

The Retrofitting of the intersection of Nyi Ageng Serang Monument as the Identity of Wates City

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ABSTRACT

The development of a city is inseparable from the city's identity, making the City of Wates need an identity to make it easier to recognize, remember, and to increase the interest of visitors to visit. City's identity can be formed through good regional arrangement and character. The intersection of Nyi Ageng Serang Monument is one of the strategic areas in Wates City which has quite busy traffic conditions and is a commercial area that is the center of the city's economic growth. As a strategic area that had the potential to be the identity of the City of Wates, this area must have good outdoor spatial planning and character. The research aims to develop guideline model based on retrofitting. Data collected through observation and walk-through analysis methods to reveal existing problems and local potential. The model to retrofit are applied based on outdoor spatial planning standards and local potential. Retrofitting of the intersection of Nyi Ageng Serang Monument as the identity of Wates City can be applied through: (1) the arrangement of the corridor spatial planning based on the standard (consisting of street zones, green zones, pedestrian zones, and development zones); and (2) the application of potential local elements in the area to create the character (the shape of building facades, street furniture, colors, and materials).

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1. Introduction

The development of a city is inseparable from the city's identity which makes the city easily recognized and remembered by visitors and the wider community. The identity of a city plays a role in forming the image of a region [1]. City identity also plays a role in increasing the attractiveness of a city so that the interest of visitors to visit is increasing, as well as adding value to the city. The identity of a city can be realized through the design of objects that are different or do not yet exist in other areas, through the arrangement and design of areas with identical or distinctive characters. Along with the inauguration of the Yogyakarta International Airport in Kulon Progo Regency, the city and its surrounding areas have also developed, one of which is the City of Wates. As a growing city, Wates City, which is also the capital of Kulon Progo Regency, needs an identity that can make this city known and attractive to visit.

The intersection of Nyi Ageng Serang monument is one of the strategic areas in Wates City, which has great potential to be developed into the identity of Wates City. A corridor can be defined as an elongated or linear space between buildings [2]. The intersection of Nyi Ageng Serang monument can be understood as a corridor of five streets that unite at an intersection in the middle of which there is the Nyi Ageng Serang monument. This area actively plays a role as a commercial corridor, namely a road corridor surrounded by shopping buildings or commercial functions [3]. Commercial corridors are used for commercial activities, offices and work centers within the city [5]. The intersection of Nyi Ageng Serang monument area has an important role for the City of Wates because one of its corridors is included in the strategic area of economic growth [6]. Traffic conditions in the area are quite busy due to commercial activities and traffic activities that occur because one of the corridors acts as a national arterial road connecting Yogyakarta and Purworejo. Coupled with the inauguration of the

Yogyakarta International Airport, the area experienced an increase in crowds due to the access from the city of Yogyakarta to Yogyakarta International Airport.

Located in a strategic area, with busy traffic conditions and the spatial form of the intersection of five corridors with various activities, this corridor has the potential to increase the attractiveness of Wates City. However, in the existing conditions this corridor area is still like a commercial area in general. This makes the corridors less visually impressive and appear to be ordinary shops. Meanwhile, in forming the identity of a city, the area must have a good and distinctive arrangement. Good governance refers to compliance with standards. Distinctive features or characters are formed from no two places are the same, one design cannot be applied in two different places, because the design must be firm and have character.

Retrofitting is an intervention to adapt new services or functions to existing areas that previously did not have these services or functions with the aim of completing them [7]. In the regional context, retrofitting is a revitalization approach based on local wisdom [8]. The emphasis on this revitalization approach is to reveal the potential of local wisdom (history, meaning, location uniqueness, and regional image) which is called *genius loci* or the essence/soul of the place [3].

In this study, to form an area so that it can become a city identity, the area must have a good arrangement and character. It is hoped that the retrofitting approach can be used to formulate directions for structuring corridors with a character through adjustments to the local wisdom potential of the areas found and adjustments to outdoor spatial planning standards. This research was conducted by identifying aspects of the outer space of the existing corridor to find out the local problems and potentials currently owned by the area. The results of the research are in the form of design strategies based on regional standards and local potential to form the area with character and can become the identity of the city of Wates.

2. Material and Methods

2.1. Commercial Corridor

The commercial corridor (urban commercial corridor) has the following characteristics [5]:

1. It is the main route for vehicles in the city. According to [17], one of the characteristics of commercial corridors is that cars that are allowed to pass through this corridor are cars with a minimum speed.

2. The building on the commercial corridor has no railings and no windows dominating the ground floor.
3. Signs or markers and displays are arranged to attract the visual attention of road users.
4. Buildings have a variety of designs and sizes. However, they have similarities in scale, materials, and the basic style of the building.

The character of a city can be strengthened through the arrangement of ornamental and decorative elements in urban areas [4]. The elements that can be considered in strengthening the character of the commercial corridor include: (a) city floor; (b) furniture; (c) circulation; (d) parking areas; (e) landscaping; (f) facades; (g) corners; (h) skylines; (i) color in the city; and (j) signage [4][9].

Table 1: Criteria for creating a great character of commercial corridor

Aspect	General criteria
City floor	Consistent and continuous hardscape material
Furniture	The street furniture design is consistent and in accordance with the regional theme
Circulation (pedestrian)	Safe and attractive pedestrian paths
Parking area	Easy to reach parking area and does not hinder other activity functions
Landscaping	Green zone/softscape as a buffer and balancer of hardscape
Façade	The façade of the commercial building is equipped with displays and pedestrian shade
Corner	Corner buildings have an identical and standout design Wider corner street equipped with a safe crossing area
Skyline	The height and shape of the roof of the harmony building
Color in the city	The color scheme of the building is in harmony with the environment but can be a point of interest
Signage	Consistent design of signage

Source: (Moughtin, 1999 dan Southeastern San Diego Commercial Corridor Urban Design Guide)

2.2. Corridor design standards

The quality and character of a corridor are formed through streetscape planning, which includes buildings, street surfaces, and amenities [10]. In forming the character of the

corridor, aspects that need to be considered in its arrangement are aspects of the outer space of the corridor because it plays an important role in providing comfort to its users. Corridor outer space arrangement can be divided into 4 (four) main zones [11], namely:

1. Pedestrian zone, a comfortable public area for walking and interacting.
2. Street zone, the vehicle circulation space which includes a parking lane and bike lane.
3. A green zone is a space for arranging vegetation and street furniture and also acts as a buffer between the pedestrian and vehicle zone.
4. Development zone, which is building area.

Table 2: Outer space corridor design standards

Aspects	Standard
Pedestrian zone	1.5-meter wide if adjacent to the green zone, and 1.8-meter wide if adjacent to the street zone.
Street zone	Parking lane, 1.8 – 2.4 meters; bicycle lane, 1.5 – 1.8 meters; vehicle lanes, 2.7 – 3.6 meters; mixed vehicle lane, 4.2 – 4.8 meters
Green Zone	Green zone to separate pedestrian paths from vehicle lanes as space for trees, street furniture and utilities
Facilities and street furniture	Can be reached within 400 meters, for bus stop can be reached within 300 meters
Crossing area	120 to 180-meter distance from each other in areas with high levels of pedestrians

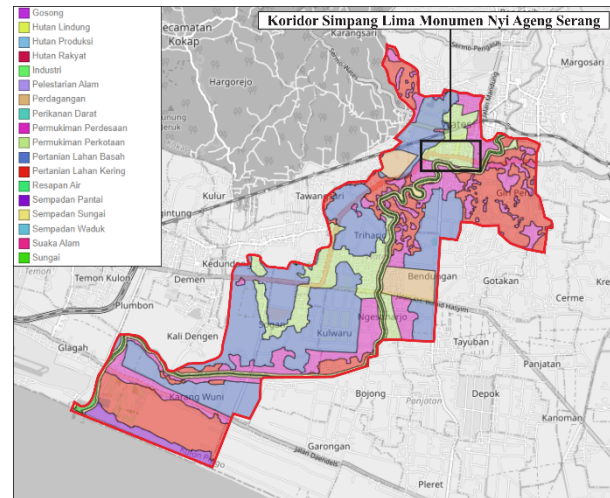
Source: (Milwaukie Transportation System Plan, 2007)

This research is descriptive qualitative research that has the aim of making a systematic, factual description of the facts and characteristics of certain areas. Data were collected through observation and documentation and analyzed through the walk-through analysis method [12] to identify and assess the suitability of the outer corridor space conditions with the referenced standards, find out the extent of problems that occur in the area, and see the local potential that can be developed to form the regional character. The main object in this research is the physical aspect of outer space which includes aspects of the pedestrian zone, road zone, green zone, and development zone [11].

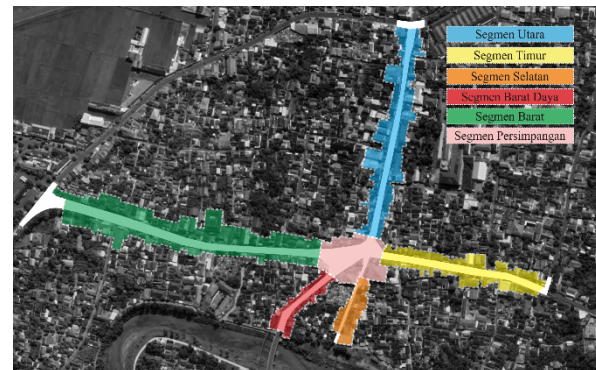
3. Results and Discussions

The research was conducted along the five corridors at the intersection of the Simpang Lima Monumen Nyi Ageng Serang. The

observation area is divided into six segments to ease the process of data collection, discussion, and analysis. The map of area location and segment division can be seen in Figure 1 and Figure 2.



Source: (Author, 2023)
Figure 1: Research study location



Source: (Author, 2023)
Figure 2: Segments division

3.1. Profile area

The observation area involves 5 (five) street corridors, Brigjen Katamsno Street in the North corridor, with a 415-meter-long corridor. The East Corridor is Kolonel Sugiyono Street, with a 340-meter-long corridor. The south corridor is a dead-end alley, a 170-meter long. The Southwest Corridor is Pahlawan Street, 300 meters long, and Khudori Street is in the West Corridor, a 600-meter long.

These five corridors have different functions based on the classification of road functions. The north corridor is a primary local road that connects local activities and is often passed by local vehicles with a low average speed. Meanwhile, the southwest corridor is a collector road for medium-travel vehicles with a medium average speed, and the East and West corridors are arterial roads that are often passed

by long-distance transportation with high average speeds. The South Corridor is a local road that connects local activities with residential and is often passed by local vehicles.

The function of the buildings in the north, east, southwest, and west corridors is dominated by commercial buildings, which makes the activities that occur in the four corridors tend to be the same, such as commercial activities and other supporting activities such as parking. At the same time, the function of the building on the south corridor is residential.

3.2. Walk-through analysis

3.2.1. North corridor (Brigjen katamso street)



Outer space corridor	Standard
Pedestrian zone	<ul style="list-style-type: none"> - Width: 0.8-1.5 meters. - Condition: unorganized street furniture and vegetation, damaged paving conditions, and changes in lane dimensions to become narrow. - Paving type: Same.
Street zone	<ul style="list-style-type: none"> - Width: ± 10-meters. - Road lanes: 2 lanes. - Road marking: on street parking marks with a width of 1.8-meters on both sides of the road. - There are 3 crossing areas in the distance within 145-meter and 180-meters.
Green zone	<ul style="list-style-type: none"> - No green zone as a buffer. - Vegetation types: trees, shrubs placed in pots with various shapes, and vines on the pergola. - Vegetation is unorganized. - Street furniture: street lamps, unorganized utility networks, signage, unmaintained pergolas, and planer box of various shapes. There is no trash can.
Development zone	<ul style="list-style-type: none"> - Building function: commercial and mixed-use commercial. - Building height: 1 floor, 2 floors, 3 floors. - Shape of the roof: concrete roof, saddle, and pyramid. - Building colors: tend to be dark (dark brown, dark blue, dark

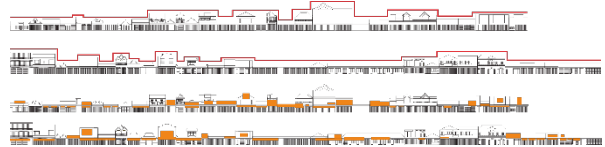
	gray), contrast colors on facade accents (yellow, red, green). <ul style="list-style-type: none"> - Commercial facade elements: folding gate doors, rolling doors, and wooden folding doors. - Building signage: located on the top of the building facade, various sizes, vertical and horizontal signage shapes.
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Based on the observation, the pedestrian path has low quality. Based on the Milwaukee Transportation System Plan of 2007, the width of the pedestrian lanes is not suitable for accommodating activities in commercial areas. At least the pedestrian path directly adjacent to the street zone has a width of 1.8 meters. Pedestrian paths have low continuity caused by obstacles from unorganized street furniture and damaged paving conditions. The pedestrian path is not disabled-friendly because no ramps or guidance blocks exist. The street zone is quite good because it is equipped with parking on street markings that support activities in commercial buildings. After all, not all commercial buildings in the corridor have sufficient parking space and setback width for parking. Vegetation and furniture in this corridor have not been organized in the green zone. A trash can, which is important furniture, is not available in this corridor. The application of the shape of street furniture needs to be more consistent. The harmony of the building can be seen from the height of the building, which is dominated by 1-2 floor buildings, and there is no building with more than three floors. While from the shape of the roof, signage, ornaments, and colors there is no similarity or harmony.



Source: (Author, 2023)

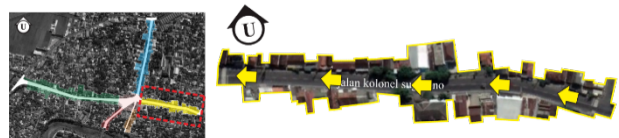
Figure 3: Pedestrian zone condition and façade element



Source: (Author, 2023)

Figure 4: Skyline and building signage

3.2.2. East corridor (Kolonel Sugiyono street)



Outer space corridor	Standard
Pedestrian zone	<ul style="list-style-type: none"> - Width: ±0.8-1.2 meters. - Condition: hindered by street furniture and vegetation, and damaged paving conditions. - Paving type: Same.
Street zone	<ul style="list-style-type: none"> - Width: ± 10-11meters. - Road lanes: 2 lanes. - Road marking: not available - There are 2 crossing areas in the distance within 280-meters.
Green zone	<ul style="list-style-type: none"> - No green zone as a buffer. - Vegetation types: trees, shrubs placed in pots (there is a repetition of the use of pot forms), and vines on the pergola. - Vegetation is unorganized. - Street furniture: street lamps, unorganized utility networks, signage, unmaintained pergolas, and planer box of various shapes. There is no trash can.
Development zone	<ul style="list-style-type: none"> - Building function: commercial and mixed-use commercial. - Building height: 1 floor, 2 floors, 3 floors. - Shape of the roof: concrete roof, saddle, and pyramid. - Building colors: various, dark colors (dark brown, dark blue, dark gray), light colors (gray, white, light blue, pink) contrast colors (yellow, green) - Commercial facade elements: folding doors, rolling doors, wooden folding doors, and wooden plank door (old style door) - Building signage: located on the upper part of the building facade, various sizes, vertical and horizontal signage shapes.

specific plant pots in the corridor, which creates unity. The harmony of the building can be seen from the height of the building, which is dominated by 1-2 floor buildings, and the repetition of the use of the roof shape. Meanwhile, from the building facade, there is no harmony in the arrangement of signage, ornaments, and colors.



Source: (Author, 2023)

Figure 5: Pedestrian zone condition and façade element



Source: (Author, 2023)

Figure 6: Skyline and building signage

3.2.3. South corridor



Outer space corridor	Standard
Pedestrian zone	- No pedestrian way
Street zone	<ul style="list-style-type: none"> - Width: ± 4-6 -meters (narrowed on the south side) - Shared street (pedestrian and vehicles) - Material: cast concrete, from the middle to the south side the pavement is in damaged condition, the southern part is sandy soil.
Green zone	<ul style="list-style-type: none"> - There is no vegetation arrangement. - Vegetation types: shrubs in pots or planter box, and trees. - Street furniture: not available.
Development zone	<ul style="list-style-type: none"> - Building function: residential, mosque and bank office. - Building height: 1 floor, 2 floors. - Shape of the roof: saddle roof for the residential building, and tajuk roof for mosque and bank office.

Based on the observation, the condition of the east corridor pedestrian path has low quality caused by the width of the pedestrian path is not suitable to the standards of the Milwaukee Transportation System Plan, 2007. At least the dimension of a pedestrian path is 1.8 meters. The continuity of the path is hampered by furniture and damaged paving. The pedestrian path is not disabled-friendly because no ramps or guiding blocks exist. The street zone only has a 2-lane. Vegetation and furniture in the corridor have not been arranged in the green zone. The street furniture in this corridor still needs to be added. There is a repetition of

	<ul style="list-style-type: none"> - Building colors: tend to be light (grey, white, cream). - Building signage: not available.
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Based on the observation, the south corridor has low quality. As a shared street, this street has yet to be arranged and equipped with furniture that supports safety for users, especially pedestrians. It shows from the street dimension (the northern part is ±6-meters wide and the southern part is ±4 meters), which is used by 2-way vehicles and parallel parking activities without any signs or barriers. No landscape arrangement helps the movement of various users safely, especially pedestrians. It shows that the street is mainly for vehicles, while shared streets should prioritize pedestrians, cyclists, and other non-motorized users. The condition buildings in this corridor have fences to barrier their private area. The harmony of the building can be seen from the height of 1-2 floors building and the use of a roof shape.



Source: (Author, 2023)
 Figure 7: Street and vegetation condition



Source: (Author, 2023)
 Figure 8: Skyline

3.2.4. Southwest corridor (Pahlawan street)



	<ul style="list-style-type: none"> - Vegetation is unorganized. - Street furniture: street lamps, unorganized utility networks, signage, bus stop, planer box.
Development zone	<ul style="list-style-type: none"> - Building function: commercial and mixed-use (residential and commercial). - Building height: 1 floor, 2 floors. - Shape of the roof: saddle roof, pyramid, and concrete roof. - Building colors: various, tend to be dark (brown, dark blue, dark grey), light color (cream, pink). - Building signage: folding doors, rolling doors, and wooden folding doors. - Building signage: located on the upper part of the building facade, the size is medium with the horizontal orientation.

Based on the observation, the southwest corridor has low quality, which is caused by the condition and arrangement of physical elements that still need to be put up to standard. The dimension of the pedestrian path is suitable to the standard based on the Milwaukee Transportation System Plan, 2007. The damaged pavement and the placement of furniture hampered the pedestrian path. There is no green zone arrangement as a buffer because the vegetation and furniture are on the pedestrian path. The vegetation's position in the corridor varies because it is arranged individually by the building owner. The harmony of each building is visible from the height of 1-2 floors building and the use of the roof shape. A potential building with a typical Javanese village house style is on this corridor. The facade is visible from the pyramid roof, walls, and wooden doors.



Source: (Author, 2023)
 Figure 9: Pedestrian zone condition and façade element



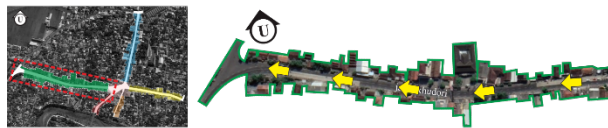
Source: (Author, 2023)
 Figure 10: Vegetation and Javanese-village building Style

Outer space corridor	Standard
Pedestrian zone	<ul style="list-style-type: none"> - Width: ± 0.8-1.2 meters. - Condition: hindered by street furniture and vegetation, damaged paving conditions, and narrowed path. - Paving type: 2 types.
Street zone	<ul style="list-style-type: none"> - Width: ± 9-meters - Road lanes: 2 lanes. - Road marking: not available - There is 1 crossing area.
Green zone	<ul style="list-style-type: none"> - There is no vegetation arrangement as buffer. - Vegetation types: trees, shrubs in pots or planter box.



Source: (Author, 2023)
 Figure 11: Skyline and building signage

3.2.5. West corridor (Khudori street)



Outer space corridor	Standard
Pedestrian zone	<ul style="list-style-type: none"> - Width: ±1.5-2.5 meters. - Condition: hindered by street furniture and vegetation, and damaged paving conditions. - Paving type: Same but with the different colors.
Street zone	<ul style="list-style-type: none"> - Width: ± 10-11meters. - Road lanes: 4 lanes. - Road marking: lane border mark. - There are 2 crossing areas in the distance within 430-meters.
Green zone	<ul style="list-style-type: none"> - No green zone as a buffer. - Vegetation types: trees, shrubs placed in pots (there is a repetition of the use of pot forms), and vines on the pergola. - Vegetation is unorganized. - Street furniture: street lamps, unorganized utility networks, signage, pergolas, and planer box. There is no trash can.
Development zone	<ul style="list-style-type: none"> - Building function: commercial and mixed-use commercial, public facilities, and residential. - Building height: 1 floor, 2 floors, 3 floors. - Shape of the roof: concrete roof, saddle, and pyramid. - Building colors: various, dark colors (dark brown, dark blue, dark gray), light colors (light gray and white) - Commercial facade elements: folding doors, rolling doors, wooden folding doors, and

wooden plank door (old style door)
 - Building signage: located on the upper part of the building facade, various sizes, vertical and horizontal signage orientation.

Based on the observation, the quality of the west corridor is low. This corridor's pedestrian paths are wide and follow the standards (Milwaukie Transportation System Plan, 2007). However, the route is still disturbed by damaged pavement and vegetation. The street space for vehicles in this corridor consists of 4 lanes that are passed by local vehicles and travelers because of its function as a national arterial road. There is no green zone arrangement as a buffer because the vegetation and furniture are in the pedestrian path. The vegetation could be more organized. But there is a repetition of the use of plant pots shape. The harmony of the skyline is visible from the height of 1-2 floors of buildings and the use of roof shapes. Meanwhile, the building facade is not unity or harmony. There is a building with a Javanese village house style on this corridor.



Source: (Author, 2023)
 Figure 12: Pedestrian zone condition and façade element

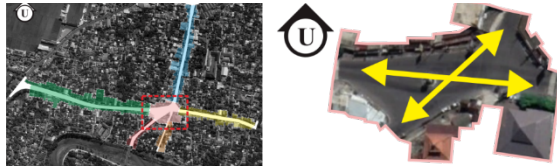


Source: (Author, 2023)
 Figure 13: Vegetation and Javanese-village building style



Source: (Author, 2023)
 Figure 14: Skyline and building signage

3.2.6. Intersection area



Outer space corridor	Standard
Pedestrian zone	<ul style="list-style-type: none"> - Width: ±1.5-meters. - Street corner: ±2-3-meters. - Condition: hindered by street furniture and vegetation, and damaged paving conditions. - Paving type: 2 types (pedestrian way paving and street corner paving).
Street zone	<ul style="list-style-type: none"> - Width: ± 25-30 meters. - Road marking: not available, but there is water barrier to separate the lane. - There are crossing areas with good condition.
Green zone	<ul style="list-style-type: none"> - No green zone as a buffer. - Vegetation types: shrubs placed in pots. - Vegetation is unorganized. - Street furniture: unorganized utility networks, signage, and planer box.
Development zone (Building corner)	<ul style="list-style-type: none"> - Building function: corner 1, commercial and unfunctional buildings. Corners 2 and 5, retail commercial. Corner 3, bank office. Corner 4, police posts, mosques and unfunctional building. - Building height: 1 floor building on the corner 1,2,5. 2 floors building on the corner 3. 1-2 floors building on the corner 4. - Shape of the roof: Saddle and concrete roof on the corner 1 and 5. Concrete roof on the corner 2. Tajuk roof on the corner 3. Saddle, tajuk, and concrete roof on the corner 4. - Building colors: light color (white) and contrast colors (yellow and green) on the corner 1. Contrast colors (red and green) on the corner 2. Light colors (white, light gray, and cream) on the corner 3,4,5.

- Commercial facade elements: folding doors, wooden folding doors, and wooden plank door (old style door).
- Building signage: available on the building corner 2,4,5.

Based on the observation, the visual quality of the intersection area is low. The pedestrian path dimension shows that it is unsuitable for standard, and the street corner needs more furniture to support the activity. The pedestrian path is not disabled-friendly because no ramps or guidance blocks exist. Power lines and billboard causes visual pollution in the area. The building at the intersection also does not show continuity because of the different building styles, the types of facade elements, and heights. The building corner should provide unity and attractiveness. The arrangement of buildings and pedestrian zones in the intersection area of the city is important to create the area's character and attract visitors. The buildings and spatial arrangements at an intersection must be well-designed, decorative, and pleasing to the eye [4].



Source: (Author, 2023)
 Figure 15: Intersection area condition



Source: (Author, 2023)
 Figure 16: Pedestrian zone and street corner condition

3.2.7. The comparison of walk-through analysis results and design strategies

Compliance with corridor design planning standards:

Pedestrian zone					
1.5-meter wide if adjacent to the green zone, and 1.8-meter wide if adjacent to the street zone.					
North	East	South	South-east	West	Intersection
X	√	-	X	√	X
Street zone					

Parking lane, 1.8 – 2.4 meters; bicycle lane, 1.5 – 1.8 meters; vehicle lanes, 2.7 – 3.6 meters; mixed vehicle lane, 4.2 – 4.8 meters					
North	East	South	South-east	West	Intersection
√	X	X	X	X	X
Green Zone					
Green zone to separate pedestrian paths from vehicle lanes as space for trees, street furniture and utilities					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X
Facilities and street furniture					
Can be reached within 400 meters, for bus stop can be reached within 300 meters					
North	East	South	South-east	West	Intersection
X	X	√	X	X	X
Crossing area					
120 to 180-meter distance from each other in areas with high levels of pedestrians					
North	East	South	South-east	West	Intersection
√	X	-	√	X	√

√ : Suitable
 X : Not suitable
 - : Not available

Conformity with the general criteria for character formation:


City floor					
Consistent and continuous hardscape material					
North	East	South	South-east	West	Intersection
√	√	X	X	X	X
Furniture					
The street furniture design is consistent and in accordance with the regional theme					
North	East	South	South-east	West	Intersection
X	√	X	X	√	X
Circulation (pedestrian)					
Safe and attractive pedestrian paths					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X
Parking area					
Easy to reach parking area and does not hinder other activity functions					
North	East	South	South-east	West	Intersection
√	X	√	X	X	X
Landscaping					
Green zone/softscape as a buffer and balancer of hardscape					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X
Façade					
The façade of the commercial building is equipped with displays and pedestrian shade					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X
Corner					
Corner buildings have an identical and standout design Wider corner street equipped with a safe crossing area					


North	East	South	South-east	West	Intersection
-	-	-	-	-	X
Skyline					
The height and shape of the roof of the harmony building					
North	East	South	South-east	West	Intersection
X	√	√	√	√	X
Color in the city					
The color scheme of the building is in harmony with the environment but can be a point of interest					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X
Signage					
Consistent design of signage					
North	East	South	South-east	West	Intersection
X	X	X	X	X	X


√ : Suitable
 X : Not suitable
 - : Not available

The suitability of the observed areas with the character-forming criteria is unsuitable primarily, so the conclusion is that the intersection of Nyi Ageng Serang Monument has a variety of characters. The character can be created through the application of a local potential to the aspects of the general criteria above.

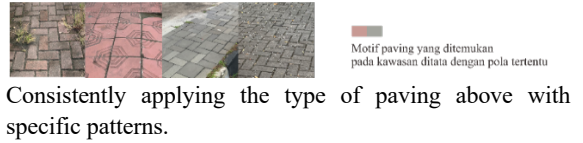
The local potential and design guidelines based on standards and local potential found in the area:

- Roof**


The application of the pyramid roof on the building
- Building facade**


Wooden folding doors are applied to the facade of the enclosure building. The colors used in the building are neutral colors such as white, grey, and cream. Whereas for the door and other component using the contrast colors such as green, blue, yellow/orange.
- Street furniture (plant pots)**


The shape of plant pots that are applied adopts the basic round shape like the existing pots with the color white, light blue, and dark blue.
- City floor**



Design guideline:

Pedestrian Zone,

Creating character through the consistent and irrational use of urban floor materials [4].
 The north corridor; the east corridor; the southwest corridor; the west corridor; the intersection area:

1. Pavement repairs using consistent paving materials with irrational colors;
2. Free pedestrian paths from furniture and vegetation through rearrangement in separate zones;
3. Provision of guidance blocks along pedestrian paths and ramps at the required points, especially at crossing points.

The Intersection area:

1. Provision of wide corner spaces with consistent and irrational paving with pedestrian corridor path materials.
2. Creating safe pedestrian circulation routes through setting up buffer zones, implementing guidance blocks, and adding pedestrian lights.

The north; the east; the southwest corridor:

1. Widening the lane from 0.8 meters to a minimum of 1.5 meters [11].

Green Zone.

Provision of green zones that act as buffers and balances to the hardscape [15];
 Creating character through the implementation of furniture designs that are consistently applied to all segments.

The north corridor; the east corridor; the southwest corridor; the west corridor:

1. Arrangement of vegetation and street furniture in the green zone which is located between the pedestrian zone and the road zone.

Intersection area:

1. Provision of furniture, pedestrian lights, benches, trash cans in corner areas.

The south corridor:

1. Arrangement of attractive landscapes and support the safety of shared street.
2. Procurement of street furniture, pedestrian lights, bollards and benches.
3. Provision of vegetation that functions as shade and shrubs to increase attractiveness.

Street Zone.

Create a safe vehicle lane.

The east corridor:

1. Add the lane to 4 lanes to accommodate local/low-speed transportation and out-of-region/high-speed vehicles.

The south corridor:

1. Repair the pavement using textured paving to show that the road is prioritized for pedestrians.
2. Provision of speed humps so that vehicle drivers slow down and pay more attention to their environment [16].

The intersection area:

1. Provision of road markings in the intersection area to help smooth the mobility of vehicles towards the intended corridor through the specified lanes.

Development Zone.

Creating harmonious building facades [9].
 The North corridor, The east corridor, the southwest corridor, The west corridor:

1. Use of the same commercial door.
2. Use of the same roof shape.

The intersection area:

1. Apply an attractive design, colors and facade elements to the building corner.
2. Rearrange the building corner orientation to the faceted street corner buildings [4].

Creates character through applying wood elements and the roof shapes of the existing and new buildings.

The north corridor; the east corridor; the southwest corridor; the west corridor; the intersection area:

1. Commercial and mixed-use commercial 1-floor buildings use pyramid roofs, wooden folding door commercial openings, and colors (according to local potential found in buildings in the area).

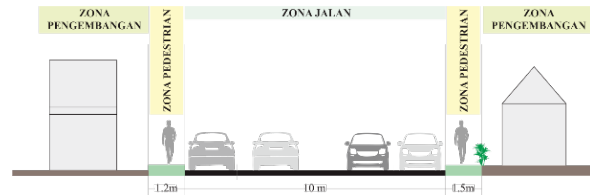


Figure 17: The existing of north and southwest corridor
 Source: (Author, 2023)

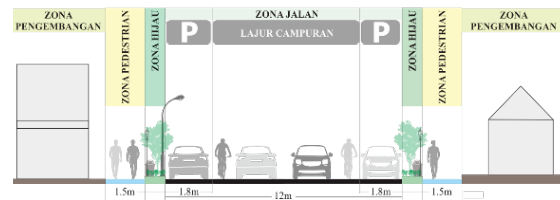


Figure 18: The design guideline
 Source: (Author, 2023)

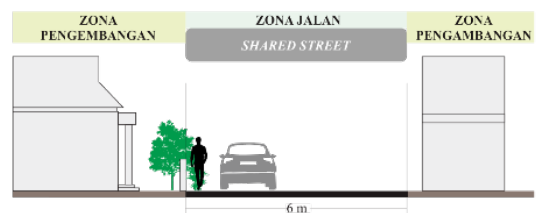


Figure 19: The existing of south corridor
 Source: (Author, 2023)

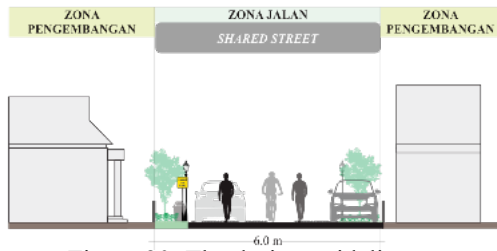


Figure 20: The design guideline
 Source: (Author, 2023)

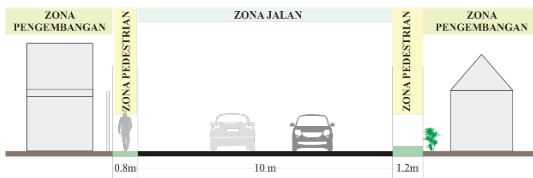


Figure 21: The existing of east and west corridor
 Source: (Author, 2023)

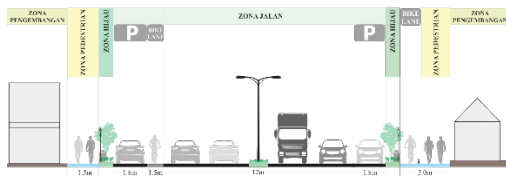


Figure 22: The design guideline
 Source: (Author, 2023)

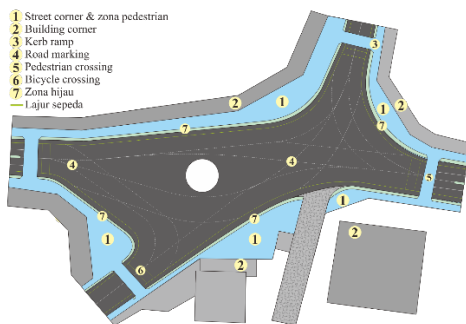


Figure 23: The design guideline for the intersection area
 Source: (Author, 2023)

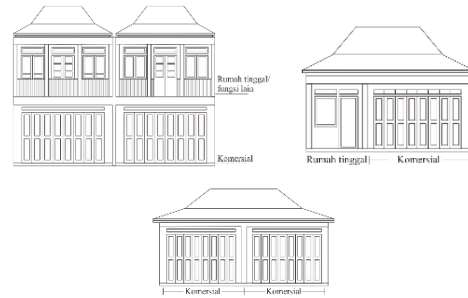


Figure 24: The design guideline for building facade
 Source: (Author, 2023)

4. Conclusion

The design guideline applied in this study aims to make the area of the intersection of Nyi Ageng Serang monument become the identity of the City of Wates through a retrofitting approach based on standards and local potential. In the case of this study, the area can be an identity if the corridor arrangement is good (according to the standards) and has strong character (according to the local potential).

The intersection of Nyi Ageng Serang monument has become the identity of Wates City through:

- (1) Corridor spatial planning based on outdoor spatial planning standards, including: provision of green zones equipped with street furniture; widening the pedestrian zone equipped with guiding block and ramp; additional lanes, on-street parking lanes and bicycle lanes in the street zone. The strategies for the intersection area are widening the street corners and providing road markings to ease vehicle mobility. The strategies for the south corridor are shared street arrangements through the application of textured paving; application of speed humps; landscape arrangement that supports the safety of shared street.
- (2) The strategies to form the character are through the application of local potential elements, such as the application of pyramid roof; wooden folding door for the commercial building; use of neutral colors for buildings and contrast colors such as blue, green, yellow-

orange on wooden folding door. Consistently using specific colors and types of paving with specific patterns; and applying plant pots with a round shape.

The design guideline is expected to be the guideline for the revitalization of the area based on retrofitting. So, Wates City can easier be recognized and increase visitor interest in visiting.

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