

Landscape Design of Aruman Street as a Sustainable Green Corridor Alternative Route in Cimahi City

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ABSTRACT. Cimahi City, as a buffer zone of the Bandung metropolitan area, faces increasing urbanization pressures that burden transportation infrastructure. Pesantren Road, a major access route in northern Cimahi, experiences overcapacity, inadequate pedestrian and cycling facilities, and environmental degradation due to pollution and limited green space. This condition requires an alternative route integrating ecological, mobility, and aesthetic functions. However, studies on integrated green corridors incorporating micro-transportation, stormwater management, and thermal comfort in metropolitan buffer zones remain limited. This study aims to design a Sustainable Green Corridor Alternative Route (JAKHB) on Aruman Road, Cimahi. The method adapts LaGro through site surveys, literature reviews, comprehensive potential-constraint analysis of physical, environmental, and social aspects, and concept development. Descriptive-qualitative analysis examines road capacity, green space, accessibility, and materials. Results show that the 700-meter road can be optimized through local shade vegetation, permeable pedestrian paths, and biopores for rainwater management. The concept applies a minimum 30% green space, universal accessibility, and eco-friendly materials. The findings demonstrate that landscape, infrastructure, and ecology can be synergized within one corridor, addressing the research gap on integrated green corridors and providing an applicable model for densely built urban areas in Indonesia.

Keywords: cimahi, green belt, lagro approach, sustainability, urbanization

ABSTRAK. Kota Cimahi sebagai kawasan penyangga metropolitan Bandung menghadapi tekanan urbanisasi yang meningkatkan beban infrastruktur transportasi. Jalan Pesantren sebagai akses utama di utara Cimahi menunjukkan overkapasitas, minimnya fasilitas pejalan kaki dan pesepeda, serta degradasi lingkungan akibat polusi dan keterbatasan RTH. Kondisi ini memerlukan jalur alternatif yang mengintegrasikan fungsi ekologi, mobilitas, dan estetika. Namun, studi koridor hijau terpadu yang mencakup transportasi mikro, pengelolaan air hujan, dan kenyamanan termal di kawasan penyangga metropolitan masih terbatas. Penelitian ini bertujuan merancang Jalur Alternatif Koridor Hijau Berkelanjutan (JAKHB) di Jalan Aruman, Cimahi. Metode mengadaptasi LaGro melalui survei tapak, studi literatur, analisis potensi-kendala komprehensif (fisik, lingkungan, sosial), dan pengembangan konsep. Analisis deskriptif-kualitatif mencakup kapasitas jalan, RTH, aksesibilitas, dan material. Tipologi jalan sebagai kolektor lokal diklasifikasi berdasarkan hierarki fungsional, karakteristik lalu lintas, dan tata guna lahan. Hasil menunjukkan jalan 700 meter dapat dioptimalkan dengan vegetasi peneduh lokal, jalur pedestrian permeabel, dan biopori untuk air hujan. Konsep menerapkan RTH minimal 30%, aksesibilitas universal, dan material ramah lingkungan. Temuan memperluas pemahaman bahwa lanskap, infrastruktur, dan ekologi dapat disinergikan dalam satu koridor, menjawab kesenjangan penelitian koridor hijau terpadu. Rancangan JAKHB diharapkan menjadi model aplikatif bagi kawasan urban padat serta memperkaya literatur perancangan jalur hijau di Indonesia.

Kata kunci: cimahi, jalur hijau, keberlanjutan, pendekatan lagro, urbanisasi

INTRODUCTION

The City of Cimahi has experienced significant population growth, reaching 579,906 people in

2024 (BPS, 2024). This figure shows an increase of 17,746 people compared to 2022 data, indicating a continuously rising population growth rate year after year. Alongside these demographic dynamics,

Cimahi has also evolved into a modern city, achieving a Human Development Index (HDI) of 80.30 in 2024, which signifies progress in public welfare. This development brings consequences in the form of demands for improved infrastructure, including transportation facilities and green open spaces. However, rapid growth has the potential to create environmental pressures, such as the reduction of green land, increased air pollution, and disruption of drainage systems.

Regulation of the Minister of ATR/KBPN No. 14 of 2022 defines the ecological function of green spaces as multifunctional: oxygen producers, microclimate regulators, shade providers, rainwater and pollution absorbers, noise buffers, wind barriers, and habitats for flora and fauna. Beyond physical and ecological benefits, green spaces foster a perception of tranquility through human-environment interaction. More broadly, urban green infrastructure serves as a tool for climate change adaptation, biodiversity conservation, public well-being, and social-recreational spaces (Calderón-Angelich et al., 2023). Recent studies emphasize that ecological aspects are key factors in user comfort within green open spaces (Febiola et al., 2024; Widyanti et al., 2025; Septiantoro et al., 2025). Designing green spaces requires prioritizing their capacity to evoke a sense of peace, which depends on individual perception of the surrounding landscape (Amanda et al., 2024). A healthy and comfortable environment from quality green spaces contributes to community well-being (Dahlan et al., 2022). Fujilestari et al. (2024) further state that land-use changes from water catchment and agricultural areas to residential and commercial zones can disrupt hydrological systems and increase flood frequency.

As a buffer zone for the Greater Bandung area, Cimahi faces urbanization challenges that impact increasing traffic density, especially on main roads such as Jalan Pesantren. As a primary access route connecting residential areas and activity centers, Jalan Pesantren frequently experiences congestion, limited road capacity, and conflicts between road users (motorized vehicles, pedestrians, and cyclists). Innovation in urban development is needed as a breakthrough to overcome various urban problems (SUD, 2013), and the success of

urban infrastructure depends on the relationship between green open spaces and green corridors (Damayanti, 2019). Streets as public spaces hold significance beyond movement functions, serving as circulation spaces and venues for social interaction (Taran & Budiharjo, 2023). One typology is the corridor—a linear space formed by traffic lanes, pedestrian walkways, building facades, or front yards, with connection and circulation as primary functions. The green corridor concept must meet green and non-green cover proportions, with stratified vegetation (large, medium, small trees, shrubs, groundcovers) capable of absorbing pollutants and mitigating noise, complemented by rainwater infiltration systems and supporting facilities such as jogging tracks, seating areas, limited parking, and accessibility features for people with disabilities (Ali et al., 2025).

Jalan Aruman in Cimahi is a connecting road between Jalan Pesantren and Jalan Budhi, stretching approximately 700 meters. However, despite its strategic role, the existing condition of this road is not yet optimal in supporting the green city concept, particularly regarding the availability of safe pedestrian paths, shade-providing vegetation, and sustainable drainage management. This study aims to design a Sustainable Green Corridor Alternative Route (Jalur Alternatif Koridor Hijau Berkelanjutan - JAKHB) on Jalan Aruman as a solution to these issues while creating a multifunctional green corridor that integrates ecological, social, and aesthetic aspects (Mansyur et al., 2025).

The novelty of this study includes: (1) an integrated approach combining ecological functions, mobility, stormwater management, and thermal comfort; (2) measurable sustainability criteria (minimum 30% green space, universal accessibility, eco-friendly materials); and (3) the location context in a metropolitan buffer zone that has been rarely studied. The research gap is the limited studies on integrated green corridor design on local collector roads in high-density metropolitan buffer zones, which not only focuses on landscape orientation but also considers micro-transportation systems, stormwater management, and thermal comfort simultaneously.

The design method adapts LaGro through four stages: site survey, literature review, potential-constraint analysis, and concept development. Data collection through field observations and document/regulation reviews. Descriptive-qualitative analysis covers road capacity, green space availability, accessibility, and material suitability. Road typologies are classified based on functional hierarchy (local collector), traffic characteristics, and land use. Transforming roads into green corridors addresses green space scarcity and creates infrastructure-ecology harmony (Aguspriyanti, 2021), reduces air pollution (Edar et al., 2023), as land transportation is a dominant pollution contributor (Syahputri et al., 2023). Green spaces are vital infrastructure (Lestari, 2024), city development depends on population growth, economy, and infrastructure (Syahron Nadira, 2021), and area identity strengthens community resilience and local culture (Pratiwi et al., 2025). A sustainable approach through green infrastructure is needed to balance physical development and environmental preservation.

RESEARCH METHOD

Research Time and Location

The research object is located on Jalan Aruman, Cibabat Sub-district, North Cimahi District, Cimahi City, West Java. Jalan Aruman is a road connecting Jl. Pesantren and Jl. Budhi. It serves as important infrastructure within Cimahi City and functions as a transportation route developed in anticipation of congestion on surrounding roads. Jalan Aruman is 700 meters long with a width of 6-8 meters.



Figure 1. Research Location at Aruman Street, Cmah City, West Java

Source: Author's Primary Data, 2023

To the north, the road borders a residential complex, as shown in Figure 1. To the west, it is adjacent to Jalan Pesantren. To the east, it borders Jalan Budhi, and to the south, there are rice fields and another residential complex area. The research was conducted over a period of six (6) months through the processing of existing data via critical analysis.

Research Phases

According to hutriani et al (2024), this research adopts a modified design method based on LaGro's (2013) framework, which comprises four phases:

1. Site Survey (Initial Landscape Design Phase): This stage involves collecting physical site data through existing condition observation, measurement, direct primary data collection, and documentation;
2. Literature Study (Secondary Data Collection Phase): This stage involves a systematic review of supporting references and secondary data to establish a foundational understanding of road corridor systems, their functions, and design principles.
3. Analysis and Synthesis is a descriptive-qualitative analysis that discusses the stage of identifying site problems and potentials based on processed data from the inventory that has been conducted. At this stage, the analysis is carried out comprehensively, covering not only landscape aspects but also transportation systems, ecological functions, and social dimensions. At this stage, considerations related to (1) landscape and green corridor design criteria which include public transport and pedestrian accessibility, microclimate comfort and green corridor landscape design, green corridor landscape design, and the selection of shade vegetation based on local species that are adaptive to site conditions, (2) operational and infrastructure criteria such as the availability of safe and comfortable pedestrian pathways, environmentally friendly materials, identification of conditions through road capacity and traffic volume analysis, as well as evaluation of drainage systems and their potential, (3) accessibility and social criteria which include the application of universal design

principles and the integration of land use and surrounding community activity patterns.

4. Landscape Design Concept Development, this final stage transforms the analytical findings into a formulated basic design concept and proposes specific landscape design solutions for an effective road corridor (Figure 2).

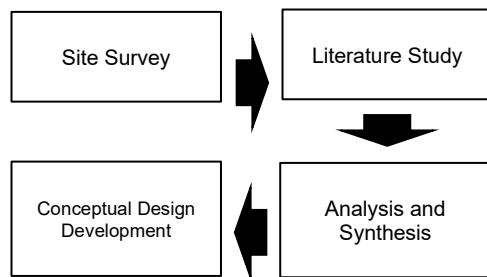


Figure 2. Research Stages (modified from LaGro, 2013)
Source: Author's Documentation, 2025

RESULTS AND DISCUSSION

Site Survey

Field surveys and direct observations were conducted as part of the site inventory process, encompassing location measurement activities and discussions with road users. The measurement data included road specifications, pedestrian pathway dimensions, planter dimensions, drainage channels, signage availability, and an inventory of existing vegetation. The survey results were also used to assess the conformity of land use and Green Open Spaces (RTH) with the Cimahi City Spatial Plan (RTRW) against existing conditions. This information subsequently served as the foundation for the analysis, synthesis, and formulation of landscape design recommendations at the study site. Within the site area, there is also a public park, which can be utilized not only for its discursive function but also for its capacity to stimulate creative expression and active community participation through various activities such as art performances, culinary offerings, or celebratory events (Amanda, Z., Fadillah, R., & Ali, M. S., 2024).

Literature Study

Following the site survey, the next stage was a literature study involving data collection to support

the green corridor investigation. The literature study also included a review of spatial planning compliance based on Cimahi City Regional Regulation No. 4 of 2024 concerning the Cimahi City Spatial Plan (RTRW) 2024-2044. This regulation defines the planning scope for the Cibabat Sub-district area along Jl. Aruman, aligning with the technical planning for pedestrian facilities according to the Directorate General of Highways, Ministry of Public Works and Public Housing (2023). The relevant scopes include:

1. Electricity Infrastructure Network and supporting facilities (SUTT, electrical substations);
2. Primary Irrigation System Network;
3. Flood Control System;
4. Water Resource Structures (Leuwiteureup Weir);
5. Domestic Wastewater Management System (SPALD) Network;
6. Hazardous Waste Management System;
7. Local Protection Areas;
8. Urban Forest Green Open Space;
9. City Park Green Open Space;
10. Sub-district Level Green Open Space;
11. Neighborhood Park Green Open Space;
12. Cemetery Green Open Space;
13. Greenway/Green Belt Green Open Space;
14. Road Bodies;
15. Agricultural Areas (Food Crops);
16. Residential Areas (Low Density);
17. Urban Infrastructure Areas (IR);
18. Office Areas;
19. Tourism Designation Areas (Village Development, 2024 Work Plan); and
20. Fisheries Designation Area Development (Cimahi Regional Government Work Plan, 2024).

Analysis of Site Potentials and Problems

The landscape analysis focused on Jalan Aruman and its roadside corridors through three stages: (1) identification of existing spatial characteristic types, (2) assessment of potential areas via technical measurements, and (3) evaluation of spatial needs and user accessibility, accompanied by landscape design recommendations. The application of inclusive and universal design concepts in the landscape and material recommendations was also

prioritized to create comfort within the street's green corridor.

1. Identification of Existing Spatial Characteristic Types

The existing study location, which serves as a connecting corridor route between two high-traffic access roads in Cimahi City, was identified so that the design could be tailored according to needs, both in terms of spatial type and function. The designed sections encompass the Road Right-of-Way (Rumija) area, including the road shoulder, carriageway, pedestrian walkway, and drainage, as shown in Figure 3 below.

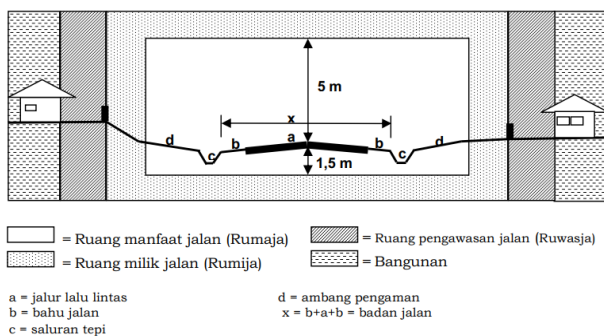


Figure 3. Road Components

Source: Government Regulation of the Republic of Indonesia No. 34, 2006

2. Potential Area Assessment through Technical Measurements

The site analysis focused on several areas, such as the accessibility of entry/exit circulation points. Through the field assessment, six road typologies were identified and grouped into three segments based on the formulated spatial potentials. The typology types and their forms can be seen in Table 1 and Figure 4.

3. Evaluation of Spatial Needs, Accessibility, and Spatial Recommendations

Based on the identification results, potential spatial needs were found, derived from existing problems and opportunities, namely: (1) The lack of a distinct identity along Jalan Aruman as a street in Cimahi City, both in terms of street landscape arrangement and the identity of street amenities; (2) The

potential for Green Open Space (RTH) on vacant government-owned land (according to the Spatial Plan/RTRW); (3) The potential for a pocket park in the form of Aruman Park; and (4) The existence of a bridge connecting the western and eastern parts of Jalan Aruman, which has the potential to be developed as a landmark for Cimahi City (Figure 4).

Table 1. Typology Types and Spatial Potentials

Typology	Width (m)			Description and Spatial Potential
	PP	RG	MC	
1	1,2	1-2,2	8,6	Features a local access road, two pedestrian paths, and greenways on both sides of the road.
2	1,2	1,2	6,2	Features a local access road and two pedestrian paths, but only one greenway. Road narrowing is present.
3	1	1	6,4	Provides access to Aruman Park. A government office building is under construction. Includes two pedestrian paths.
4	0,9	-	6-7	Has no greenway. Contains a bridge, a river channel, and two pedestrian paths.
5	1-2	1,3-1,5	6,8	Features a local access road, two pedestrian paths, and an overhead high-voltage power line (SUTT) corridor.
6	1,2	1,2	6	Features a local access road and two pedestrian paths.

PP : Pedestrian Path; RG : Road Greenway; MC : Main Carriageaway

Source : Author's Analysis, 2018 (modified 2025)

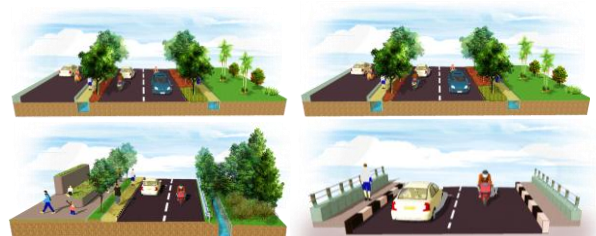


Figure 4. Visual Illustration of Existing Conditions for Spatial Evaluation

Source: Author's Documentation, 2023

Synthesis of Site Potentials and Problems

Based on the evaluation results, solutions or a synthesis of site potentials and problems are proposed, namely: (1) adding identity through landscape design and introducing a landmark on Jalan Aruman to strengthen Cimahi City's identity; (2) proposing the design of a Green Open Space (RTH) on vacant government-owned land (according to the RTRW); (3) adding a design proposal for the Aruman Park pocket park; and (4) utilizing the existing bridge connecting the western and eastern parts of Jalan Aruman, proposed as a landmark to reinforce Cimahi City's identity.

Design Concept

The implementation of the landscape design concept for the Jalan Aruman corridor combines the Makutawangsa concept with the philosophy of daily life in Sundanese culture. Makutawangsa is derived from the philosophy of the Sundanese traditional headband, representing Opat Kalima Panca—the four elements plus the essence: Angin (Wind), Cai (Water), Taneuh (Earth), and Seuneu (Fire). The landscape design concept is inspired by the principles of daily life in Sundanese culture: (1) Cageur (Physical and Spiritual Health), (2) Bageur (Goodness), (3) Pinter (Intelligence, Education, Insight & Knowledge), and (4) Singer (Creativity & Innovation), as illustrated in Figure 5.



Figure 5. The Four Natural Elements Concept - Makutawangsa

Source: Author's Documentation, 2023

Based on Figure 5, the concept can be formulated as follows (Figure 6):

1. *Cimahi Cageur*, in the form of the wind element. The spatial function is as an arrival/reception space and a gathering area;
2. *Cimahi Pinter*, in the form of the water element. The spatial function is as an ecologically educational space and a city landmark;
3. *Cimahi Bageur & Bener*, in the form of the earth element. The spatial function is as a play area and gathering space.
4. *Cimahi Singer*, in the form of the fire element. The spatial function is as an entrance/exit reception space.

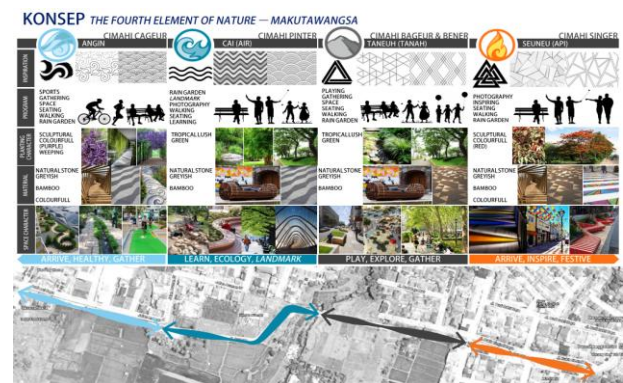


Figure 6. Landscape Design Concept Based on the Philosophy of the Four Natural Elements - Makutawangsa

Source: Author's Documentation, 2023

Landscape Design Recommendation for Typology 1

The landscape design implementation for Typology 1 includes: (1) Enhancing pedestrian safety by constructing boundary fences along the residential road sections and installing speed bump markings at pedestrian crossings; (2) Providing inclusive and ecologically valuable facilities by offering dedicated paths for persons with disabilities and implementing biopore infiltration holes for water absorption; (3) Organizing Green Open Spaces (RTH) by providing greenways along pedestrian paths using bollards, as well as planting vegetation that can improve the microclimate and strengthen local identity through characteristic species such as bungur (*Lagerstroemia speciosa*), mini lilyturf (*Liriope minor*), and ruelia (*Ruellia simplex*), as shown in Figure 7. The pathway paving design utilizes exposed aggregate concrete material with a

wave flow pattern motif and incorporates tactile paving to provide an inclusive and universal design.

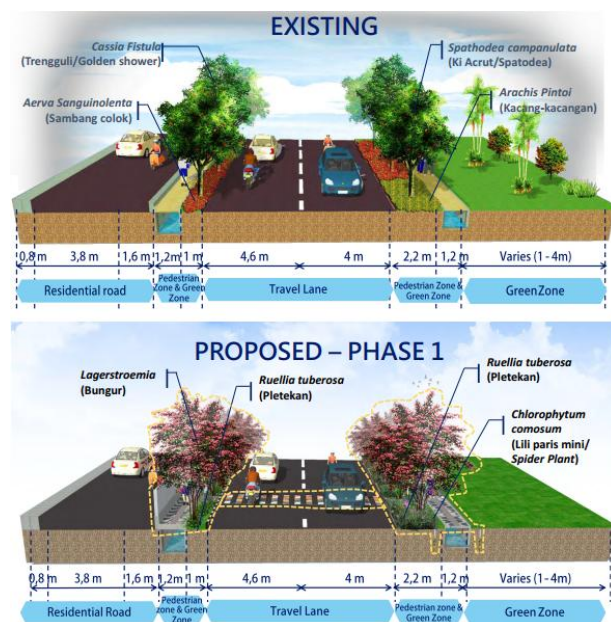


Figure 7. Landscape Design Recommendation for Typology 1

Source: Author's Documentation, 2023

Landscape Design Recommendations for Typology 2

The landscape design implementation for Typology 2 involves: (1) Enhancing the availability of currently inadequate road facilities, including the completion of street furniture and dedicated pathways for persons with disabilities by constructing pergolas to improve pedestrian comfort and installing bollards; (2) Improving accessibility and ecological value by providing dedicated paths for persons with disabilities and applying biopore technology for sustainable rainwater management; (3) Revitalizing Green Open Spaces (RTH) through replanting with vegetation selection of trees suited to the local character to enhance ecological connectivity. The recommended vegetation includes bungur (*Lagerstroemia speciosa*), shower orchid (*Congea tomentosa*), teh-tehan (*Caryota mitis*), ruelia (*Ruellia simplex*), lilyturf (*Liriope sp.*), and golden bamboo (*Bambusa vulgaris var. striata*). The paving material uses exposed aggregate concrete with a wave flow pattern motif and incorporates tactile paving to ensure an inclusive and universal design, as illustrated in Figure 8.

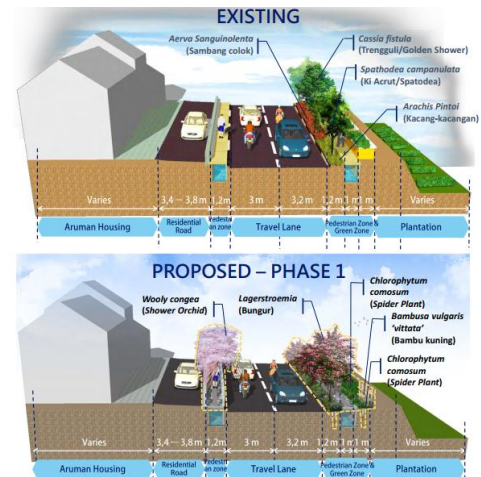


Figure 8. Landscape Design Recommendation for Typology 2

Source: Author's Documentation, 2023

Landscape Design Recommendations for Typology 3

The landscape design implementation for Typology 3 involves providing a pedestrian pathway on the side where a government office is being constructed, which was previously a greenway. The proposal includes a disability-compliant pathway, designated pedestrian crossings, and the addition of vegetation to improve the microclimate, strengthen local identity, and reduce pollutants from the road. The paving material uses exposed aggregate concrete with a wave flow pattern motif and incorporates tactile paving to ensure an inclusive and universal design, as shown in Figure 9.

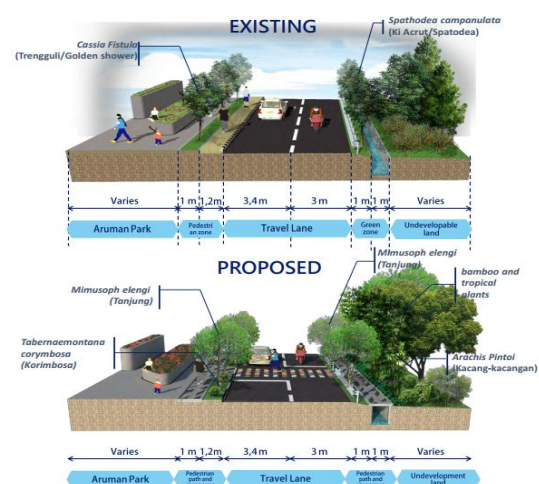


Figure 9. Landscape Design Recommendation for Typology 3

Source: Author's Documentation, 2023

Landscape Design Recommendations for Typology 4

The landscape design implementation for Typology 4 involves widening the pedestrian pathway from 0.95 m to 1.5 m in accordance with applicable regulatory standards, proposing a disability-compliant pathway, recommending the replacement of pedestrian paving materials, installing bollards for pedestrian safety, and adding a simple structural element to the bridge as a landmark to reinforce Cimahi City's identity. The color selection of porcelain blue and tropic blue represents the Cai (Water) concept, which is symbolically associated with the color blue.

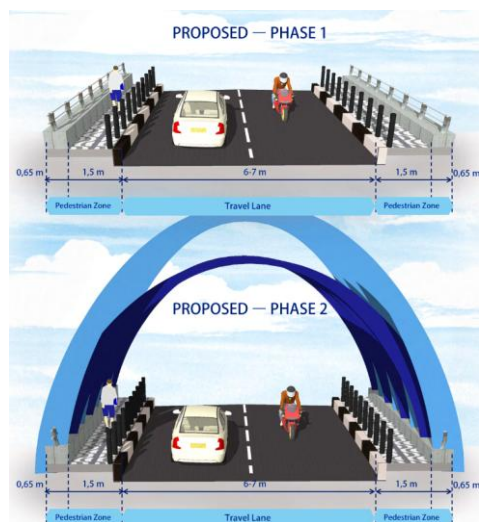


Figure 10. Landscape Design Recommendation for Typology 4
Source: Author's Documentation, 2023

Landscape Design Recommendations for Typology 5

The landscape design implementation for Typology 5 proposes a continuous green corridor along the northern side of the pedestrian pathway; a disability-compliant pathway; the replacement of existing trees and shrubs with species selected to improve the microclimate and strengthen local identity, including Tanjung trees (*Mimusops elengi*), bamboo species, Korimbosa shrubs (*Tabernaemontana corymbosa*), and a ground cover of Pinto peanuts (*Arachis pintoii*); a boundary fence between private/residential areas and the public space (considering the limited available space); and a biopore system within the road's greenway.

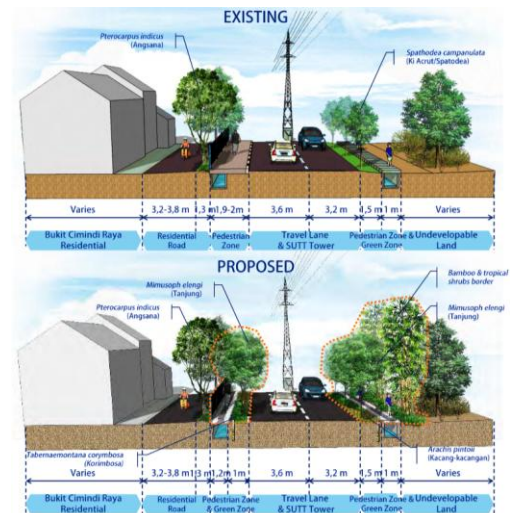


Figure 11. Landscape Design Recommendation for Typology 5
Source: Author's Documentation, 2023

Landscape Design Recommendations for Typology 6

The landscape design implementation for Typology 6 proposes: continuous green corridors along both the northern and southern sides of the pedestrian pathway; a disability-compliant pathway; the replacement of trees and shrubs within the street's planter boxes with species selected to improve the microclimate and strengthen local identity, including Bungur trees (*Lagerstroemia speciosa*) and Pletekan shrubs (*Ruellia tuberosa*); and a boundary fence between private/residential areas and the public space (considering the limited available space).

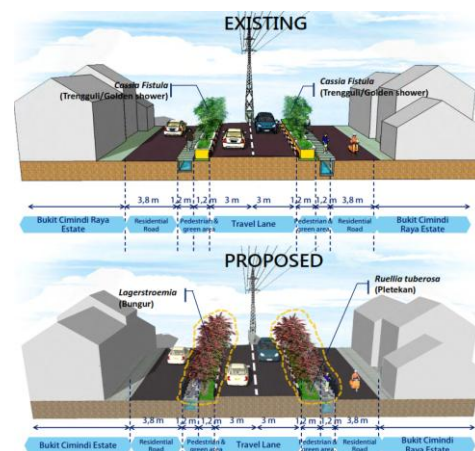


Figure 12. Landscape Design Recommendation for Typology 6
Source: Author's Documentation, 2023

CONCLUSION

This research designed the landscape of Jalan Aruman as a Sustainable Green Corridor Alternative Route (JAKHB), fulfilling three main objectives. First, environmental quality was enhanced through the planting of shade-providing vegetation based on local species such as Bungur and Mini Lilyturf, and the installation of biopores for rainwater management. Second, safe and comfortable pedestrian infrastructure was provided through the construction of walkways using permeable materials, the addition of inclusive facilities such as disability-compliant paths and tactile paving, and the implementation of speed bumps and bollards for user safety. Third, this landscape design serves as a model for environmentally friendly road development in Cimahi's urban area, ensuring that 30% of the site area is designated as Green Open Space (RTH) and integrating sustainability principles in materials and spatial planning.

The design of Jalan Aruman also optimizes ecological, social, and aesthetic functions through a conceptual approach based on Sundanese philosophy, namely Makutawangsa. This concept integrates the four natural elements (wind, water, earth, fire) with local values such as cageur, bageur, pinter, and singer, creating a unique identity for the green corridor. Furthermore, dividing the road into six typological segments enabled specific landscape design solutions, such as RTH revitalization, the creation of a pocket park, and the addition of a landmark on the bridge. This not only enhances active mobility connecting residential and commercial areas but also strengthens the balance of the urban ecosystem.

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