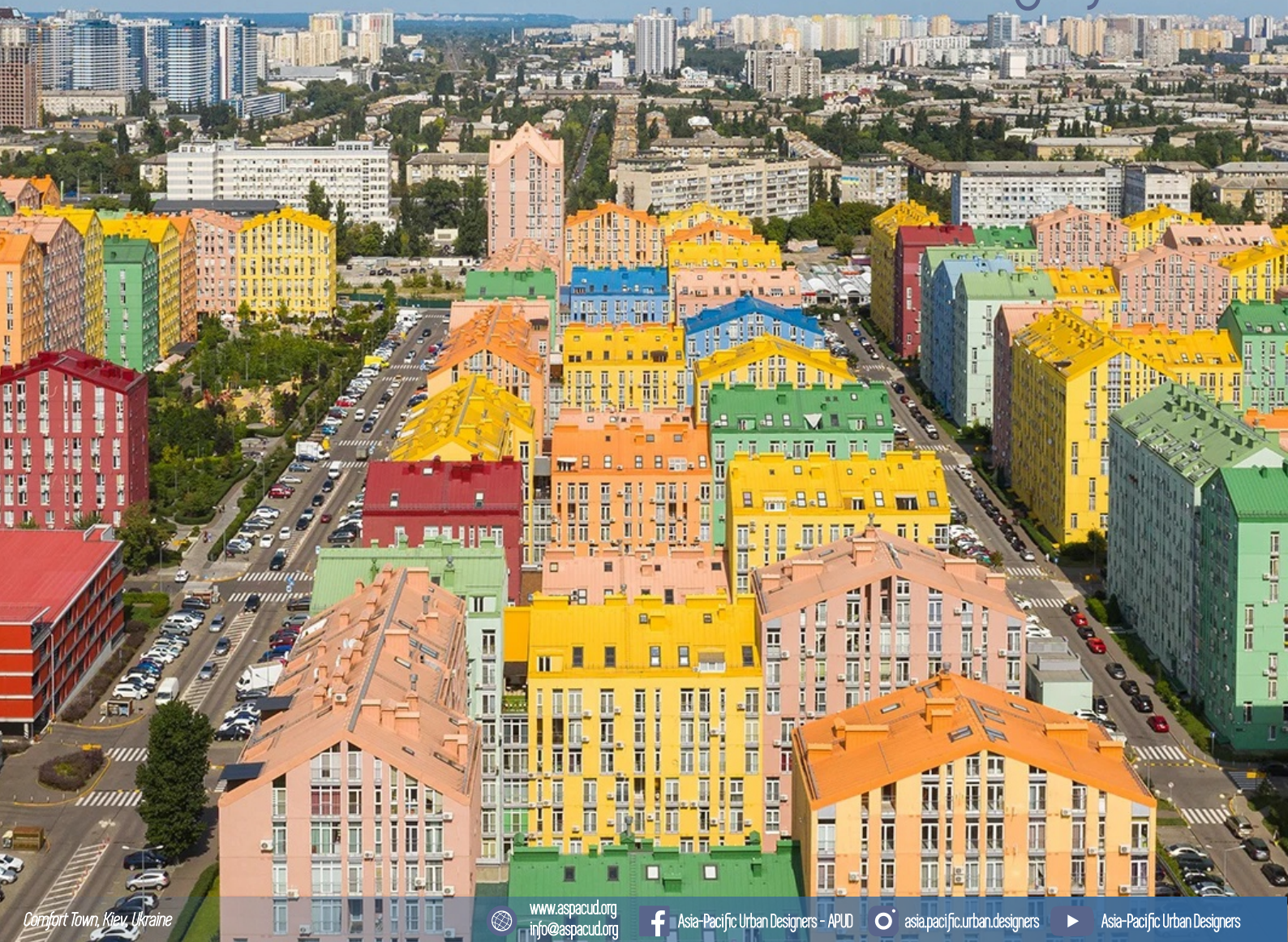




URBANISM

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an urban design journal



News From Editorial Board,



<https://trendswide.com/a-multicolored-city-in-ukraine-looks-like-a-lego-game-photos/>

As the pandemic is contained, now countries open their borders for visitors. Many of them do not require Covid-19 tests anymore for visitors who have gotten full vaccine doses or even booster vaccines. Flights are flocked up with people fulfilling their thirst of vacation after 2 years of restriction. While countries which economies rely on tourism get resurrected. It is a relief and good sign for economic outlook after

pandemic. It also raises concern to us, more than ever, to regulate tourism site better.

In a normal-non-pandemic situation, tourism site is visited heavily by people on a daily basis. Even if it is a newly-built-man-made one, we see that a tourism site needs to have good design, good regulation, management, maintenance, security, and strong enforcement. Not to mention on the

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case of the cultural or natural heritage tourism site. They are delicate and vulnerable. And they are important to be preserved, as they are the identity of a society, even a nation.

Governments enforce several ways of regulation and management on their tourism site. On a man-made botanical tourism site case, like Keukenhof in Netherlands, they charge for entry tickets, regulate opening time, provide concierge, and gift shops. They have some restrictions, including that dog has to be on a leash, and some area are free from pets. On a religious heritage tourism site, like Meiji Jingu in Japan, they restore the damages, they regulate opening time. They do not charge for visitors admission fee of the temple, but they charge visitors of the non religious part nearby the temple, on the same site. They have some restrictions. Among them: we are not allowed to run or do sporty activity, touch parts of the temple and trees, fly drone, eat and drink in designated area, take photos and videos at the main sanctuary, and do any disruptive or inappropriate behavior/ activity. The similarity between those 2 tourism sites is that they provide limited car-parking area, integrated public

transportation to the tourism site, online payment system, comprehensive and routine cleaning, also rigorous surveillance and security on the site.

We see many Governments can preserve their heritage tourism sites while generating good economy for their cities and countries. Each Government can make its own regulation and management, also adapt the best practices to be implemented on the tourism sites. But if it's a challenge, we can follow management of heritage site recommended by UNESCO, and, if appropriate, even register the tourism site as UNESCO's World Cultural and Natural Heritage. For examples: "World Heritage and Tourism in a Changing Climate", published by UNESCO and UNEP in 2016, and "Tourism Management at UNESCO World Heritage Sites", published by UNESCO and UNITWIN in 2018.

In this first edition, we have selected several plans and design concepts of tourism sites, also an architecture project. We always hope tourism sites can be preserved so that our next generation will still see their identity, while the sites support regional economy.

Along with this effort, we conduct quality events such as forum, workshop, and training, including on how to preserve heritage sites, and their relation to pandemic situation. You may attend them too by registering on our website: www.aspacud.org. Some of them are free of charge. Just keep updated by following us on Facebook Page, instagram, and Youtube under the same name: Asia-Pacific Urban Designers (APUD). To be invited in our WhatsApp Group, please contact Mr. Ardiyanto: +6285233303445. To get more benefits, be our member by registering through our website:

www.aspacud.org/registration, or sending the required documents (listed on the website) to info@aspacud.org

You may submit your writings or works to be published in our next edition of Urbanism by sending them to info@aspacud.org, free of charge. We accept your works in the form of,

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This is your quality journal. Have a quality reading time, cheers!

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Editorial Board

Chief Editor



Dian Rosnawati

Education Background :

- Architecture & Urban Design

Current Position :

- Founder & President of Asia-Pacific Urban Designers
- Representative of Rigid 1 USA
- Business Advisor for Lab Moneta Singapore

Experience :

- Spatial master planner for Adaro
- Planner of infrastructure regulation, budget, program, and spatial master plan for Ministry of Public Works and Housing of Indonesia
- National procurement expert for Government of Indonesia
- Project Manager for construction of Indonesian Government's infrastructures
- Chairman of Urban Design Alumni of Bandung Institute of Technology

Advisor



Tpr. Ts. Norliza Hashim

Education Background :

- Urban and Regional Planning

Current Position :

- Honorary Member of APUD
- Managing Director of APUDG Malaysia
- Chief Executive Officer of Urbanice Malaysia
- Fellow of MASA Institute
- Leadership Council Sustainable Development Solutions Network Malaysia

Experience :

- Lead of Expert Team for Low Carbon Cities Framework for the Ministry of Energy, Green Technology and Water of Malaysia
- Board Member of Malaysian Board of Technologist
- Secretary General of the Eastern Regional Organization for Planning and Human Settlement (EAROPH)
- President of Malaysian Institute of Planners
- Board Member, Board of Town Planners Malaysia

Advisor



Sacha Schwarzkopf

Education Background :

- Architecture & Urban Design

Current Position :

- Honorary Member of APUD
- Director of AECOM
- Steering Committee of ULI USA

Experience :

- Associate of Aecom
- Associate of Pfeiffer Partners
- Designer thru Associate of Hardy Holzman Pfeiffer
- Winner of Swan City
- Urban Design Honors Award from Pratt Institute
- Director of Lombok Integrated Tourism Master Plan, Indonesia
- Director of MNC Lido City Master Plan, Sukabumi, Indonesia
- Director of the expansion of New City of Diyar Al Muharraq, Manama, Bahrain
- Director of New Township Development of Pacific Heights, Antigua, Guatemala

Advisor



James Hong

Current Position :

- Honorary Member of APUD
- Executive Director of Lab Moneta Singapore

Experience :

- Founder of Lab Moneta Pte. Ltd.
- Director of J.O. Engineering Pte. Ltd.

Education Background :

- Mechanical Engineering

Associates



Bambang Soemardiono

Education Background :

- Architecture, Sustainable Urban Landscape & Design

Current Position :

- Representative of Organization Member of APUD
- Head of Urban Design Laboratory Department of Architecture FTSPK ITS
- Board of Advisory Indonesian Architect Institute of East Jawa

Experience :

- Head of Indonesian Monitoring Committee MRA for Architectural Services
- Member of National Construction Development Board (LPJKN)
- Board of Expert of Indonesian Ministry of Public Works
- Board of Education Indonesian Architect Institution National and East Java
- Head of Department of Architecture FTSP ITS

Associates



Hanny Maria Caesarina

Current Position :

- Individual member of APUD
- Urban and Regional Planning Lecturer at University of Muhammadiyah Banjarmasin

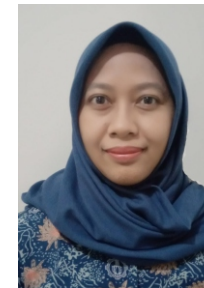
Experience :

- Urban Planner for Tanah Laut Regency
- Urban Planner and Designer for Veteran-Tendean Corridor, Banjarmasin
- Planner for Urban Design Guidelines in Ahmad Yani Corridor, Banjar Regency
- Urban Planner and Designer for New City of Rantau Baru, Riau

Education Background :

- Architecture & Urban Planning

Associates



Sarah Cahyadi

Education Background :

- Architecture, Planning, Landscape and Housing

Current Position :

- Lecturer, Head of Housing and Settlement Laboratory, Department of Architecture FTSPK ITS

Experience :

- Team Member, Global Future Cities: Earthquake Preparedness Strategy for Surabaya, Indonesia, 2020-2021
- Team Leader, Inventory of Slum Problems in Blitar District, Blitar District Office, 2018
- Team Member, Strategic Cities, Coordinating Ministry for Economic Affairs, 2011-2013

Associates



Antonio Heltra Pradana

Current Position :

- Representative of Organization Member of APUD
- Urban and Regional Planning Lecturer at ITN Malang

Experience :

- Spatial-plan-3D model maker of cities in Province of Nusa Tenggara Timur and Kalimantan Timur
- 3D model maker of Industrial Estate Masterplans for latest Indonesian Investment Coordinating Board (BKPM) projects
- Housing Development and Slum Upgrading Expert for Government of Maumere City, Nusa Tenggara Timur
- Certified International Trainer for Trimble SketchUp

Education Background :

- Architecture & Urban Planning

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Research & Articles

a. Tourism Planning: The Effectiveness of Tlocor Sidoarjo's Spatial Relationships

Fairuz Mutia*, Azkia Avenzoar*

*Department of Architecture, Faculty of Architecture & Design, Universitas Pembangunan Nasional "Veteran" Jawa Timur,
Rungkut Madya Street, Surabaya, Indonesia
Email: fairuzmutia.ar@upnjatim.ac.id

Abstract

The Jabon region in Sidoarjo is becoming a tourist destination as the tourism activities emerge. However, they are primarily concentrated in the Tlocor area, with very few facilities in other parts of the region. Can Jabon District's urban planning accommodate the city's growth, which now includes tourism? Answers to this question will be explored by using Space syntax, a heuristic tool to discuss key concepts. Findings show that there is a link between urban planning and visitor accessibility. Good road network integration reduces the value of poor road connection. Because of the poor road network, travelers are unable to access tourist spots. In terms of accessibility, identifying the portions that can become mobility options and are connected to other urban locations might boost the economy. The existing road network can be evaluated to improve connectivity and visitor's mobility to and from tourist regions. Inversely proportional to poor road connection is good road network integration. Tourists cannot access areas due to poor road connectivity. Identifying regions that are accessible and connected to other urban spaces might help the economy. In addition, analyzing the current road network can improve accessibility and visitor's mobility to and from tourist locations.

Keywords: *legibility, spatial configuration, tourism, space syntax, Tlocor*

Introduction

Between Surabaya and Porong river lies Sidoarjo, a Delta city. The Jabon sub-district is located in Sidoarjo's east coast, which is divided by the broad Porong River. As a result of these geographic characteristics, the city's topography and spatial layout are notably different from those of Surabaya and Pasuruan. The Porong River is no different in the Jabon Sub district in Sidoarjo. According to data from the Sidoarjo Public Plan, Jabon zone is envisioned as a secondary mixed-use sector and a DEM tourism zone. While some tourism activities remain, they are largely concentrated in the Tlocor area, with few additional facilities. Urban growth is critical and should be guided by a variety of policies, one of which is the city's spatial area.

Whenever we want to chart and plan the path of urban growth, the phrase spatial area is frequently used. One topic that requires attention is the phenomena of suburban regions and the geographical and socioeconomic changes that

have occurred in the area. A suburban area (urban fringe) is defined as an area that is transitioning from rural to urban area. (Sushanti et al. 2018). Spatial analysis is one of the models of science-based development policy formulation to consider the various linkages of economic potential both inside and between regions to be used optimally to facilitate development enactment (Barani, 2009). Spatial planning is about projecting how aspects such as land use design, development regulation and control, and planning activities according to the priorities and challenges prevailing in modern society are expressed in the spatial realm. (Acheampong, 2018).

Meanwhile, in the planning of tourist areas, it is rare to look at the aspect of accessibility other than the availability of the road network. Whereas in practice, the road network is a matter of physical condition and achievement and related to how the pattern of space is created - especially those that lead to tourist areas. Does it then affect tourism development in the area?

Research Method

This research is a quantitative research (Groat, L. N., & Wang 2013) with *space syntax*

analysis (Hillier and Hanson, 1989). Space syntax is not only used as a measurement technique but also as a heuristic tool to discuss the fundamental concepts of spatial relationships that exist in urban space (Hagbert et al, 2019). However, evidence from spatial syntax research suggests that one can predict movement behavior without invoking objectives or motivations, and indeed without making any explicit assumptions about persons or their cognitive capacity (Penn, 2003). Inquiries about the spatial configuration of the city that are inflated, such as separateness or openness to local contexts, or the logic of internal communities, which will be examined more, are related to tourism. The results of the space syntax analysis are then analyzed according to the variables in the DepthMapX software.

Result and Discussions

Configuration of Jabon

Presently, urban space is the result of human social interaction, which then assembles the city (Hillier and Hanson, 1989). These interaction spans are formed from the existence of patterns of human behavior that can form a spatial configuration (Alitajer and Molavi Nojoumi,

2016). This configuration can then be seen as a form of pattern and basic mapping in urban planning and development considerations, assuming that the city is a "living thing" consisting of many individuals who interact with each other. Built-environment spatial configuration is a pattern of relationships. In interpreting space's structure and function, each of these linkages has a behavioural meaning. In space, this relationship is obvious, but in motion, it is not. The movement must be detected throughout the full spatial structure system in order to establish a pattern of interpretation of the spatial pattern in space. According to space syntax research, spatial configuration explains a large part of the variety in human aggregate movement rates (Penn, 2003).

The pattern of relationships in space is called syntax (Hillier, 2007) which logically allows the configuration to be read. With the readability of this configuration, researchers can easily understand how the characteristics of people or users of a space act in response to the organization of space. In addition, the identification of human expressions in the built environment can also be read. In its early stages,

space syntax was primarily concerned with patterns of pedestrian circulation in cities. (Ratti, 2004).

Configuration influences movement and movement impacts space use. Pattern analysis results generate an intervention variable between architectural form and design behavior. The setup cannot stand alone. Configurations always affect each other. Several recognized landmarks form a network and spatial layout in the Jabon area. The configuration form shows the behavior pattern of a site area. An integration approach can analyze an arrangement's configuration. The integration value is a metric used to measure the strength of a spatial relationship. Knowing a system's strengths and weaknesses will help us evaluate its accessibility.

The Link Between City Trails and Tourism Development

Different levels of integration are being used to distinguish and compare urban areas. (Teklenburg, Timmermans, and Van Wagenberg 1993). The majority of public space in cities is 'linear.' Streets, roads, walks, avenues, pavements, and boulevards, with the exception

of squares, are linear elements. -----(van Nes and Yamu 2021). The path of human motion can be mapped through the spatial configuration of the city. Getting to a certain location requires a clear and easy configuration to accomplish, precisely in reaching certain tourist locations, predominantly in urban conditions in Indonesia which tends to grow organically.

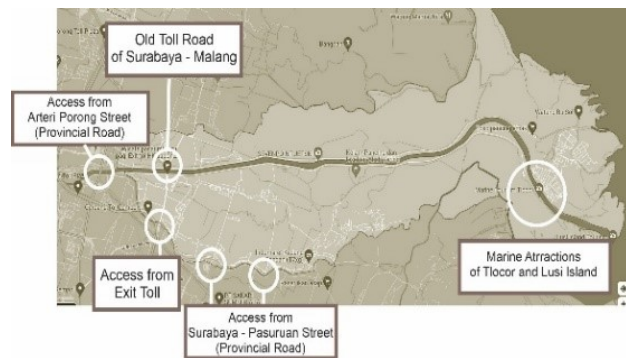


Figure 1. Accesibility to Tlocor Area

Space syntax employs a connection graph form to model the spatial topologies of metropolitan environments (Jiang, Claramunt, and Klarqvist 2000). Using the DepthMapX software, the axial graph calculation was analyzed from the main access area to the Tlocor tourist area in Jabon District, Sidoarjo. This calculation considers several entrances to the tourist area. From this mapping, it can then be

seen the value of the integration of urban space. Figure 2 is the result of line analysis of axial line integrity. The value of integration is the value of a person's ease to advance a certain space (Nurhalimah and Astuti 2020).

Integration, a type of graph-theoretic centrality metric, has been proven to be particularly useful in characterizing urban morphology in terms of space syntactic description (Park and Park 2005). The higher the spatial integration, the higher the economic concentration on the road network tends to be (Yamu and van Nes 2019).

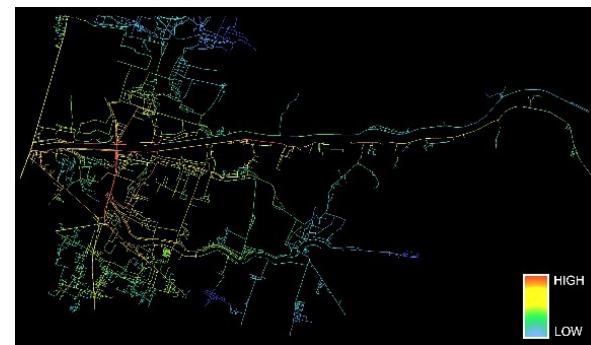


Figure 2. Global Integration Value

In the Jabon District area, the results of the DepthmapX analysis based on existing variables (Charalambous and Mavridou 2012) shows that the value of global integration is evenly distributed.

The red, orange, and yellow values represent how well urban spaces are integrated into the Tlocor tourism region. There is a chance that some regions will be more congested than others. The red area of the space is, in fact, the exit of the Malang - Surabaya toll road, which had to be cut off due to the Lapindo Mud disaster. Even though it is now abandoned, it turns out that the potential for crowds is still very high on a global scale.

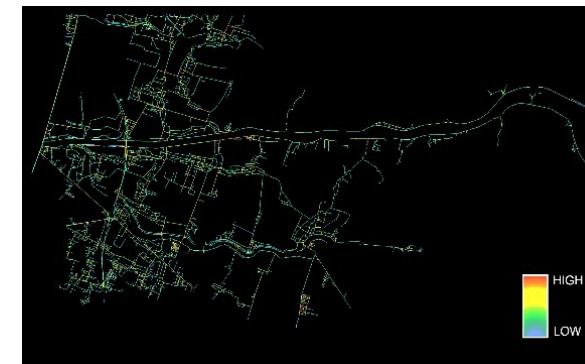


Figure 3. Global Connectivity value

The connection value in Jabon area is particularly quite poor, as seen by the heavy use of light blue in the analysis results. The red color, which denotes high connectivity in the area, is only visible in certain stretches of the road and not all of it. This is undoubtedly a flaw in the tourist area's accessibility structure since visitors

will be perplexed as to which direction to enter because the road network is not adequately connected.

Any unconnected roads have the potential to confuse visitors when visiting tourist attractions, especially for first-time visitors whom are prone to get lost in the area. Because the area is not well connected, accessibility in the area is very low. The disparity between the corresponding network representations in space syntax and other transport models raises an important research question about the psychology of people's navigational strategies in metropolitan regions with specific destinations in mind or in sight (Steadman 2004).

The integration value is larger in the calculations of the angular segment at a radius of 10,000m (1 km) and 25,000m (2.5km). This demonstrates that car users have a tendency to believe they can reach specific areas in the vicinity. The lines are yellow-orange in color, especially when it comes to entry of the Tlocor area. When compared to the pedestrian radius (400,800), this posed a significant difference.

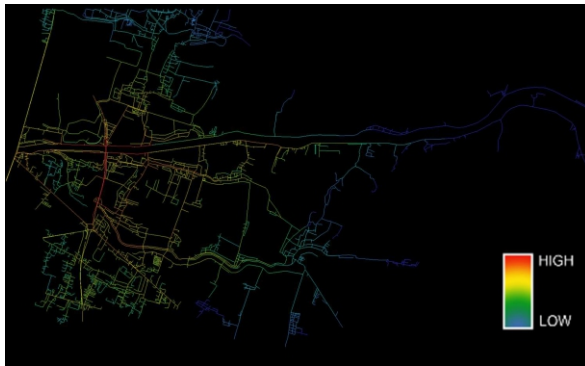


Figure 4. Integration Value of R10000

Using transportation to go to Tlocor is projected to be tough and time-consuming. Because this place is far from Sidoarjo's city center, an extra four-wheeled vehicles should be considered. Based on these findings, the spatial depth of Tlocor was re-analyzed.



Figure 5. Integration Value of R25000

According to the results of running analysis at step depth, even the route to Tlocor's side is red. If arrived from the Porong Artery Road, which has

been the area's main entry point, visitors will have to take a few steps that are somewhat far away from Tlocor. It becomes obvious if, as a result of the lack of accessibility, travelers will be reluctant to visit the area. The results of the analysis, on the other hand, reveal that the bluest area is on the opposite of the Porong riverbank, which should be near the Tlocor area. This indicates that this blue location is the furthest away from the Tlocor Region and requires the most steps to reach it.



Figure 6. Step Depth Value of Tlocor

This is related to the fact that human prefer to travel by foot. The analysis results (fig. 7) show that car drivers' mobility choices are concentrated in only a few places, mainly the main roads, both at R10000 and R25000. In general, the path chosen is a good one that can be

further expanded. At R1000, R800, and R400, mobility alternatives are dwindling and do not lead to the Tlocor tourist area. This demonstrates that reaching this tourist attraction by bicycle or on foot is not an option because the selected area primarily focuses on a few stretches of the road.

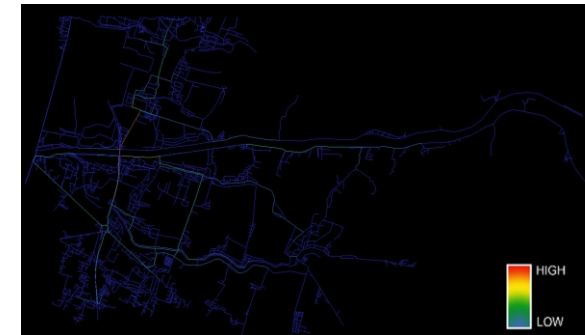


Figure 7. Choice value of Tlocor in R25000

The combination of the integration of the road network and land use functions can provide an indication of the location's drawbacks spatially and what can be addressed to improve the socio-economic area of the area (Ye and Van Nes 2014).

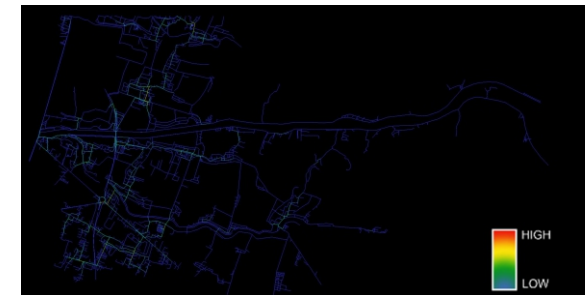


Figure 8. Choice value of Tlocor in R800

Legibility affects how easily we can investigate and navigate to a specific goal. However, legibility is linked to other functions such as movement and co-presence in public areas, as well as land use allocation in connection to the road network. The clarity and legibility of urban space has an important impact on the city's economy (Bindajam and Mallick 2020). As a result, it is critical for the government to pay attention to the existing urban spatial organization, particularly in the case of Sidoarjo's Jabon District. The low value of axial line connectivity suggests inadequate accessibility, which is undoubtedly a barrier to tourism development.

The theory of *sustainable tourism* (Niedziółka 2020) suggests, according to common perception, that the economy must grow (boost economy). Hence good planning of the area's accessibility is required. As a result, if functions are merged, it may be assumed that there is a shift in activity, which influences circulation and, in turn, has an impact on the space's function (Darmayanti and Bahauddin 2020).

Conclusions

The results of the foregoing analysis and interpretation of the data indicate that Tlocor area's infrastructure and accessibility cannot be categorized as convenient or efficient. Even though the area is relatively well-integrated and connected, the connectivity is very restricted, constraining tourist mobility options. As a result, additional research is needed in addressing the road network in order to improve accessibility and legibility.

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b. Borobudur Highland, Eco-tourism, Cultural Tourism and Adventure tourism

Agustin Peranginangin, Albin Mus P, Wahyu Nur S, Mutiara Sekarayu, Arif Sevri D, Jauhari Maulana M, Tanjung Setya N.



Figure 1. Research Area of Borobudur Highland

Located on the island of Java, the magnificent Borobudur temple is the world's biggest Buddhist monument you must visit at least once in your lifetime. The area is surrounded by

beautiful scenery of Central Java's nature that you can only find there. The architecture and stonework of this temple have no equal. It was built without using any cement or mortar.

Borobudur Temple is one of the tourist destinations for tourists' vacation. In addition to Borobudur Temple, to increase tourist visits and increase the length of stay, it is hoped that there will be new tourist destinations so that they are not too centered on the Borobudur Temple but can also create jobs for the local people, so that the economy will continue to rotate and provide benefits for the local people. Therefore, a new tourism area was built namely Borobudur Highland.

The Borobudur Highland is a new destination for developing tourist areas. Based on the position and its landscape, the area is very potential for the concept of eco-tourism and thematic adventure-based destination development. It is located about 12.5 km from the Borobudur temple which is an international scale tourist magnet.

Borobudur Highland is directed to capture the potential and become a new destination that can grow independently.

Tourism activities in the Borobudur Highland Area will boost the attraction for tourism travel by reviving activities in the Menoreh Hills, so there will be more tourism activities alternatives in this region. As growth catalyst, the product of tourism activities in the Borobudur Highland is expected to have a positive impact on economic growth at the local, regional, and national levels.

There are new themes and concepts developed based on the main concepts of eco-tourism in the Borobudur Highland including: adventure tourism, back to nature - family tourism, reside with nature, and nature viewing.

Adventure Tourism - Downhill mountain biking - Forest off-road tracking - Zip coaster	Family Tourism - Forest trekking - Forest light performance - Tree top cycling - Aktivitas outbound - Children playground, mini zoo, animal viewing and touching, walk-through aviary - Agrotourism - Natural amphitheatre	Reside with Nature - Forest resort - Glamping - Camping ground	Nature Viewing - Mountain peak viewing - Forest coffee shop
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Figure 2. New Themes & Concepts

The DED contains architectural design, structural calculations, mechanical and electrical

design and the region's landscape. Those DED infrastructures are connected by a regional street for a total of 8.8 km straight from main gate and bridge and divided into five zones in the Borobudur Highland, which are: the gateway zone, resort zone, cultural zone, adventure zone and extreme zone.

In the Masterplan Book of Borobudur Authority Zone, the concept for the development of the area is focused on two main pillars: (1) accommodation and (2) attractions. The structure of this plan is based on four main concepts:

1. Diversification of tourism destination
2. Village and community structure
3. Environmentally sustainable

The DED is arranged based on Resort Design Guidelines and Landscape Design. From the main development concept, there are four buildings in the area, which are:

1. Tourist Information Centre (TIC)

TIC functioned as the central hub or main hub of the Borobudur Highland. In this TIC, visitors will get information about accommodation / resort and all of the tourism activities that can be done in the area. It also serves as a ticketing area for the payment of package of tourist activity in

Borobudur Highland.

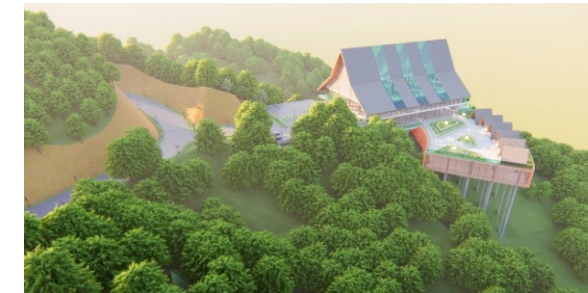


Figure 2. New Themes & Concepts

2. Amphitheatre

Amphitheatre is an open design under the canopy of pine tree and provided to accommodate entertainment activities. The amphitheatre area can be used as a venue for cultural, musical, or performing arts festivals or performance. The capacity of the amphitheatre are more than 1.500 people.



Figure 3. Borobudur Highland Amphitheatre

3. Transfer Hub

Transfer Hub is a facility within the area by

providing internal public transportation connecting to the facilities within the area, so that it can minimize the mobility/traffic caused by private vehicle in the area.



Figure 4. Borobudur Highland Transfer Hub

4. SMEs Centre

Small and Medium Enterprises (SMEs) Centre is a form of regional development based on community and village development. SMEs Centre is a commercial building in order to provide a collaboration space and provided by manager area of Borobudur Highland.



Figure 5. Borobudur Highland SMEs Centre

Gateway to Flores: Cultural Hills of Labuan Bajo

Shana Fatina
Labuan Bajo Flores Tourism Authority

Labuan Bajo has become the belle of tourism in recent years. It is evident from tourist visits up to 3 times in the five years before the covid pandemic, from 80,626 in 2014 to 221,703 in 2019. Labuan Bajo tourism which has the main attraction for the World Heritage Site of Komodo National Park, offers world-class marine and cultural tourism. This destination is one of netizens' most sought after destinations, even during the pandemic. The central government, for the past five years, has invested in Labuan Bajo by carrying out a massive tourism area arrangement of up to 3 trillion rupiahs and forming an implementing agency for the Labuan Bajo Flores Tourism Authority (BPOLBF), which is mandated to take steps to accelerate integrated development, including Labuan Bajo as the gateway to NTT tourism, which encourages the distribution of tourists to the Komodo Biosphere Reserves, Flores, Lembata, and Alor.

Following Presidential Decree 32 of 2018, BPOLBF orchestrated the development of the

Super Priority Destination Labuan Bajo Flores, including Labuan Bajo, Komodo National Park, and 11 coordinating districts similar to the basic concept of premium quality World Class Sustainable Tourism. Since 2019, BPOLBF has overseen the linkage and alignment of 19 Ministries/Agencies, Provincial Governments, and Regency Governments for sustainable tourism planning in Komodo National Park, planning tourism product portfolios, preparing airport connectivity to become international airports, Integrated Tourism Master Plans, planning quality human resources through vocational training, competency certification, entrepreneurial innovation, and building the Floratama (Flores, Alor, Lembata, Bima) Creative Hub ecosystem.

The Labuan Bajo urban area is part of the Labuan Bajo National Tourism Development Area (Kawasan Pariwisata Prioritas Nasional/KPPN) and is part of the Komodo-Ruteng National Tourism Destination (Destinasi Pariwisata Nasional/DPN). The tourist objects in the Komodo National Park -

URBANISM

Ruteng are nature tourism, beach tourism, and cultural tourism in the form of traditional villages. The tourist areas in Labuan Bajo urban are generally natural tourism, divided into beach tourism, hill tourism (tracking/hiking), and culinary tourism. Hiking and tracking tours offer beautiful natural scenery from the highest points in the urban Labuan Bajo with sea views. Natural tourism in the form of a cave is also found in the northern region, namely Batu Cermin Cave. Culinary tourism in Labuan Bajo offers a variety of seafood dishes located in Kampung Ujung. It is necessary to integrate between tourist areas, one of which is by increasing access to each tourist attraction to create agglomeration of tourist areas and increase the length of stay of tourists by developing tour packages for tourist objects in the Komodo National Park - Ruteng.

Indonesia's government targets Labuan Bajo (Figure 1) as a world-class sustainable quality tourism area. The urban area of Labuan Bajo has the potential to be directed as a service and transportation center or as a storefront/gate island in Flores. Future infrastructure development to support tourism activities in Labuan Bajo, for example, expanding airports,

ferry terminals & logistics, and roads. With a target of visiting 1.2 million tourists per year, 3000 additional hotel room keys, 46-70% hotel occupancy, and the absorption of new jobs of up to 15,000 people, the development of the authoritative area is a promised potential.

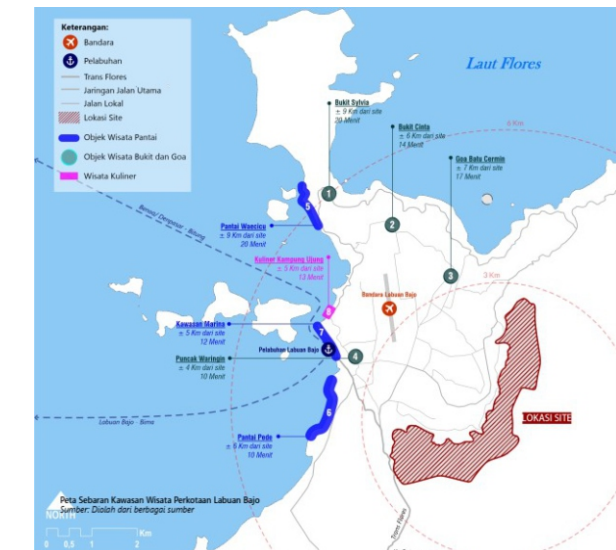


Figure 1. Labuan Bajo Area

BPOLBF is currently preparing to develop four tourism zones on the 400 hectares site of Bowosie Forest. The site's development presents a sustainable, quality, and integrated place in Labuan Bajo. This new destination in Labuan Bajo will be developed as an integrated tourism area representing the Komodo biosphere reserve with

its biodiversity. The site can be accessed by land from Labuan Bajo City and other city tourist attractions within a 1 - 9 km distance, with the furthest travel time of 20 minutes. The topography of the property, located 120-300 above sea level, can create an atmosphere that is different from other competitors. Some spot views directly to the sea can be one of the selling points. The potential view of the city, airport, hilly landscape in the east, and the sea in the west-southwest also has an exciting sunset view. Positioning Labuan Bajo as the entrance or gateway to other Flores and East Nusa Tenggara areas (Figure 2). Thus, the site has the potential to become a cultural exhibition of Flores. A unique cultural and natural tourism destination supported by premium accommodation and inspiring natural scenery.

The Labuan Bajo Flores authority area offers five main advantages, namely:

- Be a window of art and cultural knowledge.
- Present premium accommodation, a touch of unique Flores culture.
- Create an iconic, representative, and interpretative architecture for the civilization, culture, and landscape of Flores

land.

- Respond to and optimize the potential of the Natural Beauty and the Uniqueness of the Flores Biodiversity.
- Implement sustainable development by building an ecosystem of Local MSMEs, Community Empowerment, and Quality Human Resources.



Figure 2. Gateway to Flores: Cultural Hills of Labuan Bajo



Figure 3. District of Authority Area

The authority area development will be divided into four zones: the cultural district, adventure district, wildlife district, and leisure district (Figure 3). Each section has its own identity and uniqueness to capture a wider variety of visitors. Visitors can learn and enjoy the culture and natural life of Flores to enjoy the serenity and natural beauty of Labuan Bajo between forests and hills (Figure 4). Investment lots cover options of 11 Commercial areas, 5 Hotels and Resorts, 6 Entertainment and Cultural, and other utilities such as electricity, Water, Gas, Internet Network, and Waste Management. The area's development puts forward the principle of sustainability by the laws and regulations, with a built area of 10% for the PBPH-JL area and 17% for the APL area.



Figure 4 Labuan Bajo Flores Tourism Authority Zone

Cultural District consists of Cultural Center, Bajo Gallery, Commercial Village, Tourist Information Center & BPO office, Hotel & MICE and Family Hotel (Figure 5). This area emphasizes the cultural diversity of Flores, which is presented in cultural performances and activities. This zone will develop a built area of 36.53 ha from 114.73 ha.



Figure 5. Cultural District

The leisure District (Figure 6) consists of 2 High-End Resorts, Spa & Wellness Center, and a Worship Center & Pilgrimage. This area is an area to restore fitness with Health and wellness activities. This zone will develop a built area of 22.97 ha out of a total of 63.59 ha.

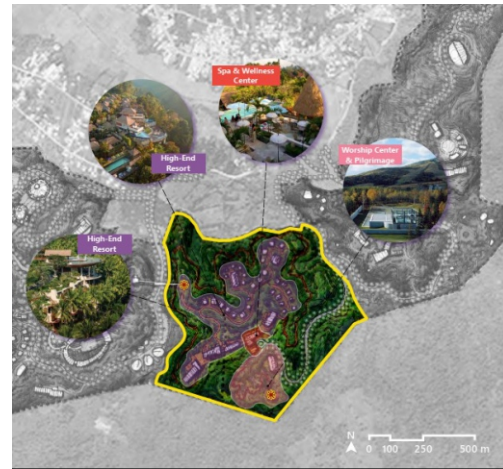


Figure 6. Leisure District

The Wildlife District (Figure 7) consists of a Lit Forest, Cliff Restaurant, Biosphere Museum, Mini Zoo, Outdoor Theatre, and Interpretation Center. This area is a tourist destination for families and youth and those who are interested in learning more about the Komodo Biosphere Reserve. This zone will develop a built area of 22.27 ha out of 89.25 ha.

Lastly, the Adventure District (Figure 8) consists of High-End Glamping, outdoor activities such as Bike Zipline, Luge Ride Track, Cycling 360, View Point, and Cable Car. It became an area that focuses on outdoor activities for the public and tourists. This zone will develop a built area of 22.35 ha out of 132.43 ha.



Figure 7. Wildlife District



Figure 8. Adventure District

The extreme contours of the site can be one of the potential for regional development, namely making the contours and conditions of the forest a trail attraction with various supporting facilities,

ranging from pedestrian trails and bicycles to luge. Land accessibility on land with extreme topography is well planned. There is direct access to facilitate large vehicles such as buses for group visitors. Buggy and cable car routes are provided to reach land with extreme contour conditions.

The development of the BPOLBF tourism authority area in the production forest area is considered to be included in the principle of environmental sustainability because, in the development plan, the basic coefficient of the building and the site of the built area is very low in each zone, to continue to support the ecological function of the forest area. The development details are 18.90% of Cultural District from 114.73 ha, Leisure District covers 10.68% from 63.59 ha, Wildlife District covers 11.43% from 89.25 ha, and Adventure District is 7.94% from 132.43 ha.

The development of the Labuan Bajo Flores authority area is estimated to absorb 10,000 thousand workers, undoubtedly improving the surrounding community's economy and reducing the unemployment rate in Labuan Bajo and NTT in general. The BOPLBF site/area is located in the Bajo urban area, designated as a Regional Activity Center that functions to serve activities on a scale

of West Manggarai Regency with an urban settlement zone designation.

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d.

Designing Border Area in Gambut-Kertak Hanyar Corridor as Part of Banjar District

Hanny Maria Caesarina, Gusti Pratama Fardian Noor Saputra, Nadia Humaida
e-mail: hanny.planarch@gmail.com

Department of Urban and Regional Planning, Engineering Faculty, University of Muhammadiyah Banjarmasin

INTRODUCTION

Planning and designing an urban area aims to improve the quality of urban area while at the same time creating local identity for the area "(Hokhrin & Smolkov, 2020; Osra & Jones, 2019; Riza et al., 2012). Especially in border area, the visual quality that strengthens the identity of the city's character is expected to be shown through the design of public spaces (Herzog, 2020; Mushtaha et al., 2018).

Banjar District is one of the municipalities in South Kalimantan which located in adjacent to Banjarmasin and Banjarbaru. The district is well known for its Islamic-religious image. Between Banjarmasin and Banjarbaru lies an area as the border corridor called "Gambut-Kertak Hanyar Strategic District" (Figure 1) which is marked by the corridor of Ahmad Yani road from km.6 to km.18. The land use is dominated by trade, services and industry.

The characteristic of the corridor is linear, with canals on both sides of the road. This corridor

functioned as a primary arterial road, and become the entrance area in the direction of Banjarbaru to Banjarmasin where gates of these two cities can be found at the border area (see Figure 2).

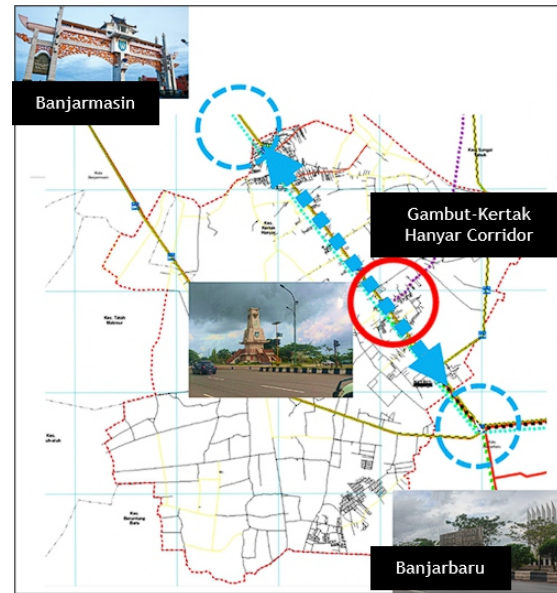


Figure 1. Border area of Kabupaten Banjar between Banjarbaru and Banjarmasin (Blue Stripe lines)

As part of the Banjarbakula Metropolitan Area, the Gambut-Kertak Hanyar border area should be developed, especially in terms of the

quality of infrastructure and visual aspects. Therefore, this research aimed to propose a design that can improve the visual and functional quality of border area in Gambut-Kertak Hanyar corridor.

FINDINGS

- The small river which functions as canals and drainages are not connected to each other along the corridor, hence the water does not flow and causing large puddle during high rainy season. Even worse, there are many semi-permanent stilted buildings on the river.
- There is no clear local identity in the border area of the corridor as part of Banjar District (see Figure 2 and 3).
- No pedestrian path along the corridor as well as no streetscapes as well as street furniture



Figure 2. Existing Condition of Border Area near Banjarmasin's Gate (Source: Field Survey, 2022)



Figure 3. Existing Condition of Border Area near Banjarbaru's Gate (Source: Field Survey, 2022)

ANALYSIS

- Based on observations, the area around the border of Banjarmasin and Banjarbaru should be prioritize and be the focal points of the corridor trough designing landscape (Gašparović, 2019) and streetscape (Hokhrin & Smolkov, 2020). Banjar District will not need a grand entrance or enormous Gate way at the borderline, considering that Banjarmasin and Banjarbaru already have their gates with special design and ornament.
- The whole corridor needs arrangement on pedestrian paths based on the primary arterial road regulations with attention to streetscapes and street furniture design element, while the small rivers/canals need to be revitalized for waterway.

CONCEPTUAL DESIGN

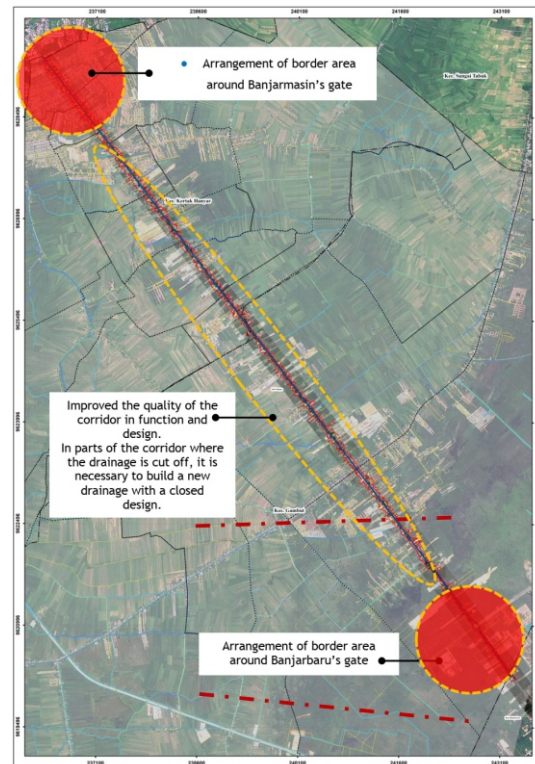


Figure 4. Main Concept of the Corridor (Source: Analysis, 2022)

- Improved the quality of the corridor in terms of function and design. Pedestrian space is a public space intended for everyone. The form and the use of appropriate materials in the pedestrian way should consider the needs of the elderly and people with disabilities (Figure 4).
- In parts of the corridor where the drainage is

cut off, it is necessary to build a new drainage and green space (Ahmed et al., 2019; Di Marino et al., 2019). Hopefully, the revitalization of the drainage systems will facilitate the flow of water during the rainy season and prevent flood (Figure 5).

- Arrangement of border area around Banjarmasin's gate through landscape and streetscape elements (Figure 6-8).

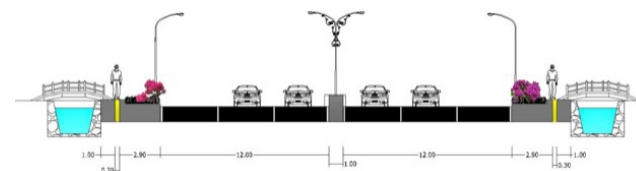


Figure 5. Corridor Section (Source: Analysis, 2022)

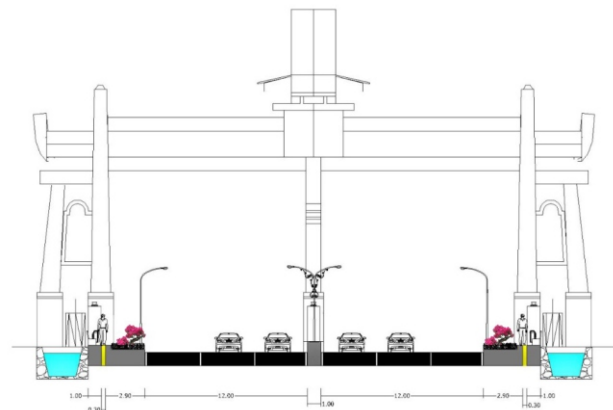


Figure 6. Road Section (Source: Analysis, 2022)



Figure 7. Visualization of Border Area near Banjarmasin's Gate (Source: Concepts, 2022)



Figure 8. Visualization of Border Area near Banjarmasin's Gate (Source: Concepts, 2022)



Figure 9. Visualization of Pedestrian Paths near Banjarmasin's Gate (Source: Concepts, 2022)

- Arrangement of border area around Banjarbaru's gate through landscape and streetscape elements with Arabic Kuffic elements as the node (Figure 11-13).



Figure 10. Visualization of Node in Border near Banjarbaru's Gate (Source: Concepts, 2022)



Figure 11. Perspective Visualization of Node in Border near Banjarbaru's Gate (Source: Concepts, 2022)



Figure 12. Visualization of Arabic Kuffic elements in Border near Banjarbaru's Gate (Source: Concepts, 2022)



Figure 13. Visualization of Landscapes in Border near Banjarbaru's Gate (Source: Concepts, 2022)

CONCLUSIONS

Visual quality can strengthen the identity of a city character through its urban design elements. Gambut-Kertak Hanyar corridor of Banjar District border area should be developed to distinguish the area compared to Banjarmasin and Banjarbaru by strengthening the border area character

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Design Project

a. Urban Management: Case Study of Beran, Sleman, Yogyakarta, Indonesia

Ir. Didik K., MLA., M.Arch.UD, Antonio Heltra P., Elok Ayu Fa'izati, Gayuhani Dwi A., Handy Twinosa, Ruth Julasry T.
Master of Urban and Regional Planning, Universitas Gadjah Mada

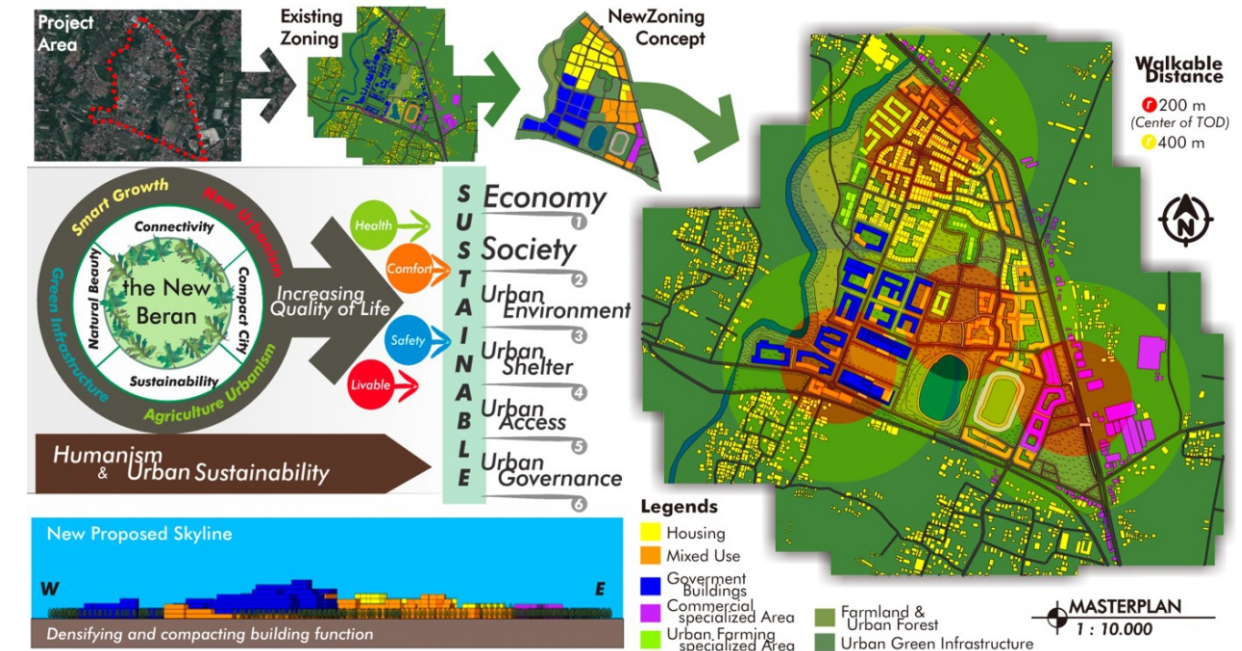


Figure 1. Main Concept of The New Beran

INTRODUCTION

Beran's sub-district is located in Tridadi district, Sleman regency. This sub-district mainly serves as a center for government of Sleman and most of Sleman main government's offices located there. This area also has natural beauty including Denggung park, Government's stadium, Taman

Tirta, and green spaces alongside Bedog river. This area already well-managed but some improvement could be applied. Our goals is to revitalize Beran as an integrated and self-sustain area for central government area with Agriculture Urbanism, Smart Growth, Compact City, and Green Infrastructure principles.

CONCEPTUAL DESIGN

1. Sustainable Economy.

Economic activity in service area are arranged all over the site to increase vibrant economic activities, even after the work-hour of the government officers is over (see Figure 2). It can also inject new growth of economic activities for Beran and act as a bait for investor outside the area.



Figure 2. Sustainable Economy Concept of New Beran

(Source: Analysis, 2018)

The Denggung outdoor-traditional market also redesigned and preserved as a balancing magnet for indoor-modern economic activities of

Sleman City Hall.



Figure 3. Visualization of Sustainable Economy Building

Concept of New Beran (Source: Internet, 2018)

2. Sustainable Society.

Some new neighbourhood center are installed in the area to act as a center of social activity for the nearby area. Urban parks, green open space, green infrastructure are placed throughout the area to promote social interaction and increase social cohesion (see Figure 4). A vibrant and walkable neighbourhood center can also improve the awareness of its resident to safety issues and prevent criminal activity (eye on the street).



Figure 4. Sustainable Society Concept of New Beran

(Source: Analysis, 2018)



Figure 5. Visualization of Sustainable Society and Peoples

Activity Concept of New Beran (Source: Concepts, 2018)

3. Sustainable Urban Environment.

Green infrastructure and Greenways. Green infrastructure, green ways, and green building will be used to ensure good environmental impact could be added as the area grow to be more vibrant (see Figure 6). Thus, connecting all existing parks, green spaces, agriculture area, can increase the sustainability of the whole area. Also, it will increase the ability of the area to prevent flood, and increases the absorbant area for the rainwater to seep into the ground.



Figure 6. Sustainable Urban Environment Concept of New Beran (Source: Analysis, 2018)



Figure 7. Visualization of Sustainable Urban Environment Concept of New Beran (Source: Concepts, 2018)

4. Sustainable Urban Shelter-Clustered Housing.

Housing are clustered and densified for more compact living and easier access from house to work. The yellow zone is for residential area and walk-up flats (see Figure 8). The orange zone is for Mixed Use function such as commercial mixed with living function. This area can also acts as a magnet for increasing social and economic activity from outer area to Beran sub-district.



Figure 8. Sustainable Urban Shelter Concept of New Beran (Source: Analysis, 2018)



Figure 9. Sustainable Urban Shelter Concept of New Beran (Source: Concepts, 2018)

5. Sustainable Urban Access.

New pedestrian and pavement roads will be placed all over the area to increase connectivity for people who lived in the Beran area (see Figure 10 & 11). Existing Bus stop also redesigned to serve as an main TOD on the Main Road. New bus stop also added alongside Local Road for small shuttle bus to pick up passengers from Beran to nearby City Bus Station and vice-versa.



Figure 10. Sustainable Urban Access Concept of New Beran

(Source: Analysis, 2018)



Figure 11. Sustainable Urban Access Concept of New Beran

(Source: Concepts, 2018)

6. Sustainable Urban Governance.

Offices are clustered for easy efficient access and coordination among them (see Figure 12 & 13). It is mixed with commercial function in vertical building and opened for public to increase the awareness of the society in the daily governing process. With compacted plan for the whole area, private sectors can have easier access towards the government's offices. This design can also increase vibrant activity after work hour in the area throughout the week.

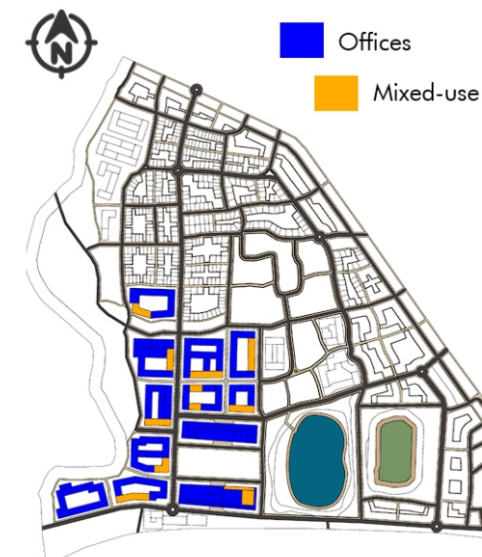


Figure 12. Sustainable Urban Governance Concept of New Beran

(Source: Concepts, 2018)



Figure 12. Sustainable Urban Governance Concept of New Beran

(Source: Concepts, 2018)

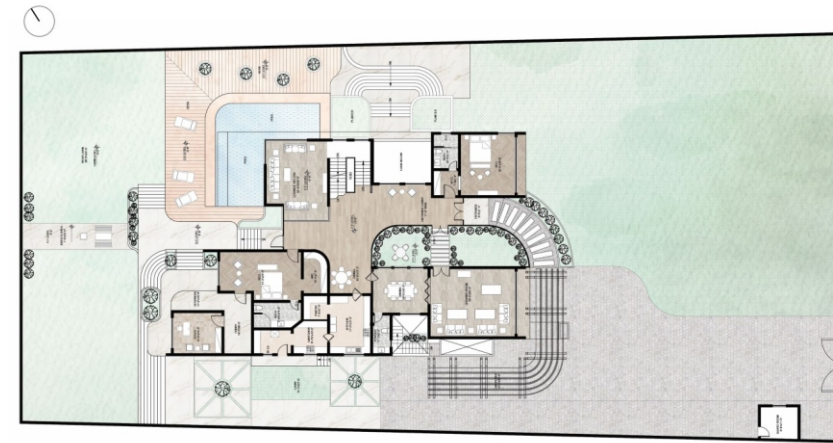
b.

Architecture Project: Mr. J. Tanveer Residence, India

Abdullah Khan, Waheed Jan, Nazim Rasheed, Aamna Ahmad, Usman A. Qayum



Design Concept Report
Mr. J. Tanveer's Residence
29th April, 2022



Ground Floor Plans



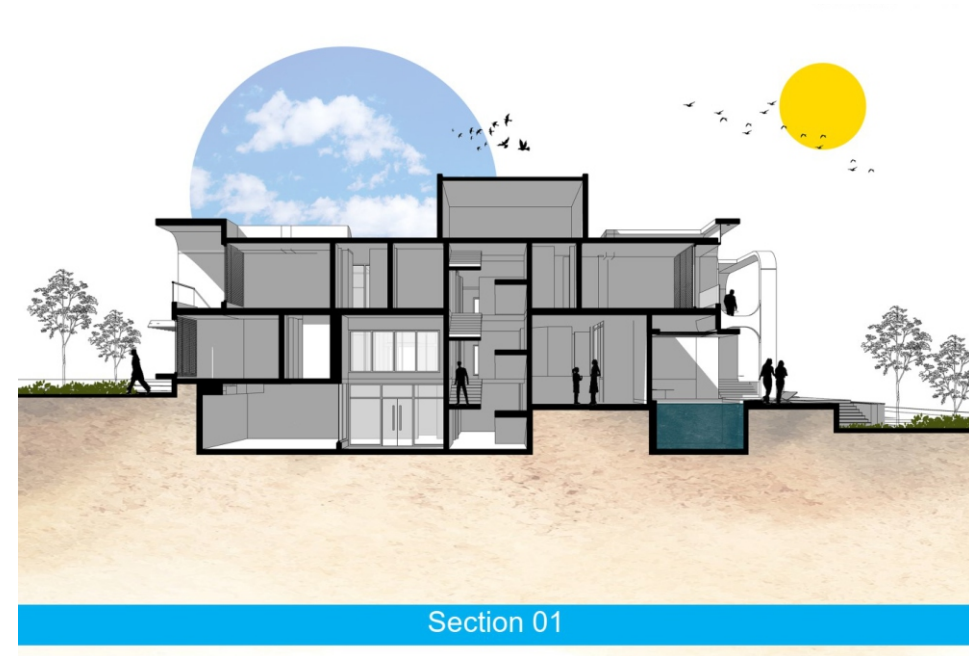
Basement Floor Plan



First Floor Plan



Roof Floor Plan



Section 01



Section 02



Front Elevation



Front Elevation



Front Elevation



Rear Elevation



Rear Elevation



Side Elevation



Family Lounge



Entrance Lobby



Drawing Room



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www.aspacud.org
info@aspacud.org



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