

# Contextualizing Modernization in the Kayutangan Towards Its Images as a Heritage Town Area of Malang

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## ABSTRACT

The Kayutangan Street Corridor is a historical area where there are still found historical buildings of the Dutch East Indies that form the distinctive character of Malang City. In 2019, the Mayor of Malang planned to revitalize the Kayutangan area with a Citywalk concept such as found on Jl. Malioboro Yogyakarta. Thus, proper planning is needed so that the goals of revitalization can be achieved. This study aims to identify the contemporary physical aspects in the Kayutangan corridor as a basis for the preservation of the area towards its images as a fresh heritage town area. The study was carried out critically in an explorative, descriptive way by identifying data from observations, photo documentation, and sketches in the field. The results of this study indicate that buildings that have changed are expected to be able to display images or support the Kayutangan area as a historic area of Malang City. Besides, supporting spots are needed to provide adequate parking area.

**Keywords:** *Heritage sites management, Kayutangan corridor Malang, revitalization*

## 1. INTRODUCTION

A City has an identity and historical value in the past. This historical value will be an identity and character of the city itself. As time passed by, the effect of modernization can change the shape and appearance of a city. This *change* makes the character of the city eroded from the historical value. One of the strategies that can be used to protect the historical value of a city is by revitalization. This strategy is one of the efforts in reviving an area that used to be active but then having degradation. The revitalization area is affecting the physical, economic, and social aspects. This approach must be able to recognized and utilize the environmental potential in the form of history, meaning uniqueness, and image of the area [1].

Malang is one of the cities in Indonesia, which has historical values. Begin at 1767 when Dutch **first took control of Malang**, continued by 1821 when the Dutch established their position. The existence of the Dutch affecting the architecture's style of the Malang city. One area in Malang that has the colonial style is the Kayutangan area. This area was once the fastest-growing commercial area in Malang. In 1914, this area became the center of the city, starting from the Kayutangan area to the square [2]. As time passed, Kayutangan turned into a modernized area marked by the **waning** of colonial architecture style that existed in the area due to business development.

In order to return its historical value, in 2019, The government of Malang city has a plan for revitalizing the Kayutangan area to become like the "Malioboro" area of Yogyakarta by carrying the concept of *Malang City Heritage*. According to Agung Harjayana Buana, as the

Tourism marketing section of the Culture and Tourism Office Malang, this concept embodies an area of cultural heritage as well as a tourist destination. There were three main points in the revitalization plans. The first one is in front of the State Electricity Company (PLN) office, which will later become the entrance of the tourism area. The second point leads to the south, to be precise to the Rajabali intersection, and the third point located in the front of Hati Kudus Church, which is close to the town square [3].

Revitalization of the Kayutangan area requires proper planning so that the goals of the revitalization can be achieved. This research aims to identify the physical image of the Kayutangan street corridor as a basis for the sustainability of the revitalization of the historic area.

## 2. RESEARCH METHODS

To reveal the physical structure of the environment in a particular area can be reviewed through the city image theory. In the book *Image of The City*, Kevin Lynch [4] revealed five elements that form the city image physically:

- Path, a circulation which used for regular movement.
- Edge, formed by boundaries between regions. It can be in the form of beaches, walls, buildings, or trees/landscapes.
- District, a part of a city that has a special character or activities that can be recognized by the observer.
- Node, a circular strategic area where the direction or activities intersect each other and can be changed to another direction or activities as a whole on a macro scale, for example, intersections, stations, airports, bridges, markets, parks, and square.

- Landmark, a sign used to recognizing an area within a certain distance in the region and can be seen from various angles of the area.

Furthermore, Shirvani [5] mentions that the design of a city includes the spaces between buildings, spaces created for the community that related to the physical quality of the environment. According to Shirvani, there are eight physical elements in urban planning: Land use, Building form and massing, Circulation and Parking, Open Space, Pedestrian ways, Signage, Activity support, and Preservation. This research was carried out critically in an explorative, descriptive way by identifying data from observation, picture documentation, and sketches in the field. The Malang City government's plan to revitalize the Kayutangan area is the basis of this research, which was developed as an input for the later planning. A study was carried out by taking documentation along the corridor of Kayutangan, which started from the T-Junction of the PLN Office building to Hati Kudus Church. The results of the study were interpreted based on analysis by identifying the Kayutangan corridor area based on variables: Land use, Form and Massing, Circulation and Parking, Open Space, Pedestrian, Signage, Activity Support, Preservation, and Landmark.

### 3. RESULT AND DISCUSSION

#### 3.1. Land Use

According to the Urban Land Use Plan (RTRW) of Malang 2010 – 2030, the study area at Klojen sub-district and Jalan Basuki Rahmat area located in Malang's central service area with office, religious activities and trade and service functions [6].



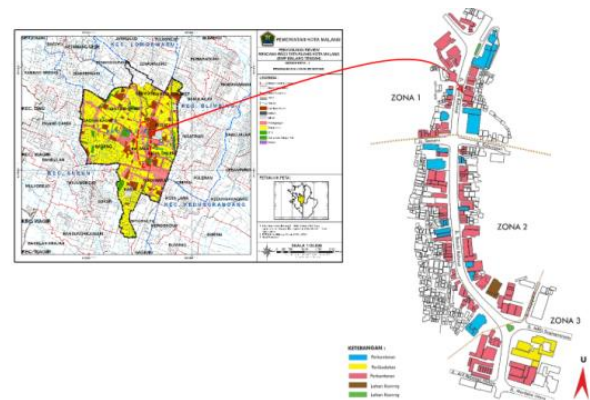
**Figure 1** Malang City map according to the Urban Land Use Plan (RTRW) of Malang 2010 – 2030

**Table 1** Land Use Function on Jalan Basuki Rahmat Corridor

| No. | Land Use | Existing Building                                                                                                              | Picture |
|-----|----------|--------------------------------------------------------------------------------------------------------------------------------|---------|
| 1.  | Office   | Left Corridor: Telkom office, Bank BNI, Maybank, Bank Commonwealth, Nobu National bank, UOB (United Overseas Bank), BPR Arjuna |         |

The trade and service function at the corridor were dominating in the form of shops or shophouses with various products from primary to tertiary goods. It can be seen on the Map of the Existing Land Use Detailed Plan of Malang City (BWP Central Malang), which shows that most of these corridors are dominated by trade and service functions and the rest as public facilities.

However, based on the observations, today, some of the buildings were converted into office functions, such as several banks, namely BNI, BCA, Bank Mayapada, Maybank, Bank Banten, and others. Moreover, some buildings used to be in trade and service function has been demolished and become vacant land.

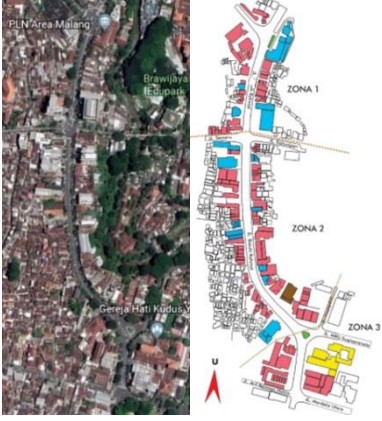
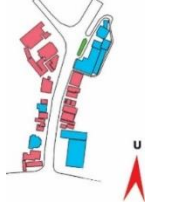




**Figure 2** Kayutangan corridor in Malang City situation

| No. | Land Use             | Existing Building                                                                                               | Picture                                                                            |
|-----|----------------------|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
|     |                      | <u>Right Corridor:</u><br>PLN Office, Bank<br>Sinarmas, CIM Niaga<br>Bank, BCA, BRI, China<br>Construction Bank |  |
| 2.  | Trade and Service    | <u>Left Corridor:</u><br>Richie Heritage Hotel,<br>Department Store, Toko<br>Oen, Whiz Hotel,<br>McDonald's     |  |
|     |                      | <u>Right Corridor:</u><br>Mall Sarinah, Department<br>store, Grand Citihub<br>Hotel                             |  |
| 3.  | Religious activities | Kayu Tangan Cathedral Church                                                                                    |   |

The basis of the design process in studying the area to be designed, according to Trancik (1986), requires an analysis of the space and massing as well as the characteristic of the area.

**Table 2.** Spaces and Massing Analysis in Jalan Basuki Rahmat

|                                                                                     |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>Zone 1</b></p>  | <p>Zone 1</p> <p>It is dominated by trade facilities, such as department stores, restaurant as well as inns. There are eight blocks of the department store as well as a restaurant, and two hotels on the left side of the road have an average height of 1 story, while on the right side, there are seven blocks of the department store and restaurants. The position of the building to the road is straight and follows the road pattern.</p>                                                                        |
|                                                                                     | <p><b>Zone 2</b></p>  | <p>Zone 2</p> <p>It is dominated by trade and service facilities and some offices. There are 23 blocks of the department store on the left side and 22 blocks of the department store on the right side of the road, while for office functions there are buildings on the left side of the road.</p>                                                                                                                                                                                                                      |
|                                                                                     | <p><b>Zone 3</b></p>  | <p>Zone 3</p> <p>It is dominated by trade and service facilities, in the form of the department store, restaurant, and inns. The left side of the road consists of two blocks of department stores, a restaurant, and a hotel on with an average height of 1 story, even though there is one building with two-story. In contrast, on the right side of the road there is one block of the department store and 1 worship function. The position of the building to the road is straight and follows the road pattern.</p> |

Most of the Jalan Basuki Rahmat Corridors are buildings with trade and service functions. The zoning is based on the character of the area and the building massing that dominates. Node is used as the zone boundaries. The zoning on the tree zone dominated with trade and service functions that most are department stores that depicting the visual images of the past.

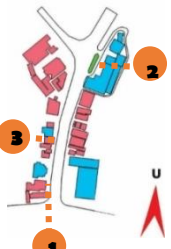


Jalan Basuki Rahmat is a central area of Malang city, which is a historic area with trade and service functions. With this function, ideally, the corridor of Jalan Basuki Rahmat facilitates every activity of the people that pass through, settled, or doing activities around the corridor. As part of the trade and service area in the Kayutangan area, various problems arise that need to be addressed and reprocessed in order to be able to facilitate every activity along the corridor ideally. Those problems can be seen from the functional and physical change of a historic place in a more modern commercial building following the modernization. These changes occur as an addition to modern materials for the new functions, which was initially as a shopping complex turned into office functions that describe the characteristics of each office, such as Bank BRI branch on Kayutangan. Moreover, most of the buildings are no longer functioning, make the atmosphere in some areas less active, so the action is also needed. The existence of problems caused by functional and massing change requires steps to restore and preserve

historical buildings around the Kayutangan area, bearing in mind also the planned changes to Kayutangan as a city walk area that carries the concept of history. This effort can be made by creating cooperation between the government and the historical building's owner as well as the private sector, if possible, to maintain the authenticity and preservation of historical buildings. The next step is publication and socialization of all historical buildings, which are cultural heritage buildings. It is done so that the owners, visitors, and local people know that the building is a cultural heritage building that describes the identity of the historical identity of the city so that they can take care and maintain the integrity of the buildings that have not changed. While for the buildings that have changed, they are expected to maintain the character of Kayutangan's buildings that rich in historical values.

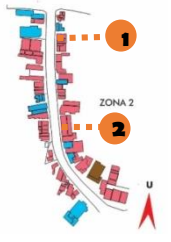


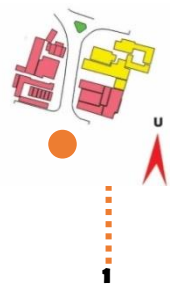

### 3.2. Building Form and Massing

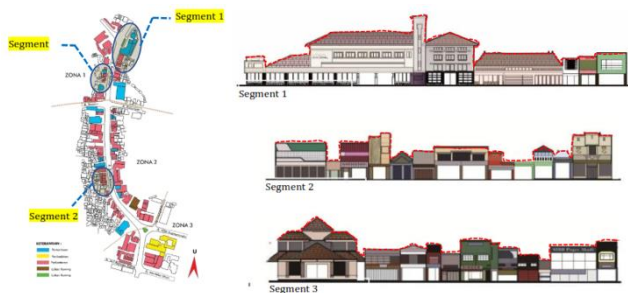
This section of building form and massing will discuss the condition of the existing buildings on Jalan Basuki Rahmat of Malang City, including Front Yard, Setback, Building Coverage Ratio (BCR), and building height. Table 3 describes some aspects which are classified based on the zoning of the corridor of the road.

**Table 3** Identification of Existing Building in Kayutangan Corridor

| Zoning                                                                                               | Front Yard/ Setback                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | BCR (Building Coverage Ratio)                                                                                                                                                                                                                                                                                                                                                                                                                       | Building Height                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Zone I</b><br> | <p>In this zone, there is a hotel and an office. The hotel's front yard is <math>\pm 15\text{m}</math>, the office's front yard is <math>\pm 5\text{m}</math>, and the shops are <math>\pm 1.5\text{m}</math>. The front yard of the hotel is used as a parking area for car and office, while at the shops, the front yard used as pedestrian ways and parking areas for motorcycles.</p> <p>(1) </p> <p>(3) </p> | <p>Based on Detailed Urban Land Use Plan (RDTRK) Sub-center West Malang 2012-2032, the BCR plan categorized based on the building allocation including ;</p> <ol style="list-style-type: none"> <li>1) Allocated area for Shopping center's BCR is 90%</li> <li>2) Allocated area for Modern shop's BCR is 80-90%</li> <li>3) Allocated area for Shophouse's BCR is 80-90%</li> <li>4) Allocated area for private office's BCR is 70-80%</li> </ol> | <p>Based on Detailed Urban Land Use Plan (RDTRK) Sub-center West Malang 2012-2032, building Height's plan categorized based on the building allocation including ;</p> <ol style="list-style-type: none"> <li>1) Allocated area for the shopping center's building height is 3 storey</li> <li>2) Allocated area for modern shop's building height is 1 storey</li> <li>3) Allocated area for shophouse's building height is 1-2 storey</li> <li>4) Allocated area for private office's building height is 1-2 storey</li> </ol> |
| <b>Zone II</b>                                                                                       | <p>On Zone 2, the existing buildings are dominated by trade and business functions such as hotels. The Front Yard is <math>\pm 10</math> meters and used as an entrance and outdoor parking area. Other than lodging, some shops have less front yard, about <math>\pm 1</math> meter. Most areas are used as pedestrian ways.</p>                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



| Zoning                                                                                                | Front Yard/ Setback                                                                                                                                                                                                                                                                                                                                                                                                                         | BCR (Building Coverage Ratio) | Building Height |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-----------------|
|                      | (1) <br>(2)                                                                                                                                                                                                                                                               |                               |                 |
| <b>Zone III</b><br> | In zone 3, the buildings are dominated by trade and service functions as shopping centers, restaurant, and hotel. There is a building for a worship function with a $\pm 10$ meter front yard used as a parking area. Also, there is lodging with front yard $\pm 5$ meter and restaurant with front yard $\pm 1$ meter that used as pedestrian ways.<br> |                               |                 |



**Figure 3** Building facade and skyline in Kayutangan corridor

Figure 3 shows the existing skyline image of four shops and an office. Start from left to right; the building height is two-story while the rest of the buildings are one story. It makes the PLN office building stand out compared to the other buildings, considering the building is also the landmark of Malang city, so the formation of its visual image must be more prominent as a building that describes the historical identity of the city and the region.

1. This figure shows the existing skyline of a two-story house that is a cultural heritage, the Namsin House, and some two-story shopping buildings. However,

there are shops blocks of single-story buildings that look in contrast to the building on the right and left side.

2. On this existing skyline figure, it can be seen that there is an entire building are two-story buildings, both office, and shopping functions, so it looks harmonious and balanced.

The PLN office building, one of the city landmarks, is characterized by *Nieuwe Bouwen* style with a flat roof, horizontal gevel, and cube-shaped.

Based on the analysis, there is a problem that the front yard is not following the regulation and is only limited by pedestrian ways in the form of sidewalks with  $\pm 1$  m in width. Based on the regulation, the front yard for shopping buildings should be 80-90%, so a larger front yard is needed. Thus, it can be used as a parking area without disturbing the pedestrian ways, such as the existing conditions that some areas use the sidewalks as a parking area for motorcycle and pedicab.

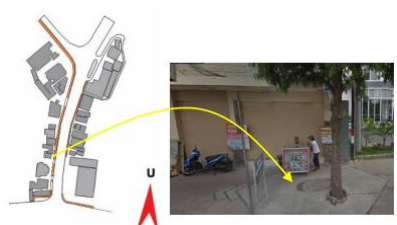
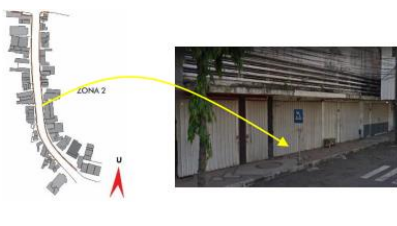
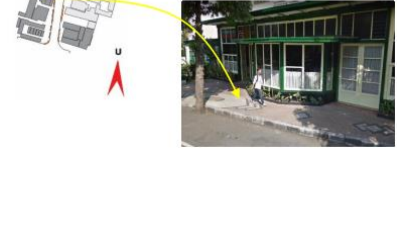
Following the plan to turn the area into a city walk, more attention should be given to the pedestrian ways. At present, the motor vehicle and pedicab parking on the sidewalks are very disturbing. Coordination between the government and the building's owner is needed so that it can be adjusted to the regulations. An example is by widening the pedestrian ways, despite cutting the traffic

lane, so the city walk area can be visible prioritizing the pedestrians. Also, it is necessary to consider the selection

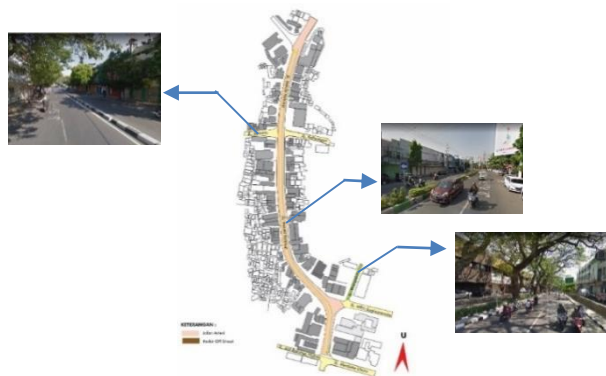
of special spots to accommodate parking areas for visitors.

### 3.3. Circulation and Parking

**Table 4** Identification of Pedestrian Circulation in Kayutangan Corridor

| Pedestrian Circulation Zone                                                         | Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Pedestrian area:</b> In front of Rajabali building</p> <p><b>Width:</b> 210 cm (10 cm elevation)</p> <p><b>Materials:</b> Natural stones arranged in a pattern</p> <p><b>Condition:</b> Decent</p> <p><b>Human Aspect:</b> This pedestrian way can be passed by a maximum number of 4 people. The users are adults. The people that walk across this pedestrian ways are those who went to Whiz Premium hotel and Semeru street.</p> <p><b>Natural Aspect:</b> There are trees on the side of the pedestrians with a canopy that is wide enough to be shady.</p> |
|   | <p><b>Pedestrian Area:</b> In front of Kayutangan shops</p> <p><b>Width:</b> 100 cm (10 cm elevation)</p> <p><b>Materials:</b> Natural rocks arranged in a pattern</p> <p><b>Condition:</b> Decent</p> <p><b>Human Aspect:</b> These pedestrian ways can be passed by a maximum number of 2 people. Those who walk across this pedestrian ways are those who went to the shops around.</p> <p><b>Natural Aspect:</b> There are fir trees in the side of the pedestrian ways.</p>                                                                                       |
|  | <p><b>Pedestrian Area:</b> In front of Toko Oen</p> <p><b>Width:</b> 120 cm (10 cm elevation)</p> <p><b>Materials:</b> Natural stones arranged in a pattern</p> <p><b>Condition:</b> Decent</p> <p><b>Human Aspect:</b> These pedestrian ways can be passed by the maximum number of 2 people. Those who walk across this pedestrian way are those who went to the shopping center, Gramedia, Sarinah, Hotels, and restaurants.</p> <p><b>Natural Aspect:</b> There are fir trees along the pedestrian ways and shrubs in front of the buildings as a barrier.</p>     |

#### 3.3.1. Vehicle Circulation



**Figure 4** Vehicle circulation in Kayutangan corridor

Circulation in this area is an arterial lane that serves major transportation with long-distance travel destinations, high

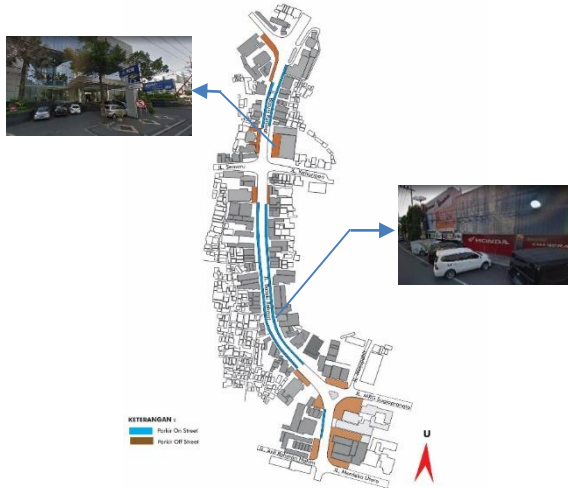
average speeds, and the numbers of the entrances are efficiently restricted. The lane connected to the collector land toward the city hall and the Ijen boulevard area.

#### 3.3.2. Parking

There are two types of parking in the Jalan Basuki Rahmat area, on-street, and off-street parking, with most of the buildings in the Kayutangan area, have a front yard that is not large enough, so many shops opening on-street parking that taking the curb of the road. Parking sign is available in the form of parking signage at each edge of the pedestrian ways.

City walk requires a wide enough pedestrian area so that the shoulder of the road will be reduced, indirectly will affect the existing parking system. If the on-street parking system still applied, it will risk the road users. Thus, a special parking lot is needed to be provided. It can be owned and or managed by the regional government or a person or organization which covers the parking lot,

parking park, and or multi-story parking garage and the like. The parking area can be placed in a vacant area of the second zone, given the high intensity of on-street parking in that zone.



**Figure 5** Parking spot in Kayutangan corridor

There is one problem needed to be addressed when applying the city walk system in the area. An additional pavement needs to be applied at the intersection of Jalan Semeru and Jalan Kahuripan to reduce the vehicles' average speed limit. It can be made from paving and has a different height from the asphalt roads, so the road users can reduce the speed rate when passing through the Kayutangan Citywalk area later.



**Figure 6** Vehicle circulation recommendation

### 3.4. Open Spaces

Open spaces are a planned space because of the need for meeting places and joint activities in the open air. Open space is a space accessible by the public either directly in a limited period, or indirectly in an indefinite period. Open space can take the form of sidewalks, roads, green spaces such as city parks and forests.

The green lane that existed in the Kayutangan area takes the form of a road corridor consisting of vertical vegetation elements, extending on one or two sides of the

corridor to form a continuous vertical plane. The main element of this vegetation naturally has a function as a shield of light, noise control, and physical barrier element. Open spaces on Kayutangan can be found in several areas beside the corridor, taking form as Alun-Alun of Malang City, Brawijaya Edupark near the PLN Malang Office, and Kendedes Park that can be accessed by the public. However, the effect of the existence of open space as a green lane in the road corridor also decreasing the visual quality of the historical building in the Kayutangan area. Regular maintenance by trimming the trees can decrease the possibility of this visual disturbance.

### 3.5. Pedestrian

The pedestrian way is a specific road that serves the access of pedestrians that can take form as a sidewalk. Pedestrian ways in the urban context are specific spaces for the pedestrian that are functioning as a circulation facility that can protect the pedestrians from danger coming from vehicles. According to Untermann [7], the characteristics of the pedestrian way should be safe, accessible, comfortable, and attractive. Pedestrian ways must meet the criteria that it has to be accessible by all members of the society, including the elderly, people with disabilities, pregnant women, and children.

The pedestrian way is one of the essential elements of urban planning. Good pedestrian ways are clear, comfortable, easily accessible, and provides a sense of security for its users [5]. Creating pedestrian ways that give a positive impression for its users is not just about the presence or absence of lane to be accessed, but also requires clarity on the aspect of signage [8].

Pedestrian ways allow emerging a circulation system that exists in a corridor as an urban space. This circulation has a role in directing and affecting the growth pattern and activities in a particular urban area. Circulation on attracting pedestrian ways in a certain area will make the area more attractive [9]. The utilization of pedestrian ways will evoke the image and appeal of the city area itself.

Kayutangan is one of the historical areas of Malang city. The Kayutangan corridor already has pedestrian ways for the citizens of Malang who want to go to their destination in the area or just take a walk and enjoying the scenery. Physically related to pedestrian comfort, the pedestrian ways in the Kayutangan corridor are shaded by trees. However, the trees, in a way, also reduce the visual quality of the historic building in the Kayutangan Area. Regular maintenance with a routine trimming can reduce these visual disturbances.

The Kayutangan Area is dominated by trade and service areas, with sidewalks not only used as pedestrian ways but also for street vendors and parking lots. It is not in accordance with the primary function of the sidewalk as pedestrian ways. Besides, the sidewalks also lack in terms of safety and comfort for users with disabilities, as there is no particular lane for them. The difference in sidewalks

elevation between the pedestrian and vehicle lane can be overcome with a ramp so all citizens can access the pedestrian ways.

### 3.6. Signage

The physical aspect of a particular area has an important role in influencing the sense of place by its users, particularly in making the area to be easier to identify, managed, and navigated by people [4]. One kind of street furniture, signage is one of the physical aspects and part of human-made landscape elements, and also one of forming identity aspect of an area or place [10]. There are four principles of place identity, namely: a) having a characteristic that can shape a place to be different from the other places, b) continuity, there is a value and experience gained by using a certain place, c) self-esteem is evaluation, commitment and meaning of a certain place that felt by the users, and d) self-efficacy is comfort, safety, and accessibility to a certain place [11].



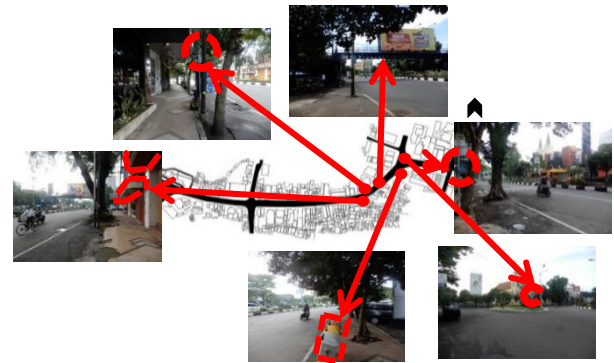
**Figure 7** Landmarks in Kayutangan corridor

The corridor condition in the Kayutangan area is that this place already has signage identification signs that are limited as road names from each area. Kayutangan area is a historic area that has a few landmarks that are easy to recognize by street users as it has a colonial visual image. Nevertheless, it is necessary to add signage to the area to improve the place identified in the area. Additions to the signage may include identification signs, interpretative signs, and placemaking map at a certain place and area landmark. Interpretative signs and identification signs can be placed in front of each landmark, and the placemaking map can be placed in front of the Hati Kudus Church that has the colonial building image that easy to recognize in Kayutangan area.

### 3.7. Activity Supporter

Jalan Kayutangan is dominated by trade and service area. Most of the activities that happen every day are trading activities. It can be shown by the shophouses that existed

in this area, and there are many shophouses in Kayutangan with not enough parking space. Parking activity is one of the main supporting activities along Jalan Kayutangan. There are sidewalks to support the pedestrians, but at some point in the sidewalks, it is used as street vendors' stalls. There are a lot of trade and service shops built along Kayutangan street. The center of trading activities happened here every day. This activity is the one that enlivens the Kayutangan area from morning to evening. With this activity, there are supporting activities that existed in the Kayutangan area. There are also canopy in each shophouse to protect the pedestrians from heat and rain.



**Figure 8** Some supporting elements in Kayutangan corridor

One of the activity supports that stand out is the footbridge that builds across Jalan Kayutangan. This footbridge is equipped with a large signboard. It actually greatly affects the visual image of Jalan Kayutangan. The existence of the signboard will cover the view of one of the landmark buildings, Kayutangan Church. The government should be more concerned about this problem because it will affect the function and essence of Kayutangan Church as a landmark of the Kayutangan Area.

Another supporting element in the Kayutangan area is the street lights in the median strip. This median strip also has planted for flowers and plants. The median strip serves to divide the road in Kayutagan into two different parts in a different direction. Also, the trash bin is significant for a public place. Trash bin serves for users or pedestrians to throw away their garbage, so the cleanliness of Jalan Kayutangan is maintained. The government provided the rubbish bin to dispose of the garbage along Jalan Kayutangan.

### 3.8. Preservation

Jalan Kayutangan area is a historical area. Jalan Kayutangan is a potential area to be protected and preserved. Preservation includes not only buildings but also the environment and supporting aspects of the area. Preservation of buildings can be seen by the building as a whole. In contrast, environmental preservation can be



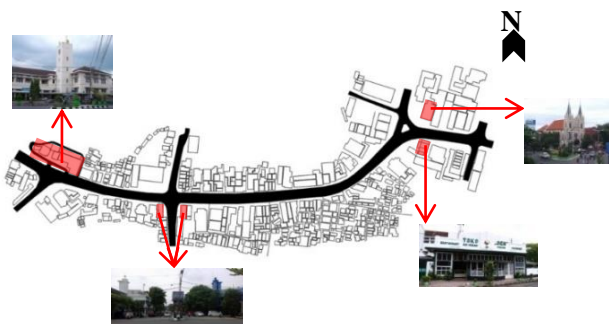
achieved by utilizing the land use and visual image of the area—the land use in Jalan Kayutangan dominated by trade and service function. The existing condition can be preserved by re functioning empty and abandoned buildings. It is intended to return the original function of the building, which can result in the revival of activities in the area of Jalan Kayutangan.

Kayutangan area also has a settlement area. This village area has now become a tourist area with the concept of Heritage village. This area was successfully revived with the presence of tourism, which attracted visitors to walk around the village area. Preservation by reviving the original function of a place is one of many ways to keep an area protected. It is intended so that every corner of Jalan Kayutangan enlivened the area. However, the activities only occur during the day, and at night there are no activities that can revive the area's image. The government, along with related agencies, can revive the activities on Jalan Kayutangan at night. The alternative way that can be used is to hold cultural activities at night in the Kayutangan Area.

Visual image preservation of the Kayutangan area can be achieved by maintaining the element in the area. The element in shaping the area that already existed or still authentic should be protected to strengthen the image and identity of the Kayutangan Area. The government should keep doing checking and maintenance to each element and buildings that being set as cultural heritage.

### 3.9. Landmark

The Kayutangan street corridor has a landmark that can be easily recognized by the users, either pedestrians or vehicles. The landmark of Jalan Kayutangan is the PLN Office Building built right in the entrance of Jalan Kayutangan and Kayutangan Church, which built at the end of Jalan Kayutangan. Moreover, there is the Rajabali twin building, which marks the entrance to Jalan Semeru. Toko Oen that built at Jalan Kayutangan, is also a historical place. Toko Oen can be a magnet to attract foreign tourists that visiting Malang or Kayutangan area.



**Figure 9** Landmark spots in Kayutangan

As a landmark, these buildings should be able to provide a visual image for the Kayutangan area. The visibility value of a historical building will affect the visual quality of the building itself. A low visibility value is caused by view disturbances on the pedestrian ways. It mostly caused by tree branches around Kayutangan. Some billboards also planted along the street. Even on the pedestrian bridge, there is a billboard that attached in the middle of it. This billboard will disturb the view towards landmark building if pedestrians walk from the south of Jalan Basuki Rahmat. The government should pay attention to the problem of billboards that cover the view towards landmark building. The placement of the billboard should be managed and adjusted. Besides, the government also has to pay attention to the problems caused by the tree branches on Jalan Kayutangan. These trees quiet disturbing the view from all of the pedestrian and vehicle drivers' points. Routine trimming can reduce the visual disturbance to these landmark buildings. Also, routine trimming will reduce leaf that withers and litter in the Kayutangan area, so the street cleanliness will be maintained.

## 4. CONCLUSION

In revitalizing the Kayutangan area, many aspects need to be considered, such as buildings that undergone change is expected to be able to re-displaying the image of the Kayutangan area as the heritage area of Malang City. If the building element is added, it needs an element that is still visualizing the identity of the city's history. Citywalk concept requires a wide pedestrian area, so a special parking lot and a multi-story parking garage are needed. This parking area can be placed in the vacant area in the second zone, given that the intensity of on-street parking in the area is high. Billboard placement should be arranged and adjusted so it can improve the image of the area and not covering the view of existing landmark buildings. Routine trimming for the trees will also reduce the leaf that littered the Kayutangan area so that the street cleanliness will be maintained. Participation is needed between the community, practitioners, academics, and the governments to be able to revive the Kayutangan area to give economic effects to the community.

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