

**PROPOSED RIVER TAXI TERMINAL
AT KLANG RIVER,
JALAN CHENG LOCK, KUALA LUMPUR**

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ABSTRACT

Throughout history, waterways have strong relationships with the morphology of townships as most cities started to grow from here. The mix uses of water will change in response to economic, social and environmental conditions. Kuala Lumpur has the three primary rivers totaling 32.8km lengthwise- Klang River, Gombak River and Batu River with the other eight ones with a total length of 40.6km and another 12 rivulets (Lim Lay Ying, NSTP, 2003). Rivers or waterways in Kuala Lumpur have distinctions and acts as assets of our countries to regenerate parts of the cities that receive them. Other places such as Baltimore and Boston in US and Toronto in Canada realized this five decades ago, got their acts together, and successfully spurred economic developments using their waterfronts. For an example, the resuscitation of downtown Baltimore as Baltimore suffered from urban decay-a dying retail core, falling property values, and high vacancy. Today, officials and developers from around the globe visit the place to see the miracle of the recovery and rebirth (Lim Lay Ying, NSTP, 2003).

Rivers are one of the urban elements to regenerate activities and give a sense of place in the urbanizing city. Besides, rivers can be pleasurable, relaxing places. They can be used for boating, for riverside picnics and for soothing the stress caused by bustling city life. They can also act as a picturesque, natural backdrop allowing us to walk, bike and frolic despite being in the midst of an urban landscape (Lim Lay Ying, NSTP, 2003). Therefore, riverfronts need proper planning and maximize its potential for housing, commercial, recreational and tourism while considering the design and quality of the urban context (Levenson, 1999).

However, flash floods have been a seasonal problem in the fast growing and urbanizing city of Kuala Lumpur. The flash flood in Kuala

Lumpur city is due to increased water runoff caused by rapid development in the upper catchments of Klang and Ampang Rivers, low conveyance capacity of Klang River and concentration of flow at the confluence of Gombak and Klang River (Kuala Lumpur City News, DBKL, 2003). Therefore, there should be a long-term solutions and proper planning to overcome this problem.

Other than that, to further improve the current situations and utilising back the existing waterways, an extra mode of transportation- river taxi is proposed here. The proposed building will therefore incorporate a water taxi terminal as part of the design proposal. The proposed river taxi is aimed to provide convenience and improve public accessibility and mobility in the city. This alternative transport mode is design for people to travel within the city through river.

Other than making the proposed building as hub of the activities along the festive river walk, others supporting activities such as open café beside the river walk, artists work place, musicians performance place, amphitheatre are proposed along this area to add spices to the taste of festive and celebrative river walk in Kuala Lumpur. This represents the fusion of multi cultural and the colourful events in Malaysia and this river walk may turn out to be one of the must-go hot spot when one visits Kuala Lumpur.

Finally, the thesis is emphasizing the importance of our urban waterways and at the same time redefines the function and image of the river. The urban waterways is not a place to throw rubbish or treated as monsoon drains but a better place for the public to enjoy the beauty of nature in a busy city like Kuala Lumpur.