

## Urbanization and Tourism Development in Bogor City

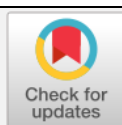
Agustina Multi Purnomo 

Department of Communication Studies, Faculty of Social and Political Sciences,  
Universitas Djuanda, 16720, Bogor, West Java Province, Indonesia

Corresponding Author: [agustina.m@unida.ac.id](mailto:agustina.m@unida.ac.id)

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### ABSTRACT

*This study examines the impact of urbanization on tourism development in Bogor City as part of the Jakarta Metropolitan Area (JMA). Previous studies examined the impact of urbanization based on an analysis of urbanization indicators. Inter-city relations in JMA lead to capital and population flows in the form of inter-city migration, development of residential and industrial areas. This study examines the impact of urbanization on tourism development in cities around Jakarta. The argument put forward, urbanization can build a form of city tourism. The study was conducted in Bogor City, a part of JMA, which has experienced urbanization since the royal era and has a variety of tourism services. In contrast to previous research, this study examines urbanization indicator data and the relationship between urbanization history and urbanization indicator data with the development of tourism facilities. The study found that urbanization encourages the development of hotel and restaurant tourism facilities in Bogor City. This is not related to the historical urbanization of the city, other tourism developments, and the relative position of Bogor City among JMA cities. Urbanization encourages the development of tourism facilities through inter-city tourist activity. The research proposes to study the development of tourism facilities as a new perspective on urbanization studies at JMA.*

**Keywords:** Bogor City; Jakarta Metropolitan Area; MICE; Tourism; Urbanization



## 1. Introduction

Most urbanization studies focus on the Jakarta Metropolitan Area (JMA) as the center of economic growth in Indonesia. Previous research examined the urbanization of JMA from the increase in urban population (Firman, 2016; Firman et al., 2007); concentration of economic activities and facilities (Hudalah & Firman, 2012; Firman & Fahmi, 2017); increasing housing and real estate (Winarso & Firman, 2002); land-use change (Cahya et al., 2018; Nurwanda & Honjo, 2018a; Robbany et al., 2019; Arifien & Rustandi, 2019); environmental changes and temperature increases (Nurwanda & Honjo, 2020; Nurwanda & Honjo, 2018b; Widyasamratri et al., 2019); reducing agricultural areas and increasing urbanized areas (Pribadi & Pauleit, 2015; Abdunnur, 2020). JMA urbanization is seen as a flow of capital from the center (Jakarta) and spreads to Bodetabek (Bogor, Depok, Tangerang, and Bekasi) cities. Previous research examined the impact of urbanization on increasing urbanization indicators such as population growth, the formation of independent cities, commuter cities, and industrial cities in the JMA.

There are still few studies examining the relationship between urbanization and tourism development in JMA. Urbanization is related to industrialization and the hotel and restaurant tourism sector development (Patty & Kuncoro, 2016). They used a correlation test of quantitative industrial sector growth with sectoral, regional income contribution data. Qualitative research that examines the relationship between the historical process of urbanization and tourism development is still rarely carried out in JMA.

Bogor City is a city that has experienced urbanization since its inception. Bogor City has been the center of the economy and government since the Sunda Kingdom (670 AD), the second-largest city in the archipelago, and the center of government and military during the colonial rule of the Dutch and Japan (Danasasmita, 2012). Bogor City became part of the JMA program under President Sukarno and Suharto (Tohjiwa et al., 2010). Bogor and Detabek (Depok, Tangerang, and Bekasi) cities have experienced all phases of urbanization (Winarso et al., 2015). Urbanization in Bogor City encourages the development of hotel and restaurant facilities rather than the industrial sector. The GRDP contribution from the accommodation, food and drink sector in Bogor City is the largest. In contrast, the GRDP contribution from the industrial sector is the smallest among Detabek cities (BPS Kota Bogor, 2020; BPS Kota Tangerang, 2020; BPS Kota Depok, 2020; BPS Kota Bekasi, 2020). In contrast to Patty & Kuncoro (2016), the development of the hotel and restaurant sector in Bogor City has not gone through the development of the industrial sector.

The process in Bogor City is different from the tourism urbanization approach, and tourism encourages urbanization (Mullins, 1991; Hannigan, 1995). Bogor City does not have one leading tourism destination driving urbanization. The highest number of tourist visits is in other tourist objects (BPS Kota Bogor, 2020). Other tourist objects do not refer to one tourist destination as a feature of city tourism, such as the study of Mullins & Hannigan. This shows the reverse process, and urbanization is the cause of tourism development. This difference leads to the question, how does urbanization build Bogor City tourism?

This study proposes a new perspective on the JMA urbanization study. Previously, the inter-city relations in JMA studied the flow of capital and population in the form of inter-city migration, the development of residential and industrial areas. This study proposes to examine inter-city capital flows in the form of visitor flows for tourism purposes and to develop urban tourism forms. Researchers used historical analysis of urbanization in Bogor City based on urbanization indicators from previous studies, comparing urbanization in Bogor City with Detabek City to formulate the peculiarities of urbanization in Bogor City and the development of tourism facilities in Bogor City to answer research questions.



## 2. Literature Review

Urbanization transforms rural communities into urban areas (Firman, 2016). Urbanization results in an increase in population, residential areas, a decrease in the agricultural area, and an increase in urban facilities. Tourism facilities include urban facilities (see definition and characteristics of urban areas, Badan Pusat Statistik, 2010).

Bogor City is part of JMA, and understanding urbanization in Bogor City is within the framework of Bogor City as part of the JMA. The JMA program marks a significant change at JMA. The JMA program was started by the spirit of building Jakarta as a beautiful capital by making Kebayoran Baru a Commuter Town in 1950 (Firman & Fahmi, 2017). The JMA program has not had a significant impact on Detabek. Jakarta is still the center of the economy, while the center of government is planned to be moved to Palangka Raya in 1957-1958 (Wijarnaka, 2006). Sukarno planned Palangka Raya as the center of government, Jakarta as the center of economics and international relations, and Java as a center for producing food and tourism so that Indonesia's development centers were not concentrated in Jakarta and Java (Tinker & Walker, 1973, p. 1105; Wijarnaka, 2006; Pauker, 1961).

The change in the direction of the JMA program occurred during the Suharto era. Suharto designed the implementation of the Jabotabek program through Presidential Instruction No. 13 of 1976 concerning Jabotabek and stipulated the Bodetabek area as a buffer city for the capital and a residential city (Tohjiwa et al., 2010). The Suharto era was a time of large-scale development supported by liberal and conglomerate politics in the JMA (Vickers, 2005, p. 189). The process under Suharto resulted in regionally and actor-centered development. Global power through foreign investment entered Indonesia, especially in Jakarta. Development is centered in Jakarta and makes the regions an extension of the center (Vickers, 2005, pp. 189-190; Hudalah & Firman, 2012). The construction of factories, the growth of the financial sector, and other means of meeting business needs such as hotels are centralized in JMA (Vickers, 2005, p. 190; Hudalah & Firman, 2012). JMA is the most developed area in Indonesia, including population growth and meeting the population's needs, such as housing. JMA experienced real estate development in 1987-1989, and residential area increased sharply in 1990-1994. Business actors and providers of urban facilities, including housing, are centered on a group of entrepreneurs (Hudalah & Firman, 2012).

Jakarta is the center of growth at JMA. Developing cities around Jakarta, including Bogor City, expand development from Jakarta (Firman et al., 2007). This causes an increase in the population in Detabek than in Jakarta (Firman, 2004; Firman et al., 2007). An increase in population marked the transformation of Jakarta's peri-urban cities in 1970-1990, and in the 1990s, it was marked by massive land development (Winarso & Firman, 2002).

Urbanization in Bodetabek as part of the JMA program occurs in three phases. First, Bogor City, Bogor City, Tangerang City, and Bekasi City are developing as peri-urban areas of Jakarta. Bodetabek has a role in accommodating the increasing population of Jakarta, supporting industrial, trade, and service activities in Jakarta. The construction of the Jagorawi toll road in 1980 was a sign of Bodetabek's position as a peri-peri area of Jakarta (Winarso et al., 2015).

The first phase drives the second phase. Bodetabek has developed into a suburban city. Bodetabek became a sub-urban city and experienced an increase in population, a mixture of urban and agrarian, an increase in the city function as a settlement, and the commuting pattern of the population in 1990-2010 (Firman, 2016). The middle-class group occupies residential areas in Bodetabek and works in Jakarta (Winarso et al., 2015). This phase is also marked by increased living for sub-urban communities such as shopping centers, education, and other businesses (Firman & Fahmi, 2017). Industrial centers moved from Jakarta to fairy cities (Firman & Fahmi,



2017). The development of Bodetabek as a peri-urban has led to the development of industry and manufacturing, especially in the Jababeka (Jawa Barat – Bekasi or West Java Province – Bekasi City) area (Hudalah & Firman, 2012). Lower groups occupy slum areas in Jakarta or dense settlements in Jakarta's peri-urban cities, work in the informal sector or factory workers and become unemployed (Vickers, 2005, p. 117).

The second phase drives the third phase. Bodetabek has developed into a post-sub-urban city. Bodetabek has increased independence from Jakarta, a city that originally played a role in supporting Jakarta to grow into new centers, population growth, the central role of the private sector, pro-growth government policies, and land use privatization (Firman, 2016; Firman & Fahmi, 2017). Bodetabek has become a city center for industry, settlements, services with its own domestic and international financial institutions (Firman & Fahmi, 2017). Regional autonomy strengthens the process of forming a post-sub-urban city. The Regional Autonomy Law causes local governments to determine the direction of development, the pattern of cooperation between the government and the private sector, and the city community (Firman, 2014).

Analysis of the development of tourism facilities in urbanization is still rarely done. Tourism is a driver of urbanization through urban development to fulfill the consumption interests of visitors (Mullins, 1991). Post-modern cities experience a shift from manufacturing development to tourism development, theme parks, gentrification, and urban entertainment centers (Hannigan, 1995). Tourist attractions in a city will build special places to facilitate visitors' needs. Their study emphasizes tourism as a driver of urbanization. Then, how does urbanization affect the development of city tourism?

The development of a city encourages city tourism by providing tourist facilities. Big cities have always been significant as tourist centers due to business trips, friends, relatives, and daily visitors for cultural activities, sports, or shopping (Law, 1991). The productive activities of city residents require consumption space in tourism and leisure space (Lefebvre, 1991, p. 58). Big cities with no major tourist attractions build artificial tourism objects, shopping centers, night entertainment, arts and cultural theaters, festivals, centers for organizing sports competitions, health facilities, plastic surgery, and MICE (Meetings, Incentives, Conference, and Exhibition) to encourage visitor arrivals and facilitate leisure activities of city dwellers (Budiman et al., 2019; Kusuma, 2019; Rani et al., 2016; Ormond et al., 2014; Singh, 2014; Simanjuntak, 2013; Rosyidie, 2012). This shows that the development of tourism facilities is the basis for assessing the impact of urbanization on city tourism development. The study examines the impact of urbanization on urban tourism development by examining the phases of urbanization and the interrelationships of each phase with the development of tourism facilities in Bogor City.

### **3. Research Methodology**

Bogor City was chosen as the study location because Bogor City is part of the JMA with the longest urban history. Bogor City has a history as a big city since the royal era and has undergone phases of urbanization like other JMA cities. Bogor City has a variety of tourism objects from natural tourism, artificial tourism, MICE, and culinary.

This research views urbanization as both a result and a process because Bogor City meets all urban area indicators (BPS Kota Bogor, 2020). Urbanization is still ongoing because Bogor City is still experiencing an increase in all indicators of urban areas. Considering urbanization as a process, the study was conducted following the historical flow of urbanization in Bogor City. Research on the relationship between urbanization and tourism development is based on each phase's historical phases and urbanization indicators. Researchers conducted a historical



study by studying historical documents of the city, interviews with three cultural experts, and a group of cultural activists in Bogor City. The study of urbanization phases uses secondary data from Bogor City, Tangerang City, Bekasi City, Depok City, and West Java to find the peculiarities of urbanization in Bogor City. The theoretical position of the research views Jakarta as a central area so that researchers focus on the Detabek area as a comparison area. The JMA program is a marker of urbanization. Therefore the researcher divides the discussion on urbanization in Bogor City into two parts, before the JMA program, and after the JMA program. These two sections define the relationship between urbanization and the development of urban tourism facilities.

The relationship between urbanization and the development of tourism facilities uses location data for the most developed tourist facilities and analyzes location data according to urbanization markers in Bogor City. Researchers justified the relationship between the impact of urbanization and tourism development based on the link between the urbanization process and the development of the most developed tourism facilities in Bogor City. Researchers confirmed the data on the development of tourism facilities with data on the tendency of visitors and the origin of visitors to find a link between the development of tourism in Bogor City and Jabodetabek cities.

The trend of visitors is assessed through digital surveys. Dissemination of questionnaires using e-mail, Whatsapp, Twitter, and Facebook. Filling out the questionnaire by 1,414 respondents and only 747 questionnaires met the data processing requirements. Questionnaires filled out by respondents from Bogor City were excluded from data processing. Tourists are people who come from outside their environment or, in this study, are defined as people who come from outside Bogor City. A total of 747 questionnaires met the requirements for estimating the visitor population. According to visitor data in 2019, the visitor population of Bogor City was 7,965,987 (BPS Kota Bogor, 2020). The number of samples exceeds 385 people in meeting the 95% confidence level ( $\alpha$ ) (Adam, 2020). Survey data processing using SPSS version 24 software and presentation of data in the form of percentages.

## **4. Results**

### **4.1. Tourism in Bogor City Before the JMA Program**

Bogor City has experienced urbanization since the royal era. Bogor City is part of the Pakuan area or the capital city of Pajajaran (Danasasmita, 2003, pp. 7-56). Pakuan is the second-largest city in the archipelago after Demak, with 48,271 people. City development, plantations, trade, and royal defenses construction have occurred since the kingdom's reign (Danasasmita, 2012). As the center of the kingdom, Bogor City experienced a shift since the colonial period in the 17th century. The transition from a traditional city to a colonial city occurred in the second half of the 18th century and fully became a colonial city in the 19th century (Zakaria, 2010, p. 4).

This shift determines urbanization in Bogor City. The Dutch colonial government established four functions of Bogor City as an important marker of urbanization and tourism development in Bogor City (Zakaria, 2010). The Dutch government established Bogor City as a resort city, a center for scientific development, government, and a regional economic center. The construction of the Bogor Palace and the Bogor Botanical Gardens (Indonesian: Kebun Raya Bogor or KRB) in 1817 marked the function of the city as a resort (Danasasmita, 2012, p. 91). KRB makes Bogor City a center for the development of science (Goss, 2011, p. 29). The establishment of the *Algemene Secretarie* (State Secretariat) in 1828 was a sign of the function of Bogor City as the center of government (Zakaria, 2010, p. 6). The development of Bogor (*Buitenzorg* or City Without Worry) as a plantation center during the Governor-General



Henricus Zwardecroon (1718-1725) and Chinese traders around Suryakencana street in 1777 (Danasasmita, 2012, p. 94) or in 1672 (Tjiok, 2017) was a sign of Bogor City's function as a regional economic center.

These four functions go hand in hand with tourism development in Bogor City. The four functions of the city caused many immigrants, such as Dutch officials from Batavia, scientists, workers, and traders (Zakaria, 2010 p. 18; Danasasmita, 2012, pp. 90-91). The Dutch government offers Bogor City tour packages as part of Java tourism with the main attraction of KRB and the coolness of the plantation area (Iskandar, 2018).

The Japanese colonial period was a period of reducing tourism in Bogor City (Iskandar, 2018). The characteristics of Bogor City as a resting place are reduced due to the shift of plantation lands to paddy fields, thereby reducing the green landscape in the Bogor City and Regency areas. Tea and rubber plantations are plantations that are maintained, so there are still many tea gardens in Bogor today (Zuhdi, 2017, pp. 57-59). The tourist attraction from the Japanese colonial era is the PETA Museum, a Dutch heritage building that functioned as a PETA museum in 1995.

The JMA program was established during the Sukarno presidency. This study includes the period of President Sukarno in the period before the JMA due to changes in Bogor City because the JMA program occurred during President Suharto. Until Sukarno, the Dutch government built urban facilities and residential areas as part of the Bogor City plan as a resort town for the elite (Winarno, 1990, p. 12). President Sukarno designated the Bogor Palace as a resting place in Indonesia to develop tourism around the Bogor Palace in 1957. President Sukarno designated the Villa Duta housing complex to house ambassadors serving in Indonesia. The development of mass tourism is directed to the Puncak area, in Bogor Regency through Presidential Decree No. 13 of 1963. The Jabodetabek program under President Sukarno had little impact on tourism in Bogor City.

In conclusion, urbanization went hand in hand with the determination of the function of Bogor City and tourism development until the time of President Sukarno. The history of urbanization establishes the basis of Bogor City as a tourist destination, a historical city, a resort city, a city of scientific development, and a city of plantation business. The provision of city facilities is in line with city functions and supports city tourism development. This builds the old *Buitenzorg* character and strengthens the image of Bogor City as a historic city and a resort city (Hartanti, 2014).

#### 4.2. Urbanization and Tourism Evaluation in Bogor City Post JMA

The Jabodetabek program under President Suharto brought the position of cities around Jakarta as a buffer city for Jakarta. The peri-urbanization and sub-urbanization phases in Bogor City are the same as in Detabek. Bogor City experienced a change in the characteristics of a village into a city through an increase in population, a reduction in agricultural land, the addition of residential areas, industries, services, and commuting population patterns (Firman & Fahmi, 2017; Firman, 2011; Hudalah & Firman, 2012). Bogor City experienced an increase in population which caused a change in the status of Bogor City from a small city to a medium city within 29 years (see city classification according to UN, 2014). Only 0.72% of the population works in the agricultural sector, and most of the population works in wholesale trade, retail, restaurants, and hotels (34.50%), followed by working in other fields (25.26%). The area of rice fields decreased by 57.24% within five years, and only 2.71% of the area of Bogor City remains (BPS Kota Bogor, 2020). Bogor City experienced a vast residential area expansion from 1090



(Figure 1). This process occurs in all cities of Detabek (BPS Kota Bogor, 2020; BPS Kota Tangerang, 2020; BPS Kota Depok, 2020; BPS Kota Bekasi, 2020).

Bogor City has entered the initial post-suburban phase in the Jabodetabek urbanization phase. Bogor City experiences a mix of economic growth centers with suburban areas, increased independence of cities with various economic bases, shifts in economic activity from Jakarta, shifts in land use, the flow of people from Bogor to Jakarta, and vice versa (Firman, 2011; Firman & Fahmi, 2017). Regional autonomy policies strengthen the post-suburbanization phase (Firman, 2008; Firman & Fahmi, 2017).

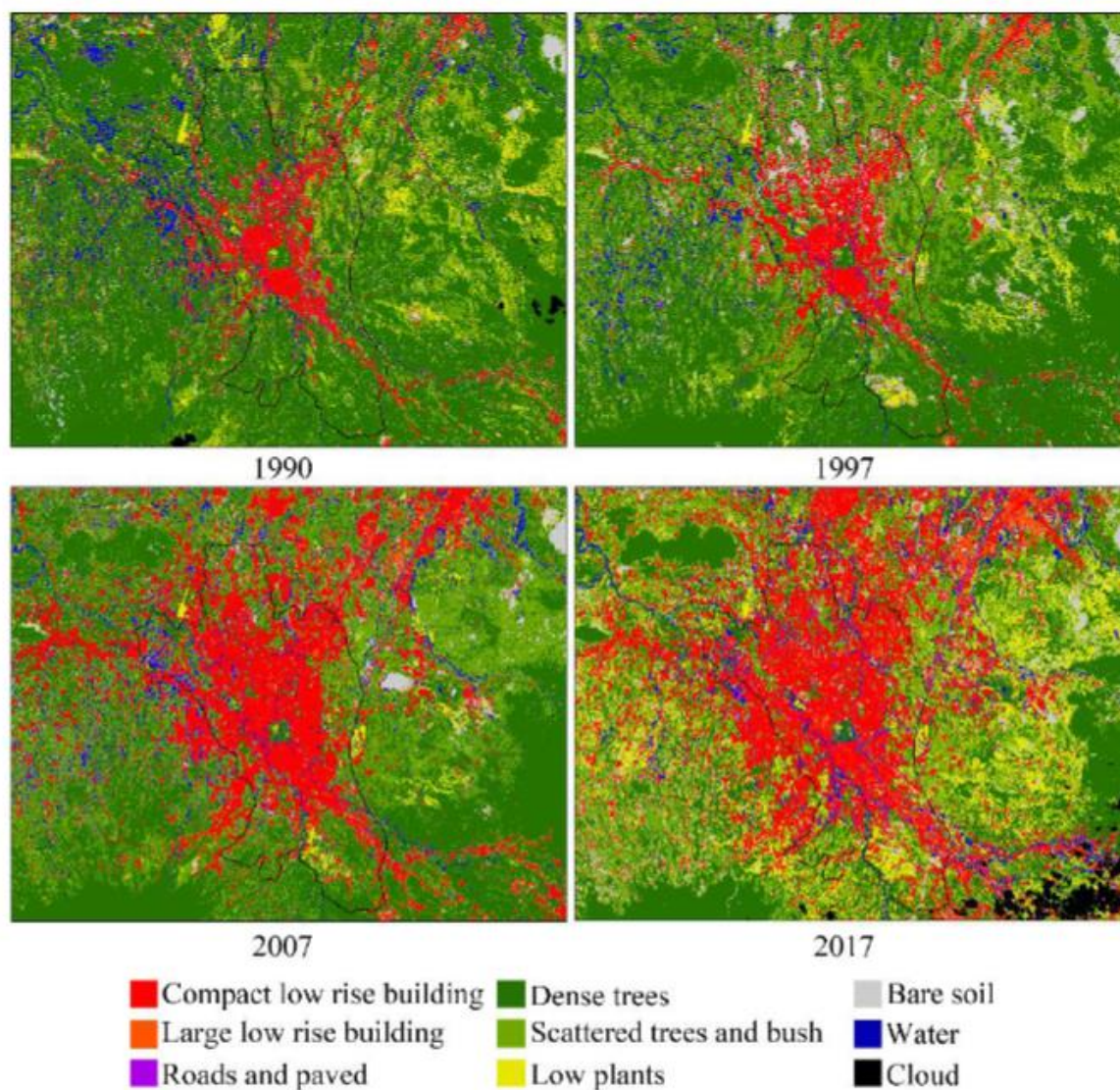


Figure 1. Changes in Urban Areas in Bogor City 1990-2017

Source: Nurwanda & Honjo (2018a)

The post-sub-urban phase in Bogor City is different from Detabek. Bogor City did not grow as an industrial city like Tangerang, Depok, or Bekasi. The contribution of the industrial and processing sectors to the total GRDP in Bogor City is the smallest compared to Detabek. Bogor City only has three large factories (Boehringer Ingelheim, Unitex, and Good Year). Bogor City does not have independent cities such as Alam Sutra and Bumi Serpong Damai in Tangerang or



the industrial city of Cikarang in Bekasi (Hudalah & Firman, 2012; Winarso et al., 2015). Bogor City is not included in the JMA area with the highest housing sales value. The highest monthly housing sales value occurred in Tangerang, and the largest increase in sales value occurred in Bekasi (www.rumah.com, accessed September 23, 2018).

The agricultural sector in Bogor City is the lowest compared to Detabek. Bogor City experienced the largest reduction in the agricultural sector, and the agricultural sector's contribution to GRDP was the smallest compared to Detabek. Bogor City developed as a trading city. Bodetabek has experienced developments in the trade sector, but only in Bogor City, this sector contributes the highest GRDP (BPS Kota Bogor, 2020; BPS Kota Tangerang, 2020, BPS Kota Depok, 2020; BPS Kota Bekasi, 2020).

The differentiating impact of urbanization in Bogor and Detabek is the development of the hotel and restaurant sector. The percentage of GRDP contribution from providing accommodation, food, and drink in Bogor City is the largest compared to Detabek. Restaurants and hotels are the largest contributors to regional income in Bogor City in 2015, along with the trade sector (22.25%) and the sector with the largest growth of total banking loans in 2016 or 19.44% of total economic sector loans. This sector absorbs the largest workforce (120,802 people) (BPS Kota Bogor, 2020; Dinas Pariwisata dan Kebudayaan Kota Bogor, 2017). This condition has occurred since 2010 (BPS Kota Bogor, 2020). In 2010, the number of hotels was 44 units, far above Depok (6 units) and Bekasi (17 units) (BPS Provinsi Jawa Barat, 2010). In 2018, the number of hotels in Bogor City was 83 units, far above Bekasi City (25 units), Depok City (12 units), and Tangerang City (56 units) (BPS Kota Bogor, 2020; BPS Kota Tangerang, 2020, BPS Kota Depok, 2020; BPS Kota Bekasi, 2020).

**Table 1. Comparison of Sectors Contributing to GDRP Based on Constant Prices in Bogor, Depok, Tangerang and Bekasi in Billion Rupiah, 2019**

City	Total GRDP	GRDP of Agriculture	% GRDP	GRDP of Real Estate	% GRDP	GRDP of Trade	% GRDP	GRDP of the Processing Industry Sector	% GRDP	GRDP of the Accommodation and Food and Drink Sector	% GRDP
Bogor	32,250.50	302.88	0.65	1,010.81	2.18	9,619.47	20.70	8,232.18	17.71	2,204.33	4.74
Depok	49,076.63	543.05	1.34	877.44	1.62	10,684.99	22.15	14,293.45	28.68	1,714.51	4.09
Tangerang	111,890.54	681.75	1.46	7,686.99	5.53	15,297.35	10.67	39,783.75	28.87	1,749.28	1.36
Bekasi	69,404.62	346.09	0.57	1,255.84	1.58	15,905.23	22.55	23,242.49	33.27	2,751.72	4.06

Source: BPS Kota Bogor (2020); BPS Kota Tangerang (2020), BPS Kota Depok (2020), BPS Kota Bekasi (2020)

The development of the hotel has a relationship with the history of tourism in Bogor City. In 1895, four hotels were established in Bogor City (Winarno, 1990, p. 66). Hotel Passer Baroe Hotel, Bellevue Tibbets Hotel, Chemin de Fer Hotel and Bellevue Hotel. The hotel's existence supports the city's function as a city center for government and a regional economic center (Winarno, 1990). Bellevue Tibbets Hotel is currently the Salak The Heritage Hotel.

MICE tourism is a driving force for hotel growth in Bogor City. Meeting guests are the main source of income for the hotel. Hotel guest stays data shows that the number of guests staying at hotels increased from 2008-2019 and decreased in 2015 (BPS Kota Bogor, 2020). Hotel revenues in Bogor City decreased by IDR 300 billion, and 222 employees were laid off in just three months since the establishment of the policy on prohibiting civil servants from meeting in hotels according to Circular of the Minister of Administrative Reform and Bureaucratic Reform of the Republic of Indonesia No. 11 of 2014. The number of guests staying at hotels increased again in 2016 after the policy's repeal in 2015.



This shows that the drivers of increasing the number of hotels are different from the historical development of tourism in Bogor City. The establishment of hotels in Bogor City during the Dutch period was due to the position of Bogor City as the center of government and business activities. Currently, hotel guests are meeting guests who rely on government meeting policies.

The culinary service business is the most developed tourism service business in Bogor City. In 2020, there will be 1287 units in Bogor City (Regional Revenue Office of Bogor City, 2020). Restaurant tax is the most significant contributor to tourism sector tax revenue in Bogor City (52.15% of the total restaurant, hotel, and entertainment tax). The restaurant sector tax in 2007-2016 significantly affects Local Income compared to hotel taxes. This shows the development of the restaurant sector is higher than the hotel.

Bogor City as a culinary tourism city was very little discussed in previous times. The existence of a Chinese merchant settlement was the beginning of the development of Chinese culinary on Suryakencana street in the pre-Dutch period. The culinary sector is one of the developing tourism sectors and KRB-oriented natural tourism and shopping tourism (Hartanti & Martokusumo, 2013). The data shows that the culinary sector (restaurants) is the most developed tourism sector at the research time. In conclusion, the urbanization of Bogor City after JMA has developed a special feature of Bogor City compared to Detabek. Urbanization in Bogor City encourages the development of hotel and restaurant facilities.

#### **4.3. Urbanization and the Flow of Inter-City Tourist Activities**

The inauguration of the Jagorawi toll road in 1978 was a sign of the urbanization of Bogor City (Hartanti, 2014). The construction of the Jagorawi toll road caused changes in the spatial planning and function of the city. Bogor City was built semi-linearly during the Dutch period to connect Bogor City with Jakarta (via Jenderal Sudirman street and Ahmad Yani street) and Cianjur (via Tajur Street). Before the opening of the Jagorawi toll road, Pajajaran street did not exist and was still in the form of shrubs. The city's development led to the locations of the city center during the Dutch era and Suryakencana street as the city's trading center. The opening of the Jagorawi toll road shifts the function of Jendral Sudirman street, Ahmad Yani street, Suryakencana street, and Tajur street as the city's main roads. Pajajaran street is the city center referring to the selling value of the regional tax object. Pajajaran street is the only area in Bogor City with the Selling Value of the Tax Object of IDR 13,125,000, far above other areas with the highest Selling Value of the Tax Object of IDR 5,625,000 (processed from the Bogor City Regional Revenue Agency).

Changes in the center of urban development led to the development of hotel and restaurant facilities. The development of hotels, restaurants, and shopping facilities occurred along Pajajaran street after opening the Jagorawi toll road (Hartanti & Martokusumo, 2013; Hartanti, 2014). Pajajaran street is the location of most restaurants and hotels (202 units and 16 units) in Bogor City in 2020. This number is much larger than the number of restaurants and hotels on Djuanda street (50 and 2 units), Ahmad Yani street (35 and 1 unit), Suryakencana street (28 and 2 units), and Tajur street (46 and 3 units) (data on restaurant taxpayers from Bogor City Regional Revenue Agency, 2020; Dinas Pariwisata dan Kebudayaan Kota Bogor, 2020).

The development of restaurants and hotels in the area has access to Pajajaran street supports the role of Pajajaran street as the center of the centralized development of hotels and restaurants in Bogor City. The area with access on Pajajaran street is road sections directly connected to Pajajaran street. These roads are Sukasari street, Siliwangi street, Binamarga street, Loader street, Kantor Pos street, Ciheuleut street, Pakuan street, Achmad Adnanwijaya street,



Achmad Sobana street, Ahmad Yani street, Otto Iskandardinata street, Djuanda street, Kedung Halang street, KS. Tubun street and Taman Kencana area. This area is the location of 357 restaurant units and 32 hotel units. The number of hotels on Pajajaran street and its surroundings covers 57.83 hotels and 68.25% star hotels of all hotels in Bogor City.

The same pattern with Pajajaran street occurred on Soleh Iskandar street and Abdullah Bin Nuh street after constructing the BORR toll road in 2009. Soleh Iskandar street and Abdullah Bin Nuh street are home to 85 restaurants, the second-highest number after Pajajaran street. In 2008, these two roads became the location of 20 restaurants ([Dinas Pariwisata dan Kebudayaan Kota Bogor, 2020](#)). The number of hotels has not matched the number of restaurants. There are six hotels on both roads. An important sign of the opening of the BORR toll road is the establishment of two apartments that also function as hotels and one apartment being built on these two roads. These two apartments are the first apartments in Bogor City.

The construction of toll roads is not the only driving force behind the development of hotels and restaurants. The number of hotels and restaurants developed on Tajur street is not as high as on Pajajaran street. Tajur street has direct access to the Bogor-Ciawi toll road, inaugurated in 1979. The difference in the impact of the opening of the toll road on the restaurants' development is a shopping center establishment. This is indicated by the increasing number of restaurants on Tajur street after opening the BOXES shopping center in 2020. The number of restaurants on Tajur street in 2019 is 22 units. The opening of the BORR toll road was followed by three shopping centers opening on Soleh Iskandar street and Abdullah bin Noah street. The role of opening toll roads and establishing shopping centers strengthens the markers of the impact of urbanization on the improvement of restaurant facilities. Improving people's living facilities such as shopping centers, education, and other businesses is a marker of a suburban city ([Firman & Fahmi, 2017](#)).

This shows that urbanization encourages the development of hotel and restaurant facilities in Bogor City. Data on the development of hotel and restaurant facilities in Bogor City has not explained the relationship between inter-city relations in JMA and the development of hotel and restaurant facilities. Researchers explain this relationship through the trends and characteristics of visitors to Bogor City.

**Table 2. Number of Restaurants and Hotels in Bogor City by Area in 2020**

Street Classification	Number of Restaurants	Percentage (%)	Number of Hotels	Percentage (%)
Pajajaran street	202	15.70	16	19.28
Soleh Iskandar street dan Abdullah Bin Nuh street	85	6.60	6	7.23
Road with access to Pajajaran street	357	27.74	32	38.55
Other areas	643	49.96	29	34.94
<b>Total</b>	<b>1,287</b>	<b>100</b>	<b>83</b>	<b>100</b>

Source: Processed from the Bogor City Regional Revenue Agency (2020); [Dinas Pariwisata dan Kebudayaan Kota Bogor \(2020\)](#)

Data on visits to tourism objects shows that other tourist objects are the main tourist destinations. KRB, research centers, and IPB University as a city marker for the development of science in the Dutch period have not fully become educational tourism destinations. Visits to research centers and IPB University have not been part of the tour packages. KRB visitors are



mostly family visitors whose purposes are for tourism compared to conducting research. Educational tours to museums are still mostly done by students. Visitors to the museum are not students are more significant at the museum located in KRB. The percentage of visits to KRB to total visits decreased drastically from 27.23% in 2016 to 17.31% in 2018. The decline also occurred in visits to Bogor Palace (12.57% to 1.11%), Jungle Fest (6.11% to 0.43%), Cimanggu Country Club (9.11% to 1.94%), Zoology Museum (6.89% to 4.39%). The increase occurred in Tour Object Name (6.11% to 9.82%) and other tourism objects (31.41% to 61.31%) (BPS Kota Bogor, 2020).

The limited data on tourist visits caused researchers to conduct a digital survey of 747 visitors from outside Bogor City. The survey results show that the largest percentage of respondents who come to Bogor City is for a weekend vacation (21.69%), business/work interests (20.35%), visiting family (17.67%), and culinary (14.99%). Characteristics of respondents support the purpose of visiting. Most of the respondents are in the productive age group of 17-45 years (87.15%), with S1/D4 education (47.93%), S2/S3 (26.77%), and the main activity is work (74.70%). The characteristics of the respondents are a potential group of business/work visits. The length of the visit supports the purpose of the visit. The most visitors were daily visitors (44.58%), visitors less than four days (30.66%), and visitors who came for more than four days only 24.77%. A visit of fewer than four days corresponds to the length of daily visits, business, visiting family, and culinary.

A digital survey of visitors shows that Bogor City is more developed as a business/work and culinary destination. The purpose of business/work and culinary visits can explain part of the number of other tourist visits from Bogor City data in the Figures. Weekend visits and family visits can go hand in hand with culinary goals (Andersson et al., 2017). This is following the development of hotels and restaurants as the most developed tourism facilities in Bogor City.

**Table 3. Percentage of Respondents by Gender, Age, Education, Income, Main Activities, Purpose of Visiting, and Length of Visit**

Socio-Demography	Total	Percentage
<b>Gender</b>		
Female	386	51.67%
Male	361	48.33%
<b>Age</b>		
Under 17 years of age	2	0.27%
17 - 25 years of age	149	19.95%
26 - 35 years of age	209	27.98%
36 - 45 years of age	293	39.22%
46 - 55 years of age	85	11.38%
56 - 65 years of age	6	0.80%
Over 65 years of age	3	0.40%
<b>Education</b>		
Junior High School/ Associate degree	2	0.27%
Senior High School/ Associate degree	131	17.54%
Diploma	56	7.50%
Bachelor	358	47.93%
Masters/PhD (Doctorates)	200	26.77%



Socio-Demography	Total	Percentage
<b>Income/Month (IDR)</b>		
Less than 2.5 million	77	10.31%
2.6 million < 5 million	205	27.44%
5 million < 7.5 million	149	19.95%
7.5 million < 10 million	86	11.51%
10 million < 12.5 million	44	5.89%
More than 12.5 million	186	24.90%
<b>Main Activities</b>		
School	58	7.76%
Taking care of household	58	7.76%
Work	558	74.70%
Other than personal activities (specify)	73	9.77%
<b>Purpose of Visit</b>		
Especially for culinary tourism	112	14.99%
Weekend holiday	162	21.69%
School holidays	15	2.01%
Visiting family	132	17.67%
Visiting friends	44	5.89%
Business/work meeting	152	20.35%
Transit/Stop before continuing the journey to another city/area	24	3.21%
<b>Length of Visit</b>		
Less than 1 day/no stay	333	44.58%
2-4 days	229	30.66%
More than 4 days	185	24.77%

Source: Primary Data (2019)

Most of the respondents (59.59%) came from Jakarta, Depok, Tangerang, and Bekasi. This shows that the relationship between Bogor City and Jadetabek is not only between population character development (commuting), residential development, or industrial development such as the previous JMA urbanization study. The origin of the respondent's visitors area shows the relationship between Bogor City and Jadetabek in the form of inter-city tourist visits.

## 5. Discussions

The development of MICE and culinary facilities in Bogor City is different from previous research. The development of hotels and restaurants is not related to the development of the industrial sector (Patty & Kuncoro, 2016). The rejection of the research of Patty & Kuncoro (2016) results also occurred in the case of Tangerang City. Tangerang City's industrial sector contributed the highest regional income, but the hotel and restaurant sector contributed the lowest regional income.

Markers of urbanization in previous studies could not explain the development of tourism facilities in Bogor City. Referring to the urbanization indicator from previous research, Bogor City has urbanized the slowest compared to Detabek. The rate of population growth, population density, increase in industry, trade, independent residential areas, and real estate in Bogor City is the smallest compared to Detabek (except for the development of the real estate sector above Depok City). The development of hotels and restaurants in Bogor City shows that



the development of tourism facilities may not always be related to other impacts of urbanization.

The historical urbanization of Bogor City does not support the development of hotels and restaurants. Bogor City is not the central government and the city's regional economic center. The central government city has shifted entirely to Jakarta, and the economic development of Bogor City is in the wholesale and retail trade sector. The choice of tourist destinations for visitors shows that Bogor City is not a tourist destination for education, history, or rest.

The development of hotels and restaurants is not related to other tourism sectors' development. The number of hotels and restaurants on Tajur street, as an area bordering the Puncak area, shows that the development of mass tourism in the Puncak area does not impact the concentration on Pajajaran street. The image of Bogor City as a resort city from the shady vegetation of trees is still felt by residents and visitors, along with the image of Bogor City as a historic city (Hartanti, 2014). However, tourist visits do not favor museums and KRB as tourist markers for historic cities and scientific development.

Urbanization as a driving force for the flow of inter-city business and tourism activities explains the development of hotel and restaurant facilities in Bogor City. The construction of the Jagorawi toll road as a physical marker of urbanization in Bogor City connects Bogor City with the cities of Jabetabek. The Jagorawi toll road spreads industrial and residential activities and spreads the flow of visitors between cities for tourist purposes. The dependence of hotel facilities on inter-city meeting activities, centralization of hotel and restaurant facilities in the area around toll exits, visitor characteristics, and visitors' areas of origin indicates the important position of visitors and Jabetabek visitor activities on the development of hotel and restaurant facilities in Bogor City. This shows that there are other JMA inter-city linkages in addition to previous studies.

## 6. Conclusion

The case of Bogor City shows that urbanization can be studied from the development of tourism facilities. The development of hotels and restaurants can be unrelated to the development of other sectors due to urbanization. The urbanization of Bogor City describes the most developed form of tourism facilities. The flow of visitors and the form of visitor activity between cities at JMA for business and culinary tourism purposes determines the development of hotel and restaurant facilities. The results show that JMA urbanization not only generates capital flows that encourage the formation of independent cities, commuter cities, and industrial cities in the area around Jakarta but also generates a flow of inter-city resident tourism activities in the Jakarta Metropolitan Area (JMA) and builds a form of city tour around Jakarta. This study cannot explain why urbanization results in Bogor City are different from Detabek cities. This is a lack of research and suggestions for further research.

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## 8. Declaration of Conflicting Interests

The author has declared no potential conflicts of interest concerning the study, authorship, and/or publication of this article,



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### About the Author

**Agustina Multi Purnomo** obtained her Doctoral degree in Sociology from Universitas Indonesia in 2021. The author is an Assistant Professor at the Department of Communication Studies, Faculty of Social and Political Sciences, Universitas Djuanda, Indonesia.

E-Mail: [agustina.m@unida.ac.id](mailto:agustina.m@unida.ac.id)