

# Quality Study of Commercial Corridor Based On Livability Space Concept

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**Abstract.** Public space in urban areas is a space intended for the community to be able to interact and socialize safely and comfortably in public spaces. Corridor is a public space that can accommodate various types of community activities and including commercial activities. The public space on Jalan Karya Wisata Medan Johor is currently not like it should be a corridor which has very complex functions and is mixed with economic activity, This study aims to determine the quality of the corridor concept of Livability Space which is considered to be able to solve the problems of a friendly and proper commercial corridor space in terms of activity, accessibility, security and environmental quality. This study used a qualitative method by looking at existing conditions and observing community movements and mapping them (Behavior Mapping) to know the tendency of people to be active in the corridor space.

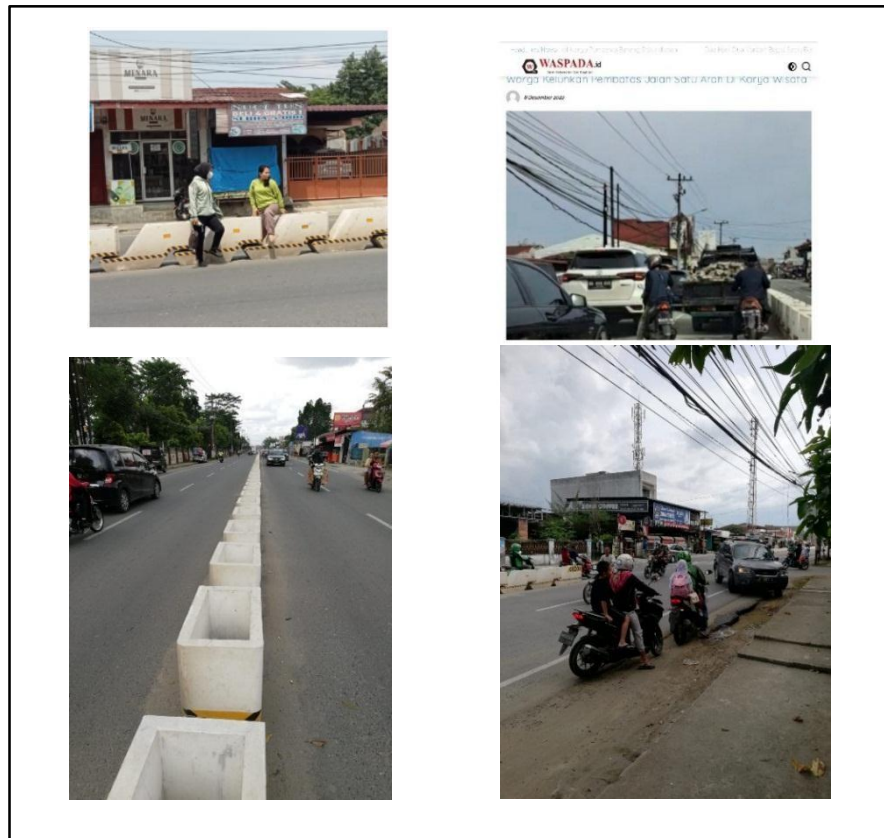
**Keywords:** Public space, Corridor Commercials, Livability Space.

## 1 Introduction

At this time, people's need for space to carry out activities is increasing along with the increasing population growth. This can be seen from people who fill empty spaces on the road. However, space activities that are used by the community as a place for activities often still occur when they are not in the right place or where they should not be (Activity Mall). This results in increasingly chaotic urban spatial planning.

Apart from that, the existing conditions which do not support the community to carry out activities or activities in outdoor spaces further exacerbate the chaos of an area, including the Medan Tourism Work corridor. This corridor is one of the main access points for the community at the city gate to the south of Medan City. The Karya Wisata corridor has various activities that people can do in the space outside the corridor, such as shopping, enjoying the city and socializing with people who together carry out activities in the space outside the Karya Wisata's corridor. Because of this, there is a need for design guidelines for developing road space

corridors that function as commercial corridors that can accommodate all community activities through the Livability Space concept. Apart from that, the growth of street vendors in strategic locations has resulted in many mall activities occurring in a Corridor Area (Zulfikar, 2018).



**Fig. 1.** Existing condition of Karya Wisata's Corridor

Based on the results of the survey and initial observations in the field, the main problem was found which will be resolved through the aim of this research, namely wanting to know the existing conditions of the facilities in the commercial corridor of Karya Wisata's corridor, in addition to observing community activities in the Karya Wisata's Corridor.

## 2 Method

The research method used is descriptive qualitative where this method uses direct observation in the field where the research is located, namely Karya Wisata Road. Apart from the observation method in the form of measuring, feeling and documenting the activities of people who use the commercial corridor, they will also use the behavior mapping method which functions to map a person's activities in open spaces such as in the commercial corridor on Jalan

Karya Wisata Medan starting from the intersection of A.H. Nasution road to Karya Kasih road, the Diamond Supermarket intersection, which is divided into 3 segments as observation areas.

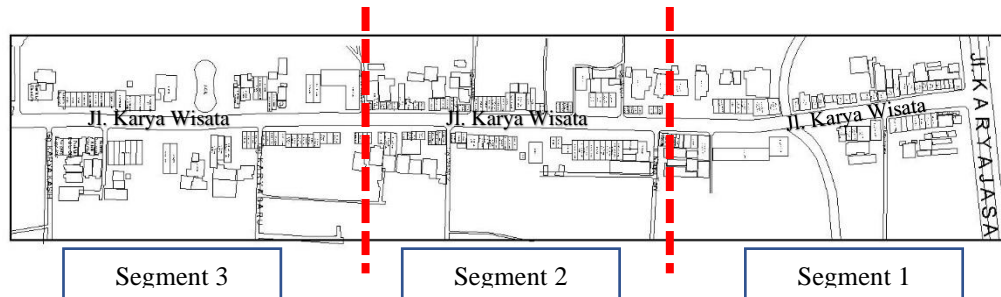


Fig. 2. Image of Observation Segment Division

To discuss problems related to the corridor on Karya Wisata, several literature studies are used as a standard in providing design guidelines for a commercial corridor that applies the concept of Livability Space, which is a concept that is needed as a concept for someone to feel a living space in a commercial corridor space, namely:

### 2.1 Commercial Corridor

The physical form of a good corridor must fulfill several elements according to Carr in Carmona (2008), namely:

- Comfort
- Relaxation
- Active Anggement
- Passive Anggement
- Discovery

### - 2.2 Livability Space

A street space that functions as a commercial corridor as a public space must pay attention to several principles based on its livability according to Jacobs (1993), namely that it must apply the Great Streets concept. From these principles, it is determined that there are several things that influence the livability of road space, namely vegetation, building canopies, width of borders and enclosures, vehicles parked on the side of the road, public transportation, street furniture or trees dividing the road between vehicles and pedestrians.

**Table 1.** Table of cities around the world regarding their destinations using Livable

Program	Goals and Benefits to be obtained
Oxford (England) Integrated Transport Strategy (1993)	Vehicle accessibility, reducing congestion and pollution. Improve quality of life Increasing the attractiveness of alternatives to car users Increase security, and provide access for vulnerable communities Increase economic vitality.
Melbourne, Australia (1994 dan 2004)	Economic revitalization Attract more people to interact in public spaces.
Portland, Oregon Street Design Guidelines (2002)	Increase pedestrians, bicycle users, and transit. Stimulate community activities.
London's Walking Plan (2004)	Increase use of public transport. Make the environment even better Healthy lifestyle Social inclusion Improve the economy.

According to Jacob (1961), a street space as an open space and commercial corridor that has no livability is:

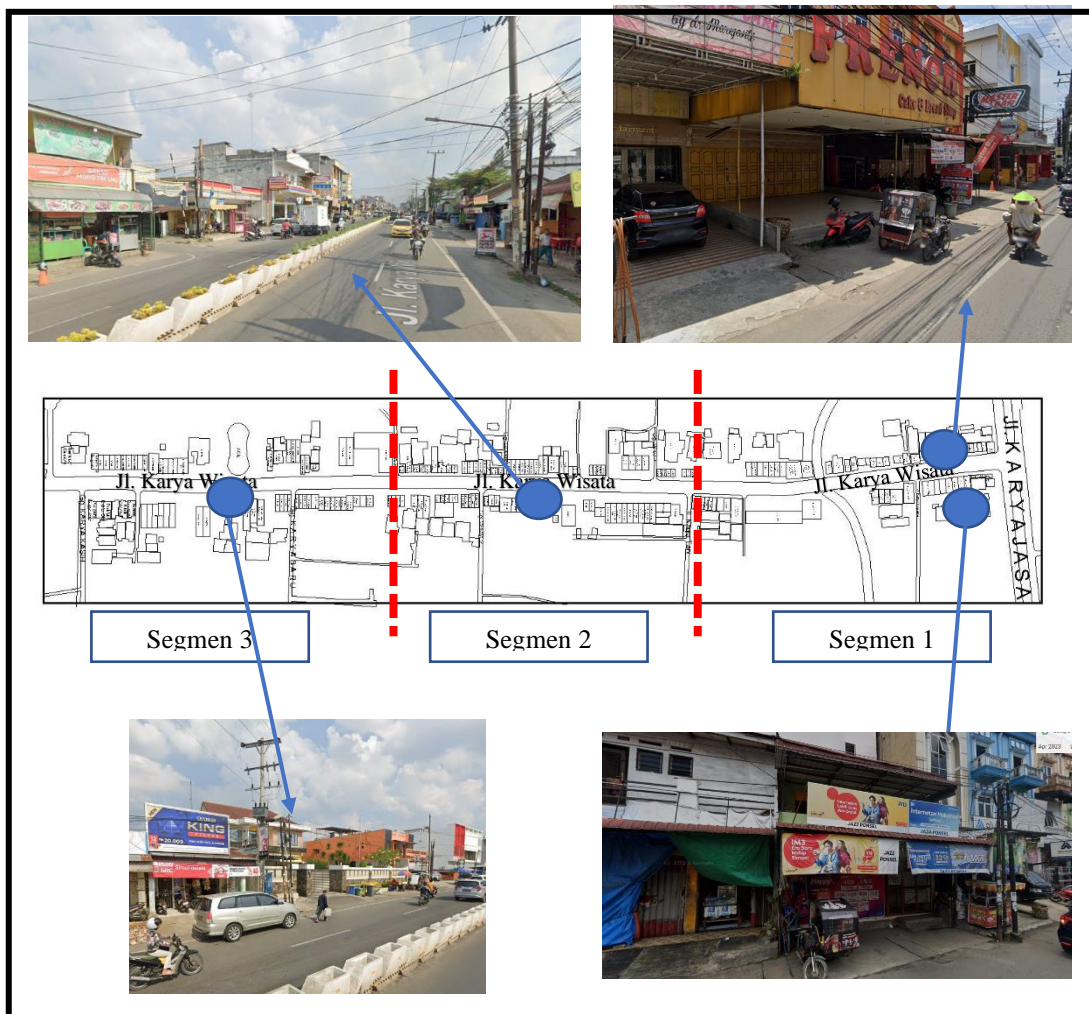
- Buildings that back to the road
- Unused sidewalks
- There is a lot of traffic on the road that uses high speeds or makes it difficult for people to move from one side of the road to another.
- Poor street lighting.

According to Afryan (2019), there are several factors for open space livability, namely Activity, Accessibility, Function, Security and Environmental Quality.

### 3 Results and Discussion

#### 3.1. Existing Condition Analysis

The existing condition of the road used as an observation site is Karya Wisata Road from the intersection that borders A.H. Nasution Road arrived at Karya Kasih Road at the Diamond Swalayan intersection.



**Fig. 3.** Existing condition of Karya Wisata Corridor

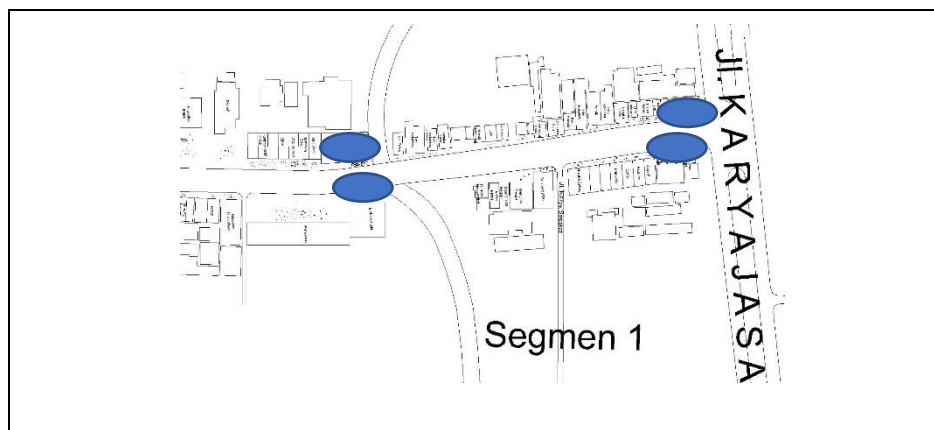
Existing conditions in the commercial corridor on Karya Wisata road is a busy road with traffic, with a road median with planter boxes approximately 1 meter high. The condition of pedestrian ways can be seen in segments 1, 2, 3 which still do not meet standards and are very dangerous for pedestrians, apart from that the use of pedestrian ways is used by motorized vehicles for

parking, making it difficult for pedestrians to walk comfortably on the pedestrian path. Apart from that, the height of the planter box makes it difficult for pedestrians to cross the road. With these conditions, Karya Wisata's commercial corridor cannot fulfill the aspects of Activity, Accessibility, Function, Security and Environmental Quality.

### 3.2. Community Behaviour Analysis (Behaviour Mapping)

Analysis of community behavior as users of commercial corridor space will show the tendency of the community to use commercial corridor space. When observing community behavior, it will be divided into 3 segments. Where each segment uses the placed center mapping method, namely mapping community behavior based on place. Observations were carried out for a week in a row starting from 08.00-17.00 WIB.

From the results of the analysis, it was found that in segments 1, 2 and 3, people tend not to use pedestrian ways and people tend to use intersection spaces and shady places. People also generally occupy shops that sell food, apart from being a place to take shelter and wait for a pick-up, people can also enjoy food and drinks in a number of shops that sell various kinds of snacks, food and drinks.



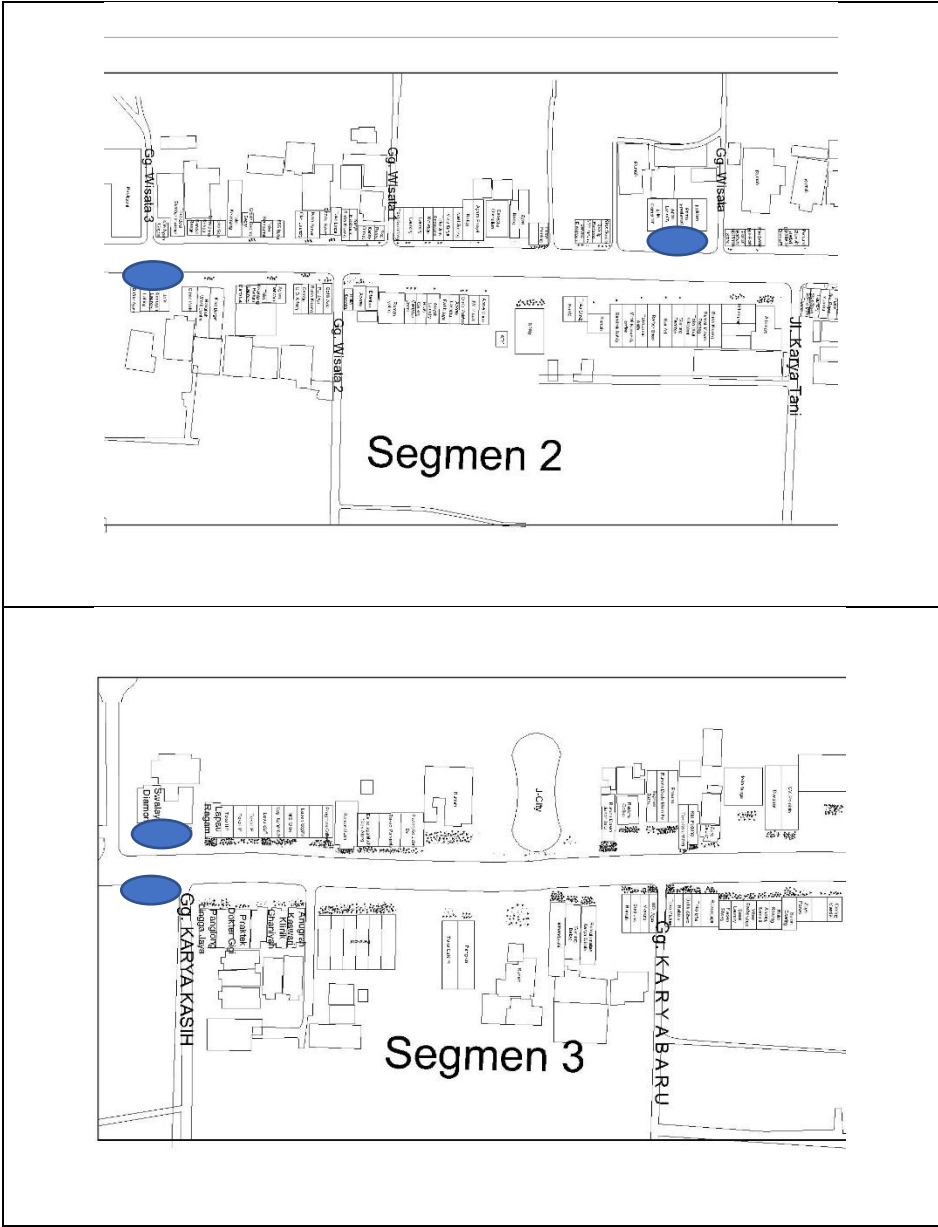
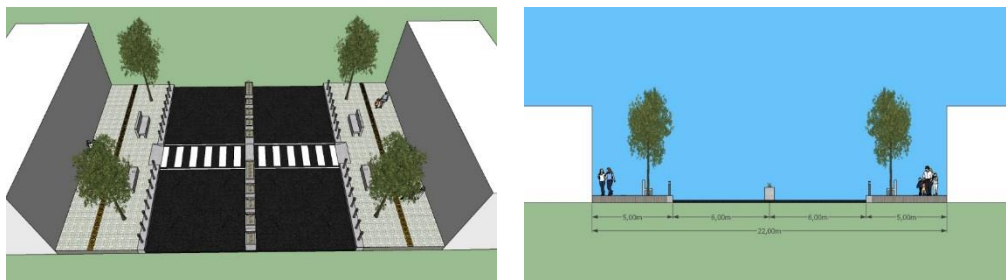


Fig. 4. Activity Mapping Image

## 4 Conclusion

Based on the results of the analysis above, it can be concluded that the condition of commercial corridors does not meet the conditions of commercial corridors which apply the concept of livability space, namely Activity, Accessibility, Function, Security and Environmental Quality. Activities that occur in this work tourism corridor tend to be people carrying out activities at road intersections. Accessibility in this commercial corridor tends to be poor from an existing perspective due to the lack of connection between pedestrian paths and the road median being too high, making it difficult for people to move from one side of the corridor to the other. In terms of function, this commercial corridor does not yet fulfill commercial corridors in general because the growth of shops is still not optimal and road users still carry out many mall activities along this corridor. Apart from that, in terms of security, there are still many pedestrian ways that do not meet standards so that vehicles still often take pedestrian paths and this is very dangerous for pedestrians.



**Fig. 5.** Design Rekomendasi

Therefore, the design recommendation is related to the corridor concept which can apply the concept of livability space, namely by giving pedestrians rights by improving pedestrian paths by raising pedestrian ways, providing barriers so that vehicles do not enter pedestrian paths and apart from that, the median of the road is provided with a path for pedestrians who will cross the corridor to move from one place to another, it's making the commercial corridor function more as a commercial corridor that applies the concept of livability space.

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