

Interpretation of Productive Space in Tourism Area in Semarang City.

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Abstract. Semarang is the city center of Klungkung Regency. The city has a unique tourist area, which can only be reached by walking. The orientation center of Semarang City is known as Catuspatha or commonly known as the Agung intersection. In the development of a tourism city, the strategic potential developed in the interpretation of space in this city area is the structure of the city and tourism area as well as road space in the form of street space and street front. The method used in interpreting this Tourism Area is a quantitative method by collecting physical data from objects in the field with variables that have been determined in numbers and performing rationalistic analysis. The analysis is based on considerations of categorization, the uniqueness of the place, the form and situation of the site, as well as certain functions. The expected findings are in the form of changes in activities and community needs, which later can be a guide for how space in the tourism area is viewed and what impressions can be obtained and how planning recommendations for the city's tourism area are design.

Keywords: Interpretation of space; productive space; nonproductive space

1 Introduction

Semarang is the administrative center of the district which is also known as a source area for arts and culture in Bali. Historically, Balinese art and culture was born and centered in Semarang, including dance, craft, carving, sculpture, architecture, wayang and religious ceremonies. In general, Semarang City has no administrative status and most of its territory is in Klungkung District. Semarang City is the center of activity, social and culture in Klungkung Regency. The city center itself is dominated by trading activities, services and cultural centers as well as heritage sites from the Klungkung Kingdom.

The policy of spatial planning for the Klungkung Regency area on a macro/inter-regional basis will be directed at development by improving relations with regional service centers in South Bali through the arterial road network that connects Klungkung Regency with other regencies in Bali Province as well as through the Tohpati - Kusamba arterial road network. for the development of major centers in East Bali. In the development of the City of Semarang, after the stipulation of Klungkung as an Administrative City, the development of the structure

of the city underwent changes, one of which was the Characteristics of Street Space in the capital city of Klungkung, namely the City of Semarapura.

It is explained in the Minister of Public Works Regulation no. 20 of 2010 concerning guidelines for the utilization and use of road sections in article 1 in numbers 4,5, and 6, what is meant by road space are three, namely: (1) road benefit space is space along the road which is limited by width, height, and a certain depth determined by the road operator used for road bodies, roadside canals and their safety thresholds. (2) Road-owned space is the space for the use of certain roads and land lines outside of the road for the benefit of roads, road widening, additional traffic lanes in the future as well as space requirements for road security and are limited by width, depth, and height. certain. (3) Road supervision room is a certain space outside the road belonging to the road whose use is supervised by road organizers so as not to interfere with the driver's free view of road construction and road functions (FADLI, 2019).

Semarapura City Center is marked by the Kanda Pat Sari Statue, as well as the Zero point of the Klungkung district. Various characteristics and functions of buildings appear in this area and form the character of Semarapura City as a friendly city for tourists, because tourist attractions can be reached only by walking. We can see the concept of a traditional urban tread arrangement in the Catuspatha division (the division of the intersection into four), namely the residential elements (settlements), the market, the square as a public open space, and the center of government. These four functions are connected with the Street Room which has a different character, due to changes in the function of the building from the royal year to the present.

The division of the road that divides this Catuspatha is, Gajah Mada Street, Diponegoro Street, Untung Surapati Street, Puputan Street. Settlement buildings after the Klungkung Kingdom was destroyed by the Dutch and Klungkung was returned to regulate its own power along Jalan Gajah Mada. The center of government is along Untung Surapati Street, while markets and open spaces are on Puputan Street and Diponegoro Street.

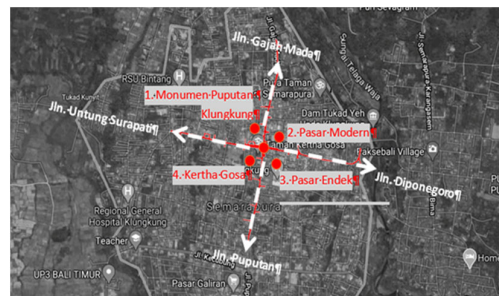


Fig 1. Map Situation

Map of the position of Semarapura City Center towards Klungkung Regency and Map of Kotas Semara Pura Tourism Area

These roads are the main movement routes to carry out tourism activities or City tours that have been carried out by the government, however, the existence of these roads is now developing on their own without any direction to strengthen this strategic potential. The characteristics of regional space are getting lost due to business-oriented development. Here the researcher pays attention to the need for direction in the design of tourism areas on Gajah Mada Street, Diponegoro Street, Untung Surapati Street, Puputan Street in order to create coordinated characteristics of corridors both physically and activities, so as to improve the quality of the environment that supports the existence of historic sites.



Fig.2. North Side Room of Semarapura City

Attractions (1) Puputan Klungkung Monument and (2) Modern Market in the form of a row of shop houses



Fig.3. South Side Room of Semarapura City

Tourism Objects (3) Endek Klungkung Traditional Market and (4) Kertha Gosa

2 Research Methods

Potentials Strategic that need to be considered in urban design are figure, linkage and place (Trancik, 1986). Physical mass and space (solid void) as well as movement paths for vehicles and pedestrians are important factors that determine the structure of the city. These factors become the reference material for analysis in this study.

Quantitative methods are used to record physical objects at the research location objectively in a numerical display, then analyses them in a rationalistic manner. Street space as a form of horizontal scoping (street floor) and mass which is a vertical element (street wall) are the variables used. The analysis was carried out with two kinds of processed data:

The matrix of the variables that have been determined are the function of the building, the border line, the shape of the roof, the color, the age of the building. The depiction of the street picture of the building in the research location. The analyzed data matrix produces a tendency of building characteristics based on the highest number of physical and activity variables. The search for relationships from the data was carried out by correlational research using a multivariate cluster system to obtain a hierarchical grouping of these variables. This grouping will be able to show the tendency of interrelated variables.

Then, to produce road space characteristics that are able to improve the quality of the tourism environment in accordance with the needs and support the existence of culture, social activities of historic sites, it is carried out by grouping processed data analysis with variables: (1) Building

variables in the form of: building function, border line, shape roof, colour, age of building and openings. (2) street furniture, (3) ongoing tourism activities/activities.

3 Results and Discussion

Parts of the City Center Area

The city of Semarapura which is the capital of Klungkung Regency, is no longer seen as a royal city in Bali after the Gelgel Kingdom, except for one of the relics that still exist today, namely Kertha Gosa and some folklore in the lives of its people. The city and the rest of the city's layout, no longer show the past of a King's City. The journey of history has shaped the Semarapura City Area as an area inhabited by many cloth craftsmen, several silver craftsmen and Kamasan traditional paintings. So that until now, cloth and craft shops are scattered along the main access road to the center of Semarapura City.

The analysis carried out on fragments of the area is based on: (1) categorization considerations (services, trade, socio-cultural, government), (2) the uniqueness of the place, (3) the form and situation of the site.



Fig.4. Object of research (Nurwarsih, 2020)

Puputan Street

Landmarks on this section of the road are: Kertha Gosha, Traditional Market and Klungkung Art. Functional changes that occur from settlements to houses and shops, stalls, banks, museums, residences, markets, tourist objects. Dominant architectural style: The style that developed in this section of the road is static and developed in the pre-industrial period. The development of modern architectural styles on Jalan Puputan is still bound by old rules and is close to traditional styles. The dominant colors are white, brick red, brown, gray, black.



Fig.5. Piece of St. Puputan

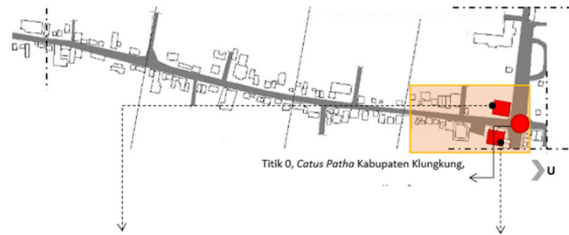


Fig.6. Mapping Condition St. Puputan Untung Surapati Street

In the marked fragment, part B is another landmark owned by Klungkung Regency besides Kertha Gosa, namely the Monument to the Struggle of the Klungkung People, walking west, is part of the Klungkung kingdom complex, part A and on the south side is the Semarapura City square. Functions of permanent buildings, namely tourist objects, royal complexes, squares, residences. The style that developed in this section of the road was static and developed in pre-industrial times. The development of modern architectural styles on Jalan Untung Surapati is still bound by old rules and is close to traditional styles. The dominant colors are: White, Brick Red, Brown, Gray, Black.

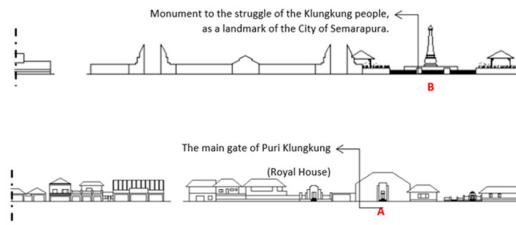


Fig 7. Piece St. Untung Surapati

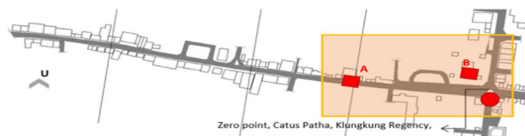


Fig 8. Mapping Condition St. Untung Surapati



Fig 9. Landmarks on the St. Untung Surapati

Diponegoro Street

Jalan Diponegoro is included in the categorization of trade street. The state of the environment visually describes the cities that were formed in the early 90's which are still maintained in their shape and atmosphere to this day. Entering the Diponegoro Street area of Semarang City brings a nostalgic impression. The shophouse buildings that stand still depict colonial characters with typical retro-style window shapes and openings.

There are no landmarks that represent this section of the road, but the identity of the place is marked by the characteristics of a contemporary style building with a height of 3-4 floors. The combination of Colonial, Traditional and Modern, implies acculturation accompanied by a process of adaptation between local, Chinese and Dutch architecture. The adaptation process experienced resulted in a colonial architectural style in the shops along this road. Judging from the acculturation process that occurred, there were two factors that influenced the formation of Dutch colonial architecture, namely local cultural factors and European or Dutch foreign cultural factors. Dominant colors: White, Brick Red, Brown.

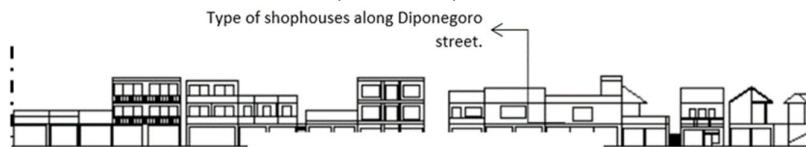


Fig 10. Piece St. Diponegoro

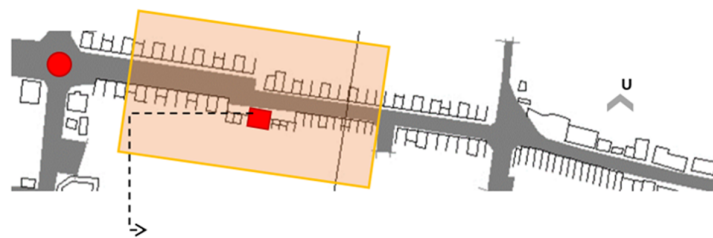


Fig 11. Mapping Condition St. Diponegoro



Fig.12. Typology of the face of the building on the street Diponegoro

Gajah Mada Street

In the section of Jalan Gajah Mada, the average street space is inhabited by indigenous people with traditional types of settlements. This space is not like the other three street spaces where there are landmarks in every part of the road. The visual form of the building and the outline that is present is no more than 2 floors. Jalan Gajah Mada is included in the categorization of residential roads. The environmental condition is visually almost monotonous along the road, with the same building height and building openings. Starting from the zero point to the north the road is opened with public infrastructure and worship, which is then followed by settlements.

We can find a thick traditional style throughout the settlements on St. Gajah Mada. The characteristics of the existing buildings are pyramid roof, border ± 1 m from the road, red brick walls & fences, fence entrance in the form of Candi Bentar / angkul-angkul. The dominant tropical plant landscape is Cambodia. The dominant colors that appear are: White, Brick Red, Brown, Gray, Black, Yellow, Blue.



Fig.13. Atmosphere of Gajah Mada Street Space



Fig.14. Piece St. Gajah Mada



Fig.15. Mapping Condition St. Gajah Mada

Building Variables and Analysis

Determining the variables present in the field is done through analysis with tabulation, which is divided into 12 variables, namely: Building Function, Depth of Building Border Lines, Vegetation, Wall Height, Wall Area Width, Number of Floors, Roof Shape, Existence of Ornaments, Uniqueness, Building Color, Age & Room Type.

Visually, the analysis is carried out by drawing the appearance of the existing buildings based on sections that produce a global outline and openings (doors and windows) of the existing buildings in the Radius of Semarang City Center. This comparison produces findings that play a role in determining the tendency of the Area's characteristics.



Fig.16. Section Visual Analysis St.Gajah Mada



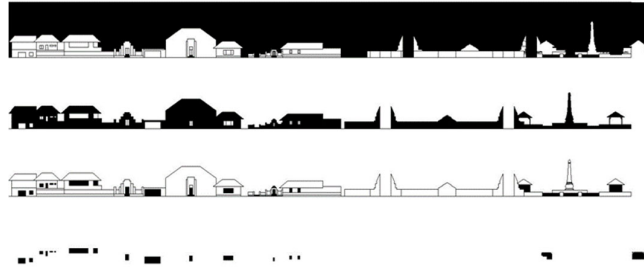


Fig 17. Section Visual Analysis St.Untung Surapati

The intensity of use of road space is highest during holidays and office and school hours. The mode of transportation is still dominated by private vehicles, both two-wheeled and four-wheeled. For pedestrian distribution, sidewalks with a width of 1.2 m are provided in all parts of the road, but they do not function optimally. The reason is seen from the results of a field search because the habits of users are more comfortable using private vehicles. So pedestrians tend to be used by tourists.

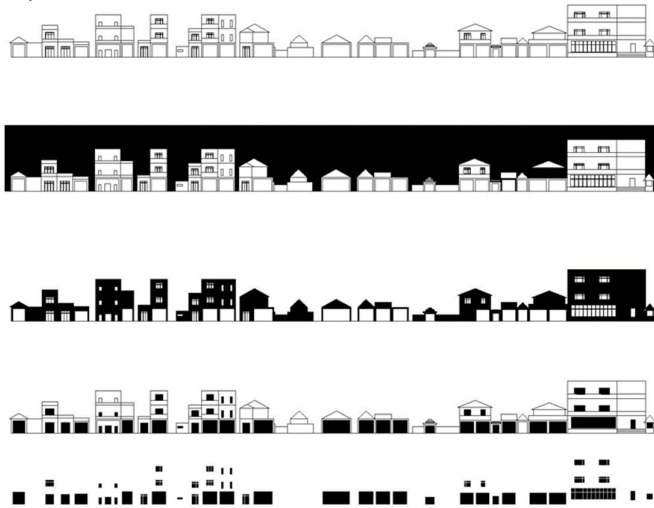


Fig 18. Section Visual Analysis St.Diponegoro

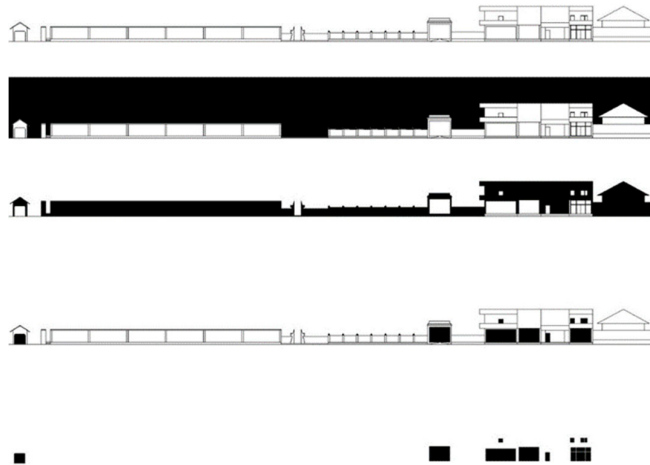


Fig 19. Section Visual Analysis St.Puputan

The results and findings are very visible, in the form of a new form of the city of Semarang which is no longer a royal city due to changes in activities and community needs. The importance of road space where trade is more oriented to tourists, immigrants and buying and selling of daily necessities for local residents, whether traditional, modern or contemporary. Findings from the visual aspect of the area produce solid-void faade characteristics, rhythms and openings that affect the quality of street space.

From one hundred buildings surveyed in the radius of the Chess Front area, the building coefficients are shown in figure 14. The building parameters in the figure explain that the functions of the facilities are spread evenly in this area, starting from social facilities, reforestation, worship, offices, health, education. , place of business and tourist attraction.

Path Space Diagram

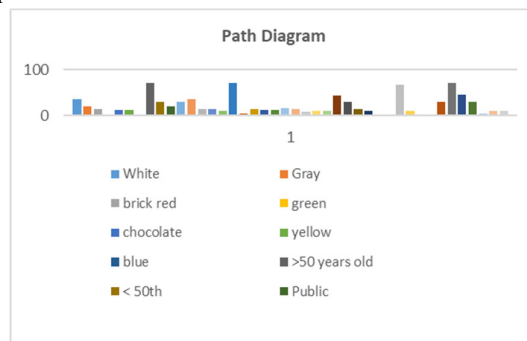


Fig 20. Cluster Diagram of 4 Street Spatial on Catuspatha Semarang City. (source: Nurwarsih, 2020)

The four main roads that are the object of research each have various building functions. As a marker on each road with different landmarks. Jalan Puputan, which is located in the southern part of Catuspatha, serves as a residential and commercial area. The tendency of building boundary lines is 3-4 meters. The height of the wall area (TBD) is a maximum of 4 meters and

the width is dominated by 8-16 meters. The maximum 2-storey building with a pyramidal roof geometry is dominant compared to rectangles and triangles. Most ornaments can be found on fences, doors and windows. While other parts such as the roof, console, more fuss, but fewer in number. The building is less than 50 years old.

Untung Surapati Street, which is located in the western part of Catuspatha, serves as a place for squares, offices and royal residences. The tendency of building boundary lines is 3-4 meters. The height of the wall area (TBD) is a maximum of 4 meters and the width is dominated by 8-16 meters. The maximum 2-storey building with a pyramidal roof geometry is dominant compared to rectangles and triangles. Most ornaments can be found on fences, doors and windows. While other parts such as the roof, console, more fuss, but fewer in number. The building is more than 50 years old.

Jalan Gajah Mada, which is located in the northern part of Catuspatha, serves as a settlement and a place for small businesses. The tendency of building boundary lines is 3-4 meters. The height of the wall area (TBD) is a maximum of 4 meters and the width is dominated by 8-16 meters. The maximum 2-storey building with a pyramidal roof geometry is dominant compared to rectangles and triangles. Most ornaments can be found on fences, doors and windows. While other parts such as the roof, console, more fuss, but fewer in number. Buildings with various ages, 30% are more than 50 years old and 70% are less than 50 years old.

Jalan Diponegoro, which is located in the eastern part of Catuspatha, functions as an Office and Commerce. The tendency of the building boundary line is 5-6 meters. The height of the wall area (TBD) is a maximum of 3.2 meters and the width is dominated by 5-10 meters. Maximum 4-storey building with a flat roof geometric shape compared to pyramids, rectangles and triangles. Most ornaments can be found on fences, doors and windows. While other parts such as the roof, console, more fuss, but fewer in number. The building is less than 50 years old.

Characteristics of the area contained in each road on the map of the research location is carried out by analyzing the visual elements of the building that produce findings and characteristics based on the analysis of solid-void facades, outlines and opening rhythms. The discussion on the quality of road space shows fluctuations in space based on road width, pedestrian width and building yard. The analysis process is carried out by rationally calculating the building, re-drawing it and entering it in google SketchUp to get an outline shadow based on time and calculating based on the parameters that produce a bar chart. The results are in the form of high and low building intensity with line diagrams.

4 Conclusion

From the results of the discussion of this study, it can answer the formulation of the research problem:

Description of the characteristic pattern of the city of Semarapura

The characteristic pattern of the Semarapura City area is measured using variables through analysis and tabulation in the form of Building Functions, Depth of Building Border Lines, Vegetation, Wall Height, Wall Area Width, Number of Floors, Roof Shape, Existence of Ornamentation, Uniqueness, Building Color, Age & Type of Space. The result is that the characters on each road have differences and landmarks as visual markers of the road space. On St. Puputan & St. Untung Surapati architecturally produces a mix of traditional and modern styles which can be seen in the building model which is still bound by the old rules and is close to the traditional style. On St. Diponegoro, several buildings have undergone an adaptation

process that has resulted in a colonial architectural style in the shops along this road. While on St.Gajah Mada, the building style is purely using the Traditional Architectural Style.

The potential that appears on each road has actually strengthened the identity and character to develop road space towards tourism design. However, these directives must be emphasized and strengthened with regulations so that the development of road space does not develop on its own and eliminates the existing potential and character.

Reference Directions for the Design of Tourism Areas

Based on Law Number 10 of 2009 concerning the development of tourist attractions, tourism development includes 2 (two) dimensions, namely the economic and socio-cultural dimensions. Basically, the catuspatha area of Semarang City already has tourism potential which has also become a tourist attraction. The reference for the design direction of the tourist area in this study focuses more on road spatial planning as part of accessibility facilities, namely facilities and infrastructure so as to allow tourists to visit an area or tourist area, which can be planned and designed while prioritizing the characteristics and potential of each road. which has been disclosed in point 1. Furthermore, the direction is to provide amenities, namely tourism facilities that can provide services to the community.

Research Methods used

The characteristics of the road space as part of the regional structure can be found through quantitative methods, based on objective data which are analyzed rationally. The characteristics of the road space are part of the regional design directives. Research on the road space of the Catuspatha Region of Semarang City can still be continued with other relevant research so that it can be a reference for the preparation of the design directions for the Klungkung Regency Area as a Tourist Destination Area.

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