINCIPLES

• Align Regional Aspirations with Ongoing Initiatives & Inclusiveness of the Local Context

Carefully integrate and promote synergy and mutual benefits between the planned, state-of-the-art, new city with existing communities and historic settlements, and protect sensitive natural habitats of the region, including: river corridors, mountain reserves, delta farms, indigenous villages, and habitats for endemic plants, birds, and wildlife whose value should be balanced against where and how development is considered.

• Strengthen Connections with A Unified Transportation Strategy

Create a comprehensive and coordinated transportation network that will reduce the use of cars and fossil fuels, and cohesively integrates transportation modes for pedestrians, bicycles, motorcycles, cars, parking, buses, urban transit, commuter rail, and high-speed rail into an attractive, sustainable, and accessible urban environment for residents, workers, commuters, and visitors.

• Integrate, Reinforce and Preserve Natural & Cultural Assets

Creatively and sensitively integrate the abundant existing natural and cultural environments into new development, such as: incorporating landscape as an integral component of development; enhancing and reinforcing neighborhoods with public spaces, and expanding recreational amenities and universal access to them; protecting valuable natural settings; and integrating existing artifacts with new development, such as existing villages, mosques, temples, and other valuable artifacts.

• Advance Sustainable Development

Promote and implement sustainable strategies that support initiatives of the Prime Minister's 2015 Eleventh Malaysia Plan, including: Green transportation; water conservation; recyclable waste; renewable energy; state-of-the-art information and communications technology; reliable urban security; generous and enjoyable landscape; and efficient and exemplary land use.

• Create Exemplary Environments to Live, Work, Visit, and Enjoy

Balance new development with open space and landscape to promote urbanity and provide an exemplary quality of life. Create transit-oriented development urban centers with attractive housing and effortless pedestrian and transit connections within and through the districts. Create distinctive neighborhoods that are established and defined by unique facilities and public space as a locus of each district.

• Establish A Dynamic and Integrated Urban Core

Establish an Integrated Transportation Terminal as MVV's premier civic space to serve as: the portal to Southeast Asia through KLIA with easy access to Kuala Lumpur and Singapore on the proposed High Speed Rail; a 24/7 hub of activities and entertainment; a bridge between city and nature; a civic space for public and ceremonial events; and an integral link of the "Mountain-To-The-Sea" Greenway between the Bukit Galla Forest Reserve and the Straits of Malacca.



Typical low-density residential mixed-use development street



Typical medium-density commercial or institutional mixed-use development street showing light rail streetcar system with transit stops every 600- to 800-meters apart throughout the city



Civic plaza adjacent to the Integrated Transportation Terminal (3) between the Central Business District (2), the Jijan Riverway (4), and Confluence Lake (5)



Typical high-density or Central Business District (2) mixed-use development secondary street