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Eco-City as A Concept of Samarinda City Development After the Relocation of The National Capital

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Abstract: *The relocation of the country's capital has had a positive and a negative impact on the city of Samarinda. The eco-city concept was put forward as a solution to this challenge. This research aims to explore the application of eco-city in the construction of Samarinda City. Descriptive analysis and interviews are the methods employed. The results show that eco-cities can boost economic growth while reducing the impact of excessive urbanization. This research is qualitative, using a literary study approach. The study looks at the concept of eco-cities by focusing on indicators of mass transport development, building decent, affordable, and versatile housing, and reducing pollution and waste. The findings of this study indicate that the Samarinda City Government's vision, mission, and regional excellence programs have indirectly adopted the principle of eco-city. However, in terms of implementation, it is still far from the concept of an eco-city itself.*
Keywords: *eco-city, urban development, samarinda city*

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Introduction

The capital of the country, political capital, or political capital comes from the Latin word caput, which means "head." It is also related to the word "capitol," which refers to the building where the main seat of government is located. The capital of the country is one of the important features in the political geography of a country (Nwafor, 1980). Jakarta, as the capital of Indonesia, has an important role as the center of protected government and the center of the country (Aji et al., 2023). Seeing Jakarta today as the capital of the country is a multifunctional thing, even though it has caused many social, political, and economic problems that are difficult to overcome (Labolo et al., 2018; Syarifuddin et al., 2020).

Data obtained from the Central Statistics Agency (BPS) of Jakarta Province from 2021 to 2023 shows that the number of residents in Jakarta is increasing. In 2021, the population of Jakarta was 10,605,437 people, and in 2023 it will increase to 10,672,100 people (Central Bureau of Statistics DKI Jakarta, 2023).

The latest data in 2020 shows that the population reached 10,562,088 people (Central Statistics Agency 2021). McKinsey Global Institute (MGI) estimates that by 2030, the human population in Jakarta will reach 13 million people (Sodri &; Garniwa, 2016; Syarifuddin et al., 2020). Widespread urbanization has the potential to exacerbate land mass such as increasingly uncontrolled floods, droughts due to decreased water absorption, and disturbed water reserve balance due to rapid changes in land use (de Azevedo Chagas et al., 2015; Remondi et al., 2016). Air pollution is also a problem in the nation's capital. Unhealthy air conditions continue to increase from 2016 to 2019 based on data from the Air Pollution Index (API) of the DKI Jakarta Environmental Agency. There were 93 unhealthy days in 2016, 2017 (110), 2018 (187), and 2019 (183) (Arumingtyas, 2020). In addition to increasing poverty, unemployment, garbage disposal, poor transportation management, rampant crime, and economic inequality are also mass land in the national capital (Labolo et al., 2018; Syarifuddin et al., 2020).

In addition, the plan to relocate the capital of the Republic of Indonesia is driven by socio-economic and population inequality. Around 57.4% of Indonesia's population is concentrated on the island of Java, while the population distribution in Sumatra is 17.9%, Bali and Nusa Tenggara is 5.5%, Kalimantan is 5.81%, Sulawesi is 7.31%, and Maluku and Papua is 2.61%. This shows a high agglomeration of development and progress on the island of Java and vice versa, lagging behind in other regions. The purpose of moving the national capital outside Java is to reduce the already huge ecological burden on Jakarta. Jakarta is experiencing severe congestion, as well as increased air and water pollution (Mazda, 2022).

According to Indonesia's Vision 2033, by 2010, the city seat of Indonesia's government and the center of the country's activities will move somewhere in Kalimantan. This will create a new epicenter that approaches most underdeveloped and peripheral areas that have never been turned on by development projects such as transmigration and accelerated regional development (Hutasoit, 2019). The national capital, or IKN, will move to the districts of North Penajam Paser and Kutai Kartanegara in East Kalimantan. East Kalimantan was chosen for the new IKN for various reasons. One of them is its easily accessible location, close to two major cities, Balikpapan and Samarinda.

The population is diverse and open. The potential for conflict is low. Also, it has a complete main infrastructure as it is supported by airports and ports. In addition, there are 3 existing reservoirs, 2 planned reservoirs, 4 rivers, and 4 watersheds. Long-term climate planning is planned to last until 2045, with climate development beginning in 2022 (Aji et al., 2023).

Samarinda City, as the capital of East Kalimantan, will be one of the buffer cities of the new national capital. The author believes that this policy will have a positive impact on the progress of the development of Samarinda City. Economic growth in Samarinda City will also increase in line with increased demand for goods and services in cities around the new capital, including Samarinda. On the other hand, negative impacts will also emerge, one of which is booming urbanization. Quoting statements from Todaro (1989), which state that urbanization is a natural process driven by economic gain. The cities offering around Ibokota Negara will offer more job opportunities, higher quality education, and better health services compared to other regions.

Table 1. Distribution of Samarinda City Population

Sub-District	Amount		
	2021	2022	2023
Palaran	62,353	65,199	66,912
Samarinda Ilir	69,988	70,178	65,796
Samarinda Kota	33,112	32,818	133,331
Sambutan	56,950	60,407	69,766
Samarinda Seberang	64,040	65,310	112,076
Loa Janan Ilir	65,521	68,024	139,320
Sungai Kunjang	131,781	136,320	62,429
Samarinda Ulu	131,352	133,111	110,473
Samarinda Utara	103,986	109,040	32,379
Sungai Pinang	106,415	109,310	69,396
Total	**825,494**	**849,717**	**861,878**

Source: Bappeda Kota Samarinda (processed by the author)

If you look at the data in table 1, the distribution of the population in Samarinda is uneven. The population is concentrated in the city center and on the

banks of the Mahakam River. This leads to inequality and pressure on infrastructure. The right solution is needed to build a sustainable and human-friendly Samarinda. In his work, Manurung (2018) affirms that various elements influence the creation of a positive urban environment during the design stage of a city. These variables range from concrete elements such as urban character to abstract elements such as land use, urban ecology, urban structure, and visual imagery. A city must be able to clearly and consistently identify the purpose of the various places within it if it is to be understood within these functional criteria.

Urbanization and the application of ecological cities have a complex and interrelated relationship. Urbanization, which is the process of moving people from rural to urban, brings many challenges to the environment. The densely populated city of Samarinda has high levels of pollution, excessive energy consumption, and a lack of green space. One solution that can be done by the Samarinda City Government is to apply the concept of an ecological city. Ecological cities are one of the concepts of a sustainable urban planning approach. Ecological City is also known as Green City or Healthy City. This means that there is a balance between the development and development of the city with environmental sustainability (Hasanah, 2015). Therefore, this study aims to explore how the development of Samarinda City uses a city ecology approach.

The concept of an ecological city (eco-city) was first proposed by Richard Register in 1987, where he raised the perspective of "rebuilding a city in balance with nature (Dong et al., 2016). Eco-city has a lasting target to achieve sustainable urban development in the future by considering social, economic, environmental, and cultural aspects through changes in production methods, consumption behavior, and decision instruments based on ecological economics and system engineering (Cao &; Li, 2011; Dong et al., 2016). Its main characteristics are reflected in the pattern of economic growth characterized by high energy efficiency, low electricity consumption, and low carbon emissions; organic integration of man and society as well as overall coordination and general development of symbiotic structures; and human settlement areas with cycles of natural ecological virtues, economic efficiency, and social harmony based on the harmony of natural and human systems (Dong et al., 2016).

Roseland argues that urban ecology research has greatly influenced our understanding of the ideas behind green cities and the practical activities that follow. In the 1990s, ten principles of green cities were introduced from the perspective of urban ecology. These principles address a wide range of social, economic, and environmental issues and include the following: developing cohesive and versatile communities; promoting non-automobile transport; repairing environmental damage due to development; building decent, affordable, and versatile housing; fostering social justice and opportunity for all; supporting community reforestation and local agriculture; encouraging recycling and cutting-edge technology to reduce pollution and waste; and raising awareness and motivating businesses to implement ecological economics and adopt simple lifestyles (Yu, 2014).

Wong & Yuen (2011) argue that green cities should minimize the use of energy, water, and other natural resources while reducing waste and pollution. Eco-

friendly cities are exciting places to live and work. However, it is clear from research and academic practice that the concept of an eco-friendly city is based on the philosophy of sustainable development (Yu, 2014). By the Brundtland Report Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Yu, 2014). More comprehensive Lehmann (2011) sustainability is achieved through coordination of economic growth, social development, and environmental protection.

In addition, an eco-city is also interpreted as a city that has a very developed economy, a prosperous society, a good life, and a good ecological cycle. Clean, beautiful, comfortable, and safe urban environments and human settlements conducive to the improvement of coordinated system stability and sustainable artificial complex ecosystems (Li &; Zhuang, 2023; Zhang et al., 2021). When viewed thoroughly regarding the development of environmentally friendly cities, it can be simply summarized into six types of environmentally friendly cities, namely landscape recreation cities, green industrial cities, resource-saving cities, environmentally friendly cities, circular economy cities, and environmentally friendly consumption cities (Dembińska et al., 2022; Li & Zhuang, 2023).

Eco-city actually covers three aspects: industrial ecology, environmental ecology, and cultural ecology. Eco-city construction is no longer just environmental protection and ecological construction, which includes environmental pollution prevention and control, ecological protection and construction, ecological industry development (including ecological industry, ecological agriculture, and ecotourism), residential environmental construction, ecological culture, etc. This is a requirement of a sustainable development strategy (Li &; Zhuang, 2023; Xavier et al., 2017). The standard of environmentally friendly city development must be determined from three aspects: social ecology, economic ecology, and natural ecology. The principle of social ecology is to put people first and create a free, equal, just, and stable social environment; the principle of economic ecology is to protect and rationally use all natural and energy resources, improve resource regeneration and utilization, and adopt a sustainable development model of production, consumption, transportation, and residential areas; and the principle of natural ecology is to prioritize natural ecology and protect it as much as possible so that development and development activities can remain within the carrying capacity allowed by the natural environment and, vice versa, reduce their negative impact on the natural environment (Ibáñez-Forés et al., 2021).

The possibility of creating resilient urban ecosystems, increasing the parameters that define the urban environment, and increasing social integration are related to modern ways of designing functional and spatial structures that form an inseparable whole with natural systems as part of the concept of sustainability (Grochulska-Salak, 2021). In the midst of accelerating the urbanization process, eco-cities have become the center of research and the focus of society. However, the construction and planning of ecological cities in some countries are still far from international standards, and the impact of development is limited. There are many problems in ecological city planning and development; there are even

fewer mechanisms for community participation in the development of environmentally friendly cities, and the green city evaluation index system lacks dynamic reflection, thus greatly limiting the process of environmentally friendly city development (Li & Zhuang, 2023).

Ideally, land-centered urbanization refers to urbanization that is primarily driven by land funding and financing and results in urban land expansion. Community-oriented urbanization refers to urbanization based on inclusivity, sustainability, and humanism (Wu et al., 2021). To measure the performance of cities in terms of economic growth, resource utilization, and environmental protection and to improve socioeconomic outcomes in urban growth while reducing resource inputs and environmental pollution is becoming increasingly important (Feleki et al., 2018; Gudipudi et al., 2018; Wu et al., 2021).

Method

The method used in this study is a qualitative method with a literature study. Literature study is a series of activities related to library data collection techniques, such as reading, then recording and processing research materials (Sugiyono, 2016). Literature study is a research method used to collect information and data with various kinds of library materials, such as documents, papers, books, magazines, previous research, and so on. The authors used primary and secondary data in this study. Primary data is data that is collected directly. The author uses the Medium-Term Development Plan (RPJM) of Samarinda City for 2021-2024, the Strategic Plan of Samarinda City for 2021-2026. While secondary data is obtained indirectly, for example, from archives or other important and relevant documents.

Result and Discussion

Samarinda City Development

Referring to the vision of Samarinda City for 2021-2026, namely "Realizing a safe, comfortable, harmonious, and sustainable city environment," it has been reflected in the request of the Samarinda City Government to realize an ecological Samarinda City. This is also reflected in the fifth mission, which reads to create a safe, comfortable, harmonious, and sustainable city environment. In addition, there are 10 regional flagship programs in Samarinda City that concern the eco-city concept, including the Development Program for modern and environmentally friendly mass transportation systems and the Green Open Space Development Program, one village recreation park, and one playground.

One of the cities that has implemented eco-city is the Special Region of Yogyakarta. The city has 35 public park locations spread across 14 sub-districts as of 2014. This number continues to increase in every village that does not yet have a park. This shows that Gudeg City has the potential to become one of the cities with a lot of green open space in Indonesia. The steps taken by the Yogyakarta government can be used as an example for Samarinda City to make improvements.

Borrowing Roseland's opinion that eco-cities can be measured through several indicators, namely developing compact and versatile communities, developing mass transportation, repairing environmental damage caused by development, building decent, affordable, and versatile housing, fostering social justice and opportunity for all, supporting community reforestation and local agriculture, encouraging recycling and cutting-edge technology to reduce

pollution and waste, and raising awareness and motivating businesses to implement ecological economics and adopt simple lifestyles (Yu, 2014). However, in this study the authors limit the indicators to be used by focusing on indicators of mass transportation development, building decent, affordable, and versatile housing, and reducing pollution and waste. More will be discussed in the next section.

Mass Transportation Development

Major cities in developing countries in Asia are following growth patterns beyond their main centers and into the surrounding region. Suburbanization is triggered by this, which leads to an increase in the population in suburban areas. Urban deconcentration is the term used to describe this phenomenon, which promotes the growth of cities in suburban areas and generates new centers of activity there. The spread of the concentration of labor activities and the concentration of population is known as urban deconcentration. The development of suburban areas and new outer cities, such as Samarinda City, has an impact on this. New problems such as transportation problems are caused by the movement of activity centers and population concentration to peripheral areas. Especially with the move of the state capital to North Penajam Paser and Kutai Kartanegara, it will cause the phenomenon of the growth of new activity centers on the outskirts of Samarinda City, considering that the state capital area is in direct contact with Samarinda City.

In addition, the development of the use of motorized vehicles in Samarinda City every year has increased the number of units. If referring to data from the Central Bureau of Statistics of East Kalimantan Province (2022), it shows that in 2022 there are 1,134,642 units of motor vehicles. This is a significant increase from 2021, which only amounted to 849,137 units of motor vehicles. When compared to the population of Samarinda City in 2022, which is 849,717 inhabitants, with a ratio of 1:1.35. This means that every resident in Samarinda City has at least one unit of motorized vehicle.

Table 2. Number of Motorized Vehicles

Regency/City	2020	2021	2022
Paser	173002	178603	236751
Kutai Barat	54474	58072	59375
Kutai Kartanegara	513935	522913	713369
Kutai Timur	244030	248169	255296
Berau	206177	208206	213823
Penajam Paser Utara	219305	223301	223680
Mahakam Ulu	-	-	809
Balikpapan	634243	648317	841472
Samarinda	815342	849137	1134642
Bontang	318072	327717	191305

Kalimantan Timur	3178580	3264435	3870522

Source: Central Bureau of Statistics of East Kalimantan Province (2022)

Based on the data above, it can be illustrated that the density of motorized vehicles in Samarinda City has a high intensity. This is in line with several previous studies, for example, on Jalan Jendral Sudirman. Samarinda City has a relatively dense level of congestion (Deril, 2021). Apart from the density of private vehicle use, the availability of mass transportation vehicle facilities is available in Samarinda City. This is in line with the results of the achievement of key performance indicators from the Samarinda City Government related to inter- and inter-regional accessibility targets. In this target, there is a target initiator related to the percentage of availability of transportation system infrastructure. From the target of 96.86% available in 2026, in 2022 only 41.96% has been achieved (Samarinda City Government, 2022).

Nevertheless, research on mass transit has been conducted by the Samarinda City Government. In 2022, a master plan for mass transit has been made. Bus Rapid Transit, or BRT, is the chosen mode of transportation. BRT is one type of public transportation, similar to Banjarmasin or Trans Jakarta. Depending on the corridor, the bus will stop at several different locations. Passengers only need to pay once, the same as Trans Jakarta. Passengers will no longer be charged regardless of the distance they travel while staying at the bus stop (Ardan, 2023). The author believes that the use of BRT as a mode of mass transportation in Samarinda City will be one solution to transportation problems in Samarinda City. In addition, this is also one of the strategies of the Samarinda City Government to carry out development based on eco-city. For example, in research conducted by Sofaniadi et al. (2022), the use of mass transportation is one of the emission reduction strategies to provide a BAU-compliant emission reduction of 22,408.9 kt CO_2e to 16,006.4 kt CO_2e in Semarang City.

Decent, affordable, and versatile housing

Urbanization is a phenomenon that will not be separated from the post-relocation effects of the national capital. Therefore, it is important for the Samarinda City Government as an area that has geographical proximity to the national capital. So to anticipate all this, it is necessary to adopt a new approach to deal with this urbanization phenomenon and ensure the continued implementation of sustainable development and remain based on the eco-city concept (Ayodele Coker et al., 2013; Yu, 2014). The author argues that the phenomenon of urbanization after the relocation of the national capital is not only related to the increasing number of existing populations. However, this will be related to land use that focuses on settlements only.

One potential solution to overcome the challenges of urbanization in Samarinda City after the relocation of the capital city is the construction of flats or high-rise buildings to accommodate population growth and prevent further burden on the city's infrastructure (Alomari, 2020; Sukmana &; Yuliastuti, 2020). The construction of flats or high-rise buildings in Samarinda City can reduce pressure on land resources and provide a more sustainable urbanization

solution (Wekesa et al., 2011). By building flats or high-rise buildings, cities can optimize land use and create more space for housing without disturbing valuable green space or farmland (Sukmana &; Yuliastuti, 2020).

This strategy will not only provide decent, affordable housing options but also help reduce pressure on urban resources and reduce the proliferation of informal settlements (Alomari, 2020). In addition, flats or high-rise buildings can contribute to increasing urban expansion vertically, reducing the need for horizontal urban expansion and promoting compact and efficient urban development (Maleki et al., 2019). Furthermore, the author argues that the construction of flats or high-rise buildings can encourage social integration and foster a sense of community among residents. Residents living in flats or high-rise buildings can have access to shared facilities and amenities, such as parks, playgrounds, and community spaces, which can encourage interaction and social cohesion. In addition, flats or high-rise buildings can offer decent, affordable housing options for low-income families who may struggle to find suitable accommodation in a rapidly urbanized city (Jones, 2017). By providing adequate, affordable housing options in flats or high-rise buildings, urban communities can ensure that all residents have access to safe and adequate housing, thereby reducing social inequality and promoting inclusive urban development.

Overall, the construction of flats or high-rise buildings in Samarinda City can be the right solution in facing the challenges of urbanization after the relocation of the capital city. The construction of flats or high-rise buildings in Samarinda City after the relocation of the capital city can overcome urbanization challenges, optimize land use, and encourage sustainable, inclusive urban development based on the eco-city concept (Li &; Zhuang, 2023; Sukmana &; Yuliastuti, 2020). That is, the construction of flats or high-rise buildings in Samarinda City is a practical strategy to design sustainable urban development in responding to the challenges of urbanization after the relocation of the capital. By implementing urban renewal programs and strategic planning, Samarinda City can achieve sustainable development and provide benefits to its people in various aspects such as physical, economic, social, and cultural. The implementation of urban renewal programs can contribute to preserving the historical value of the region and improving environmental quality. In addition, the resources provided offer insight into various aspects of sustainable urban development. This includes addressing challenges faced by migrants and informal settlements, promoting inclusive urbanization policies, analyzing government programs for urban renewal, and designing sustainable high-rise apartment buildings. In addition, this requires strengthening public institutions and creating policies and regulations that do not marginalize the needs of urbanized communities. Government interventions should be aimed at facilitating the provision of basic social facilities such as water supply, waste management, electricity, and good drainage systems. In addition, timely rehabilitation and maintenance of these facilities should be improved.

Reduce pollution and waste

An eco-city is an urban development concept that prioritizes environmental sustainability by integrating eco-friendly technologies,

efficient planning, and sustainable living practices. The primary goal of an eco-city is to minimize the environmental impact of urban activities, such as pollution and waste generation, while enhancing the quality of life for its residents. To achieve this, several key principles are implemented, including sustainable transportation, efficient waste management, renewable energy utilization, green building design, green spaces, and sustainable water management.

The concept of “eco city” has become a major focus in urban planning and development worldwide. According to the World Green Building Council (WGBC), the "eco city" concept can help reduce greenhouse gas emissions and improve the quality of life for urban residents (WGBC, 2020). To implement this concept, integrated planning and active participation from communities and governments are essential.

One successful example of implementing the "eco city" concept is Copenhagen, Denmark. The city has developed an action plan to become carbon neutral by 2025 (City of Copenhagen, 2020). The plan identifies key strategies, such as using renewable energy, developing efficient public transportation, and implementing sustainable waste management. As a result, Copenhagen has reduced its greenhouse gas emissions by 40% since 1990 (City of Copenhagen, 2020).

In developing the "Eco City" concept, several key principles must be considered, such as sustainable planning, environmentally friendly technologies, and community participation. According to the United Nations Environment Programme (UNEP), the "eco city" concept can help achieve the Sustainable Development Goals (SDGs) set by the United Nations (UNEP, 2020). Therefore, the "eco city" concept is a crucial approach to developing sustainable and environmentally friendly cities.

Eco Cities prioritize sustainable transportation by implementing intelligent transportation systems that enhance efficiency and reduce carbon emissions. This includes the development of efficient public transportation, bicycle lanes, and pedestrian-friendly infrastructure. Additionally, advanced technologies such as electric vehicles, application-based transportation, and smart traffic management systems utilizing sensors and data analytics help optimize urban mobility and alleviate congestion.

Waste management in eco cities follows the principles of reduction, reuse, and recycling to minimize environmental impact. Technologies such as plasma gasification, biogas systems, and integrated wastewater treatment plants contribute to effective waste processing. Furthermore, the utilization of renewable energy sources, including solar, wind, and bioenergy, is a key focus. Cities like Bandung have introduced renewable energy programs, such as solar power plants and bioenergy initiatives, to reduce dependence on fossil fuels and lower greenhouse gas emissions.

Eco cities also emphasize green building design, open spaces, and sustainable water management. Green building principles promote energy-efficient construction using environmentally friendly materials and natural ventilation, as seen in Surabaya. Meanwhile, open spaces, such as urban parks and green roofs, enhance biodiversity and improve air quality. Effective water management strategies, including rainwater collection and integrated wastewater treatment, ensure

sustainable water resource utilization, further supporting the ecological resilience of these cities.

One example of a region in Indonesia that has implemented sustainable water management technology is Semarang City. Semarang City Government has implemented various programs to manage water resources efficiently. They use rainwater collection systems in various buildings and public areas to reduce the need for clean water from limited sources. In addition, Semarang City has also built an integrated wastewater treatment plant to treat domestic and industrial waste before it is discharged into the environment. This effort aims to maintain water quality and prevent environmental pollution. In addition, Semarang has also encouraged efficient water reuse through water-saving programs in various sectors, including industry, agriculture, and settlements.

Community Participation: Citizen awareness and participation in sustainable practices are crucial. Local education and initiatives can raise environmental awareness and encourage more environmentally responsible behavior. Environmental education and community involvement are key to adopting sustainable lifestyles. Environmental education programs in both schools and universities are often involved in research and sustainable development projects. Environmental awareness campaigns can raise citizens' awareness of sustainable practices and the importance of environmental conservation.

Through these approaches, Eco City aims to create a cleaner, healthier, and more sustainable environment for present and future generations.

Conclusion

After the relocation of the national capital, Samarinda City will undergo significant changes as a result of this policy. This transfer is expected to bring an increase in the development of Samarinda City. Along with the increasing demand for goods and services in cities around the new capital, including Samarinda, economic growth in the city will also increase. In addition, another positive impact that can occur is the increase in urbanization. Therefore, the Samarinda City government can consider implementing the eco-city concept in its city development in response to these challenges and opportunities.

According to Roseland's view, there are several criteria that can be used to assess an eco-city, namely the development of dense and multifunctional communities, the implementation of efficient mass transportation systems, improvement of environmental damage caused by development, the construction of affordable and multifunctional housing, strengthening social justice and equal opportunities for everyone, support for reforestation and local agriculture, promotion of recycling and the latest technologies to minimize pollution and waste, as well as increased awareness and motivation for the business sector to adopt an ecology-based economy and adopt a simpler lifestyle. (Yu, 2014). However, in this study the authors limit the indicators to be used by focusing on indicators of mass transportation development, building decent, affordable, and versatile housing, and reducing pollution and waste.

In principle, the vision, mission, and regional flagship programs that have been prepared by the Samarinda City Government have indirectly adopted the principle of eco-city. However, in its

implementation, it is still far from the eco-city concept itself. In terms of providing mass transportation contained in the mission of Samarinda City, it does not promote the concept of eco-city at all. Ownership ratio of private motor vehicles of the people of Samarinda City: 1:3.5or assuming one community has at least one unit of private motor vehicles. This is due to the lack of availability of mass transportation facilities in Samarinda City. However, the commitment of the Samarinda City Government has been seen with the BRT development plan. Nevertheless, the problem of urbanization became important for the Samarinda city government after the relocation of the national capital. The phenomenon of urbanization after the relocation of the national capital is not only related to the increasing number of existing populations. However, this will be related to land use that focuses on settlements only. Flats with multi-story buildings are one solution to this problem. The flats serve to accommodate population growth and prevent further burden on the city's infrastructure. The construction of flats or high-rise buildings in Samarinda City can reduce pressure on land resources and provide a more sustainable urbanization solution.

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