



FINAL PROJECT REPORT - RA.141581

KEMBANG JEPUN 2.0 : NEW FACE

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LAPORAN TUGAS AKHIR - RA.141581

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INSTITUT TEKNOLOGI SEPULUH NOPEMBER
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2016

APPROVAL

**KEMBANG JEPUN 2.0
NEW FACE**



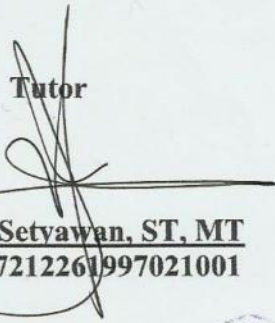
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ABSTRACT

KEMBANG JEPUN 2.0 :

NEW FACE

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When architect should be a problem solver. What else the principle of the design besides problem basis? The problem of extensive development that using empty space as a treasure. Nowadays, finding empty space like a treasure hunt. Just like Bill Hillier quotes “Space is the rental commodity”. Not only for rental but can be sold. The mindset of using empty space is very common in investor or even government.

The idea of intensive development rising beside reviving Kembang Jepun . Intensive development should be principle for the next development which is using space efficient and effectively

The usage of the multi-layer rather than single layer will distribute traffic and minimize density in one junction. And hopefully this response will enhance narrative of Kembang Jepun not only socially but also environmentally.

Keywords : intensive, space, layer

ABSTRAK

KEMBANG JEPUN 2.0 :

WAJAH BARU

Oleh

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Sesuai dengan peran arsitek sebagai pemecah permasalahan, maka prinsip desain yang digunakan seharusnya berbasis pada permasalahan. Pola pembangunan secara ekstensif menganggap bahwa lahan kosong sebagai harta karun. Sesuai dengan kutipan Bill Hillier “*Space is the rental commodity*”, yang berarti ruang adalah sebuah komoditas yang dapat disewakan atau bahkan dapat dibeli. Pola pikir pemanfaatan lahan kosong sudah menjadi hal yang biasa di pihak pengembang swasta atau bahkan pemerintah.

Muncul sebuah ide yaitu pola pengembangan secara intensif, disamping usaha untuk menghidupkan kembali kawasan Kembang Jepun. Pola pengembangan secara intensif seharusnya menjadi prinsip desain kedepannya yang dimana menggunakan lahan atau ruang secara efektif dan efisien.

Penggunaan *multi-layer* dibandingkan dengan satu *layer* akan memecah lalu lintas dan mengurangi kepadatan di sebuah persimpangan. Kembang Jepun 2.0 juga bertujuan untuk memperbesar narasi dari Kembang Jepun itu sendiri baik secara sosial maupun lingkungan.

Kata kunci : intensif, ruang, layer

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Sometimes I think we arrive at a solution before we know what the problem is. We say : “My next design will be Round!, “ without logic or analysis.

William A. Pena

INTRODUCTION

BACKGROUND

Surabaya as the 6th biggest city in Indonesia, of course, has its attraction for investors. The amount of unused space has been always attracting an investor to build whatever they want like malls, apartments, etc. So recently Surabaya has extensive development. Either investors or government has always uses empty space to makes new infrastructure. So why we always use extensive development as our way to expanding economic aspect in a city.

Tunjungan, Embong Malang, Mayjend Sungkono are several area that has huge development such as superbloc. Contrast with a condition in Kota bawah. Investor or government has no interest to develop this area because the lack of empty space and has strict regulation when we want to develop old town itself.

Even tough, Kota bawah has glorious, vibrant, and diverse activity back then. Moreover one of the area in Kota bawah is a pioneer of Surabaya development nowadays.



Fig 1

ISSUES AND DESIGN CONTEXT

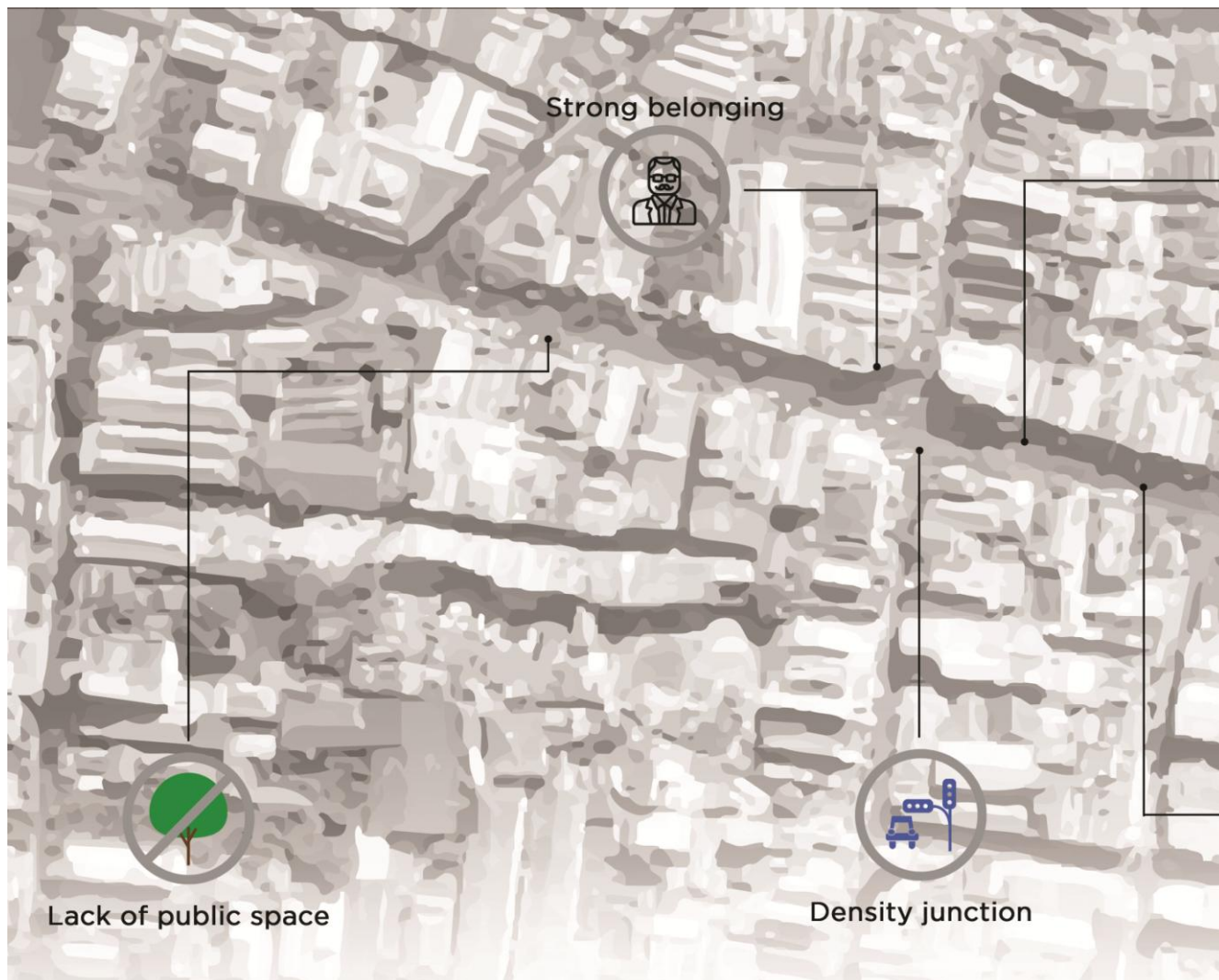
In the 19th century, Surabaya has the busiest international port in Indonesia even in the world called Hujung Galuh. This port makes Surabaya compete with other big cities around the world, such as Singapore, Beijing, and New York. Hujung Galuh located in northern Surabaya, not far from Hujung Galuh, an area called Kota Bawah become a residential area for a diverse race such as Chinese, Arabian, and Dutch. Though most of the area used by residential, Kota Bawah has a central business district later named Kembang Jepun . Until now Kembang Jepun still becomes the most promising central business district in north Surabaya.



Even so, Kembang Jepun has its idle time from 5 p.m until 9 a.m. For most 16 hours, the Kembang Jepun has inversely condition when in peak hour. Local government has the intention to revive Kembang Jepun since 2005. For the opening of the culinary centre called Kya-kya, but unfortunately, this culinary centre only lasts for 3 years. Recently, while celebrating the birth of Surabaya, the government make a festival named Festival Rujak Uleg and take place in Kembang Jepun. But mostly the solution that offered by government is temporary.

Moreover, the amount of criminality has been increasing since there is no activity in non-peak time. And public space in Kembang Jepun has been taken by the merchant and the street vendor. It means pedestrian have to use the main road as their path.

So how to revive Kembang Jepun with respecting the existence of public space and not to disturb the commercial activity there?



PROBLEMS AND DESIGN CRITERIA

The main problems in Kembang Jepun are disconnection between day and night activity. This condition happens because the merchant owner has strong belonging into their shops. No one is prohibited to disturb their activity but in another hand. Their activity already takes the right of pedestrian way there.

Besides that, Kembang Jepun with their glorious history as trading area make Kembang Jepun has a strong image as a trading area. So, when people don't have any intention to trade or having a

commercial activity there. As if, they forbidden to visiting Kembang Jepun. So with Kembang Jepun and its complexity, comes several design criteria:

1. The design should respect the existing such as the platform of the old gate which is the artifact the bloom of Kembang Jepun
2. The design should accomodates all activity in multi-layer
3. The design should be maximizing natural environment such as natural daylight, shade, and shadows, the wind etc



Fig 2

4. The design should not disturb the commercial activity in peak time
5. The design shifting the narrative of Kembang Jepun.

reviving Kembang Jepun like decades ago.

DESIGN PROGRAM

PROGRAMMING

With the mentioned problem. Kembang Jepun needs some absolute space, such as loading area and parking space. This consequences comes because of the extension of the pedestrian way to create a huge public space.

No.	Space	Large(m ²)
Ground Floor		
1	Public Place	2.280
2	Parking Lot (Motorcycle)	500
3	Circulation	150
Basement 1		
1	Public Place	2.280
2	Parking Lot (Motorcycle)	500
3	Circulation	150
Basement 2		
1	Parking Lot (Car)	2.125
2	Circulation	637,5
	TOTAL	6.693

Tab 1

This several programming appears because of needs analyzing. These rooms, divided into 3 layers. And each layer has a function by itself. Such as basement 1 is dedicated to the loading area and basement 2 only for a car park.

The distinction layers one activity and another to create well-distributed traffic. The new programming will response the severe problem and back again to

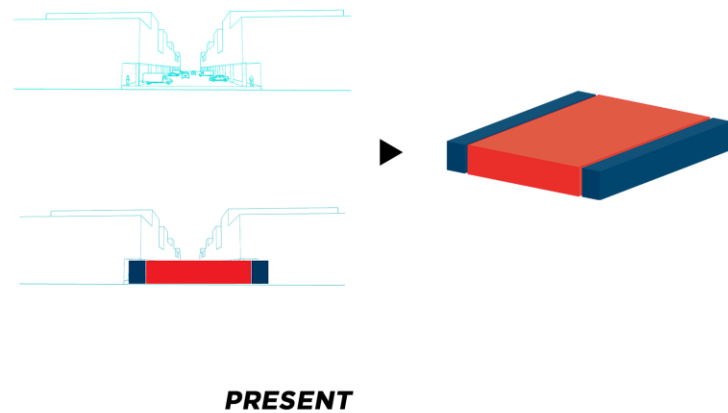
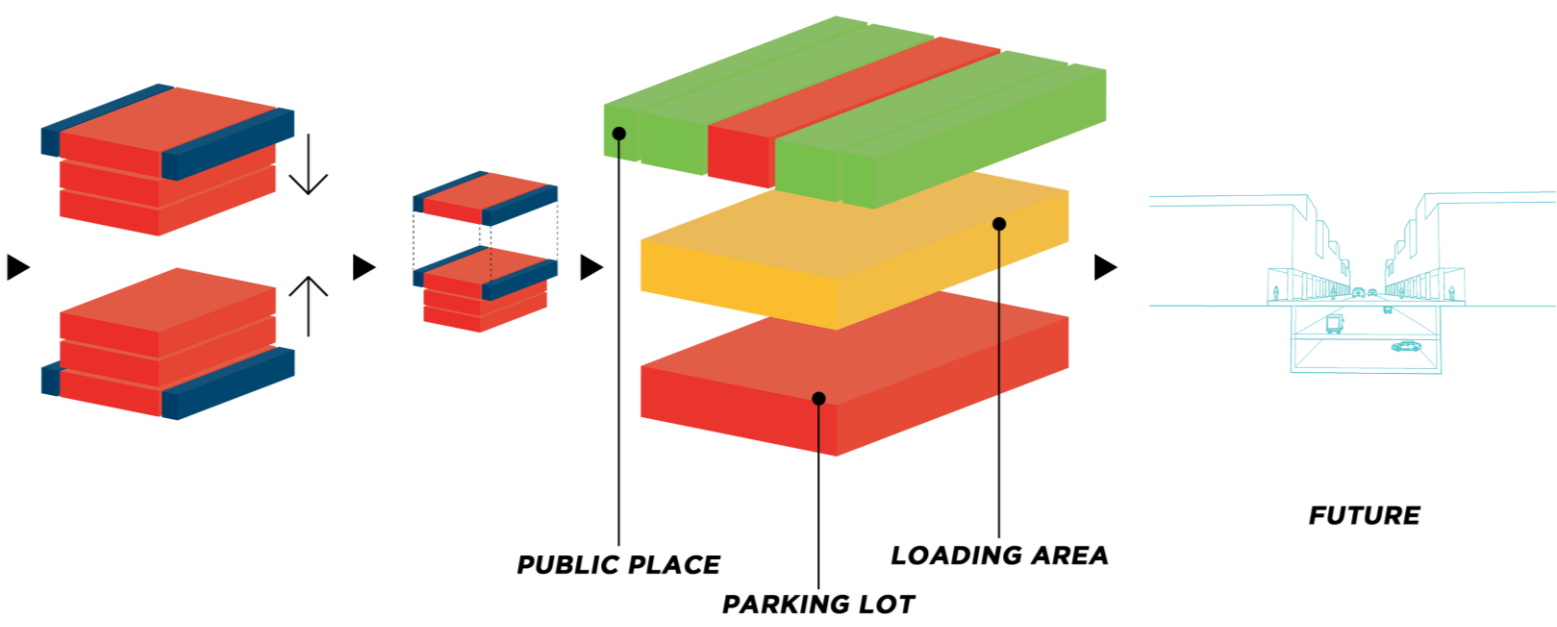


Fig 3



FUTURE

Because of their level of ownership is very high, and no one even government has no power to do so.

SITE SELECTION

Site Potential

- **Have a plenty obsolete space**
Kembang Jepun has its idle time between 5pm - 9 am. In this time, suddenly Kembang Jepun become a dead city. Many shops closed down, and no activity generated there. But, the definition of space, is not only an area with a wall as borders. But a street is a space too. In this case, Kembang Jepun street itself-becomes a humongous space that exists. This project has intention to broaden our mind that street not only for a vehicle but also for pedestrian too. Contextually, this street will be a smaller cause of extension of pedestrian way.
- **Have a strong image as trading area**
Since Dutch until now, Kembang Jepun becomes the real CBD in Surabaya. Not to mentioned, almost 50% trading activity generated in Kembang Jepun. And before named Kembang Jepun, it's named Handelstraat or street for trading activity. Moreover, Kembang Jepun has become a pioneer of the road network in Surabaya.



Fig 4



Fig 5

Site Issues

- **The merchant owner has high ownership of its shops**
When Kya-kya one of the successful solution to revive Kembang Jepun - want to be permanent. Merchant owner has a protest because their signage will block by Kya-kya property.



Fig 6

- **Density Junction**

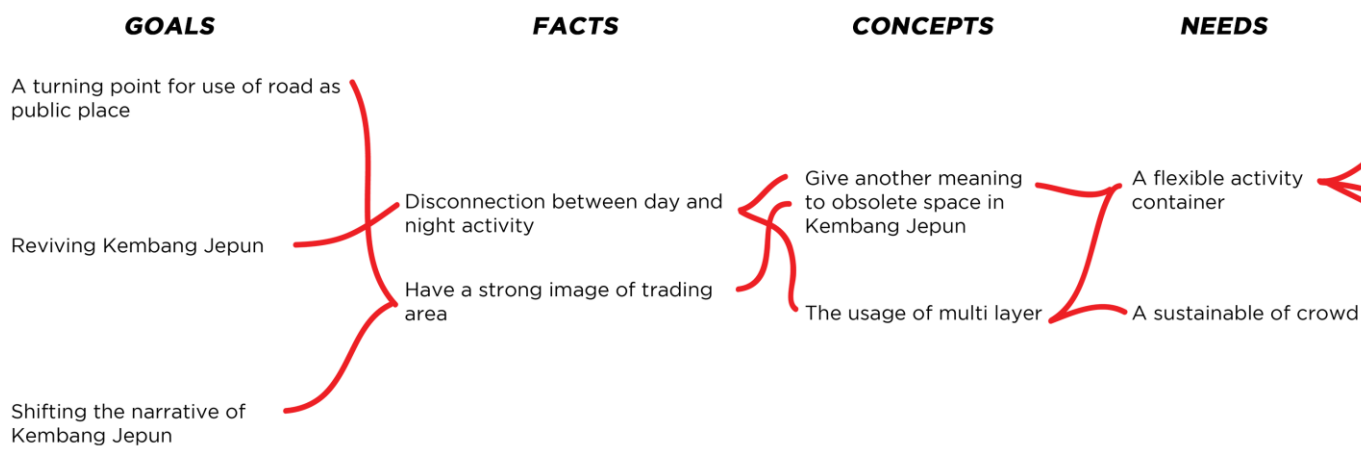
Kembang Jepun has more than 2 junctions. And each junction has its own traffic. But most of the traffic generated in a front area of Kembang Jepun. This junction is meeting between Kembang Jepun, Slompretan, Songoyudan street. And this junction is very often reported as an embryo of traffic in Kembang Jepun. Somehow people that work in this area will report to the police in order they can arrange its traffic with ease,



Fig 7

- **The disconnection between day and night activity.**

The day and night condition has a very different condition. In the afternoon, Kembang Jepun has become very density, crowded and unorganised. And when the night comes, Kembang Jepun has become very desolate and like a graveyard. This happens because most of the habitats in Kembang Jepun don't live there. So after work hours, they will go to their homes, and left Kembang Jepun with its silence



DESIGN METHOD AND APPROACH

DESIGN APPROACH

With a 700 m length and each area has its own problem. The response should solve a problem in a focal point, and seemingly will affect the other area system or physically. This approach is already used in Curitiba Brazil by their major Jaime Lerner. Jaime uses urban acupuncture as their solution to solve slum area in his city. And not only upgrading the slum, the solution gives benefits for the society in a social or economic aspect.

This approach uses focal point to be touched and solved. The principal of urban acupuncture has a minimum intervention but get a maximum result. The choosing of a focal point is very crucial, remembering this approach will give a huge impact on surroundings.

DESIGN METHOD

“If programming is problem seeking, design is problem-solving”

-William Pena

This project is actually problem basis. The amount of time of analyzing is much more rather than design the project. This happens because the project should be a problem solver. And the method delivered by William Pena suit the best for this project. Besides the principle of this project is the problem solver, moreover this method shows how to find a significant problem base on goals that we want to achieve, the fact that found in situ, concepts that we offer, and of course what needed and what less important to design. And from this process, finally found the

PROBLEMS

How to revive Kembang
Jepun with a flexible space
like a public place

How to avoid density in a
certain time

How to maximizing natural
environment such as daylight

Fig 8

significant problems and have to solve.

DESIGN CONCEPTS

MACRO CONCEPT

- The usage of multilayers
In a certain time, Kembang Jepun becomes very crowded and dense. This happens cause of the usage of the single layer for multi-activity. From loading to pedestrian way. The usage of multi-layers will distribute traffic and minimize traffic in the junction

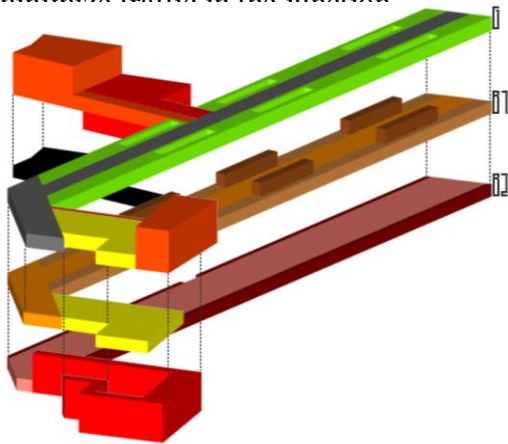


Fig 9

place furniture which is the shade of exit loading. It can be used for people who want to sit or just enjoying Kembang Jepun from a different level.

- Maximizing daylight
The existence of basement requires a certain lighting and ventilation. Shade and shadows studies for the whole year shows the area that has more light exposure than others. The area that expose by sunlight more intense will be used for openings and transferred into basement 1 and 2. Figures below shows that brighter area means more exposure of sunlight to that area

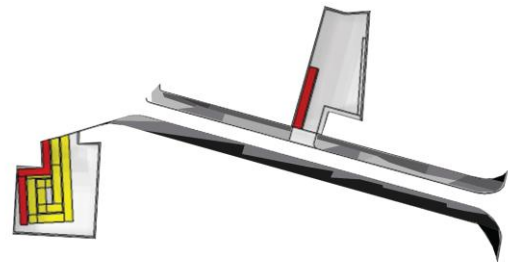


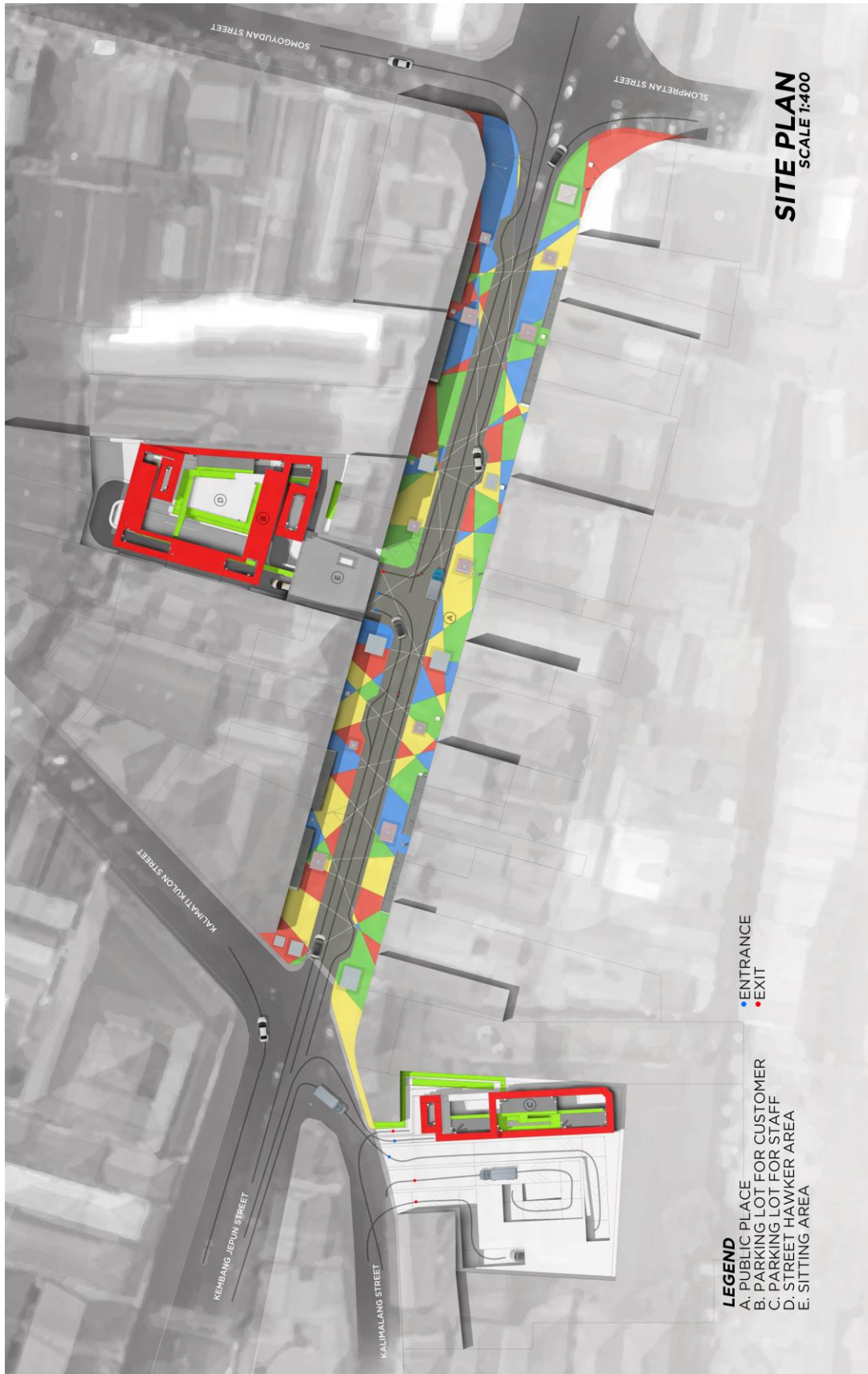
Fig 10

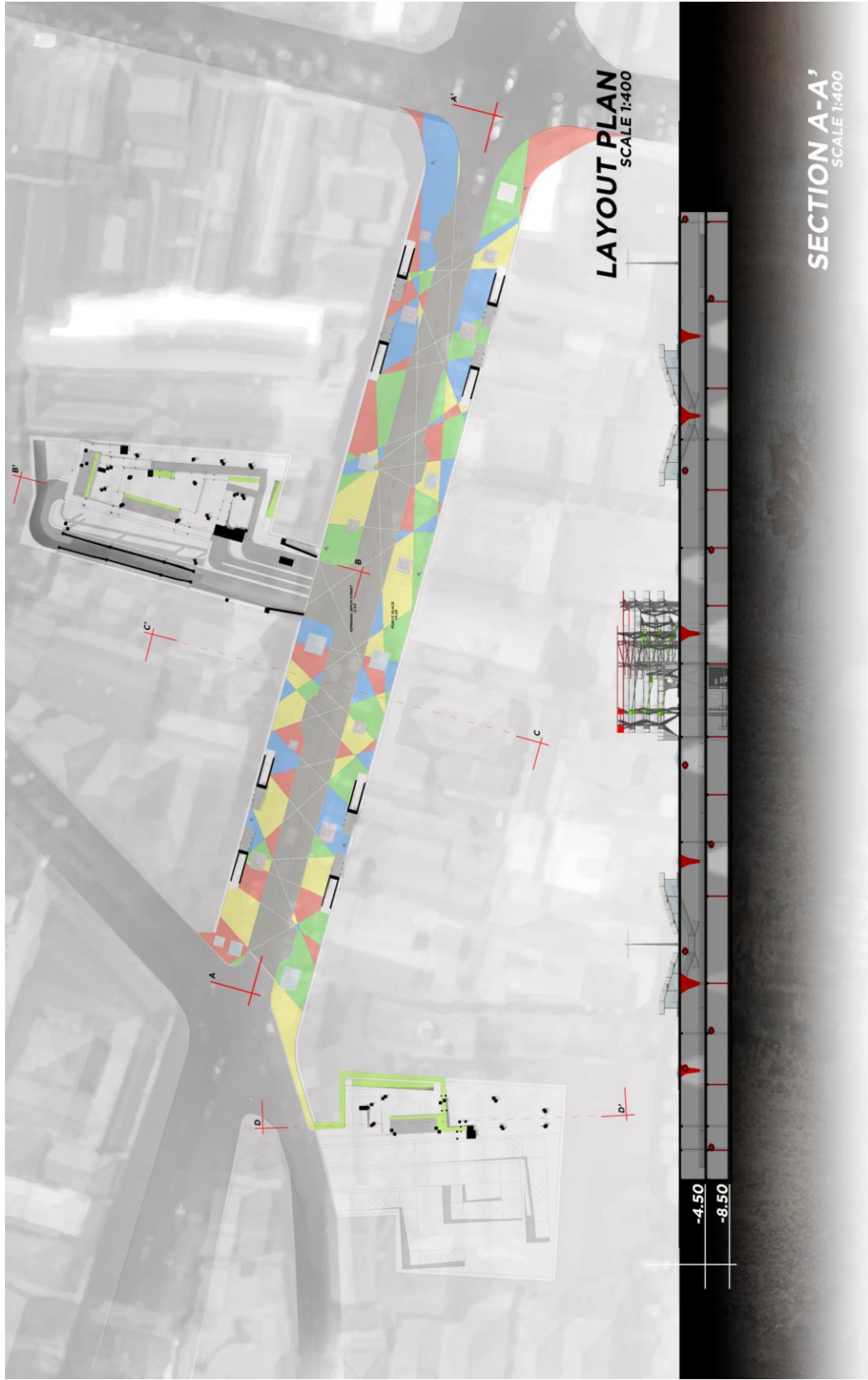
- Fluid Space
This concept will be interpreted in 2 ways :
 - People won't see the transition between on area to another area. This concept will applied with the usage of ramp and single loop circulation
 - The flexibility of the place. Fluid means there is no absolute typology of this project, because of its flexibility.

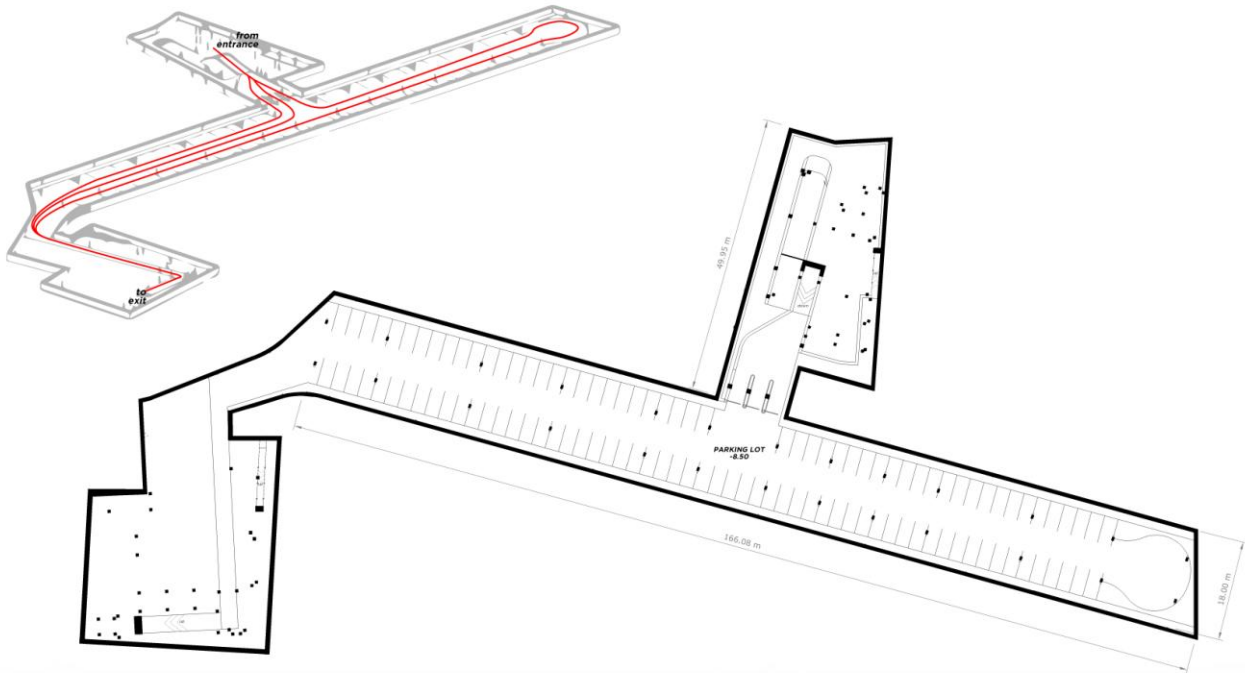
MICRO CONCEPT

- Affordance
This concept applied to public

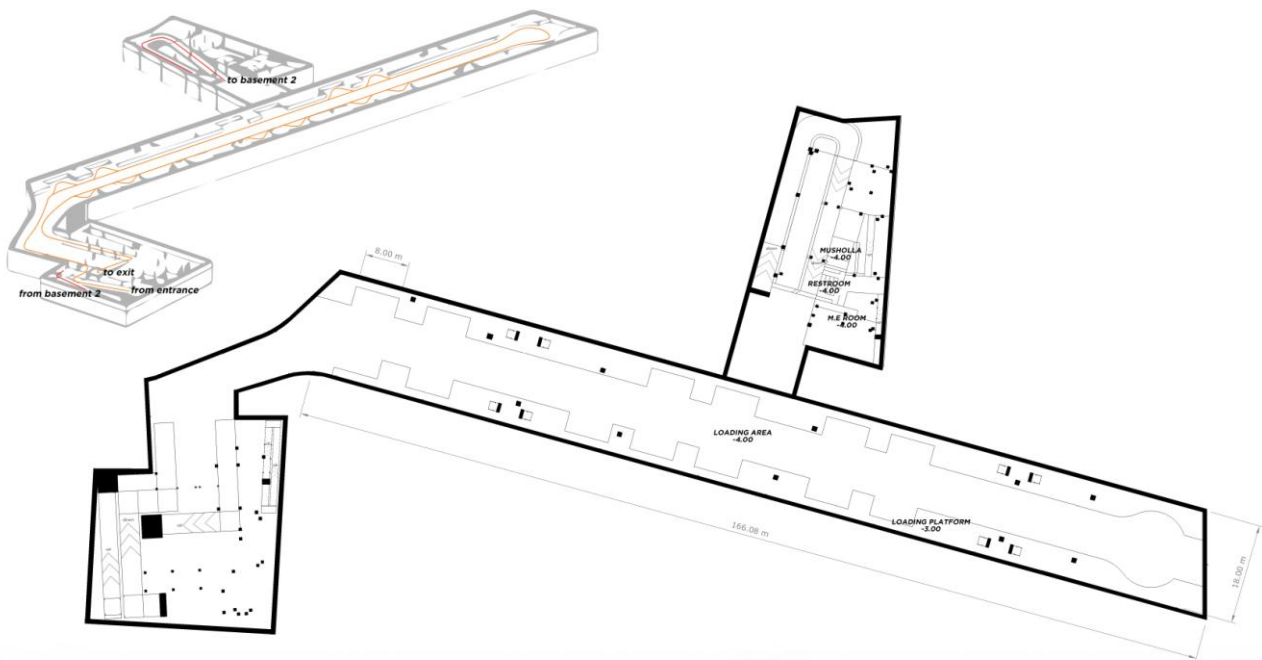
DESIGN EXPLORATION



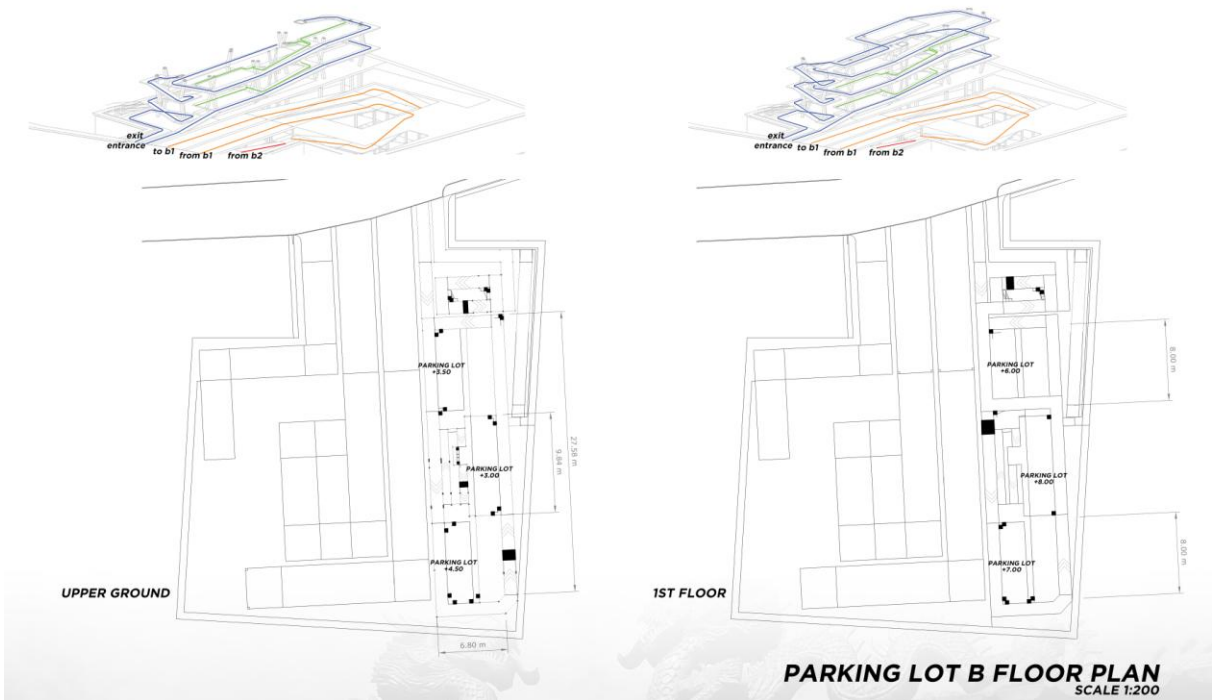
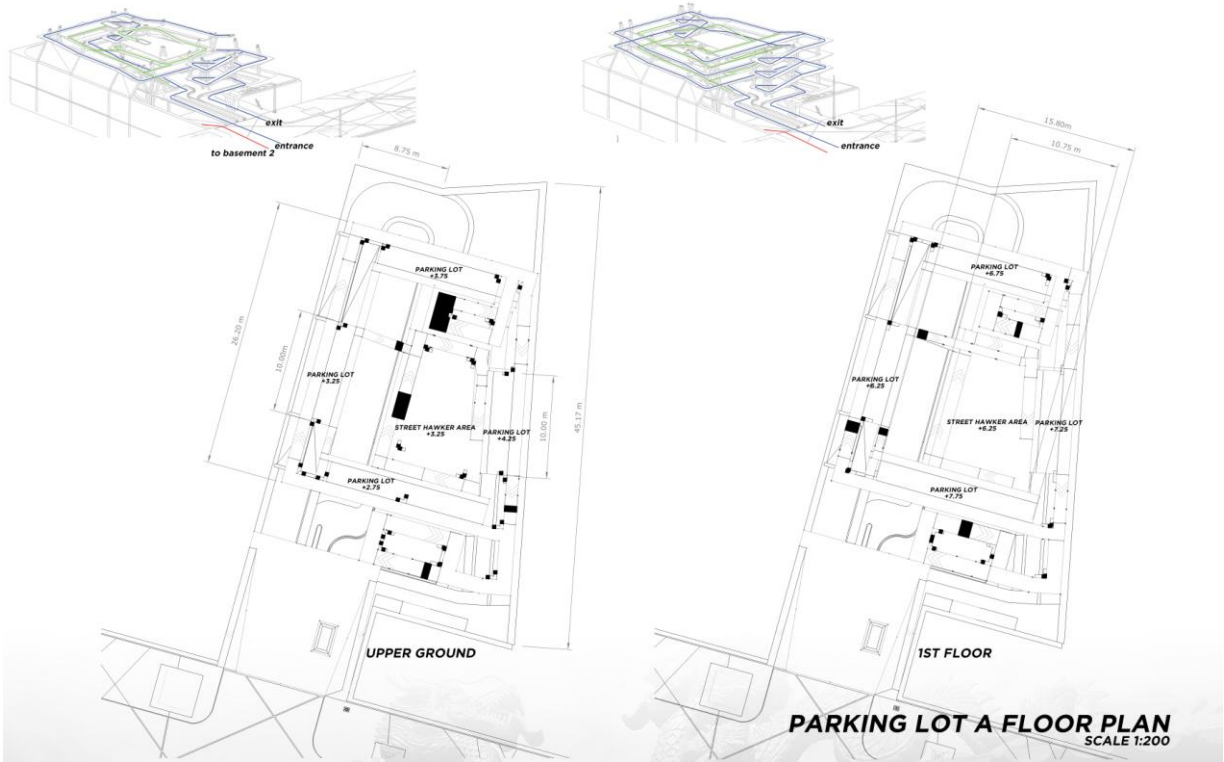


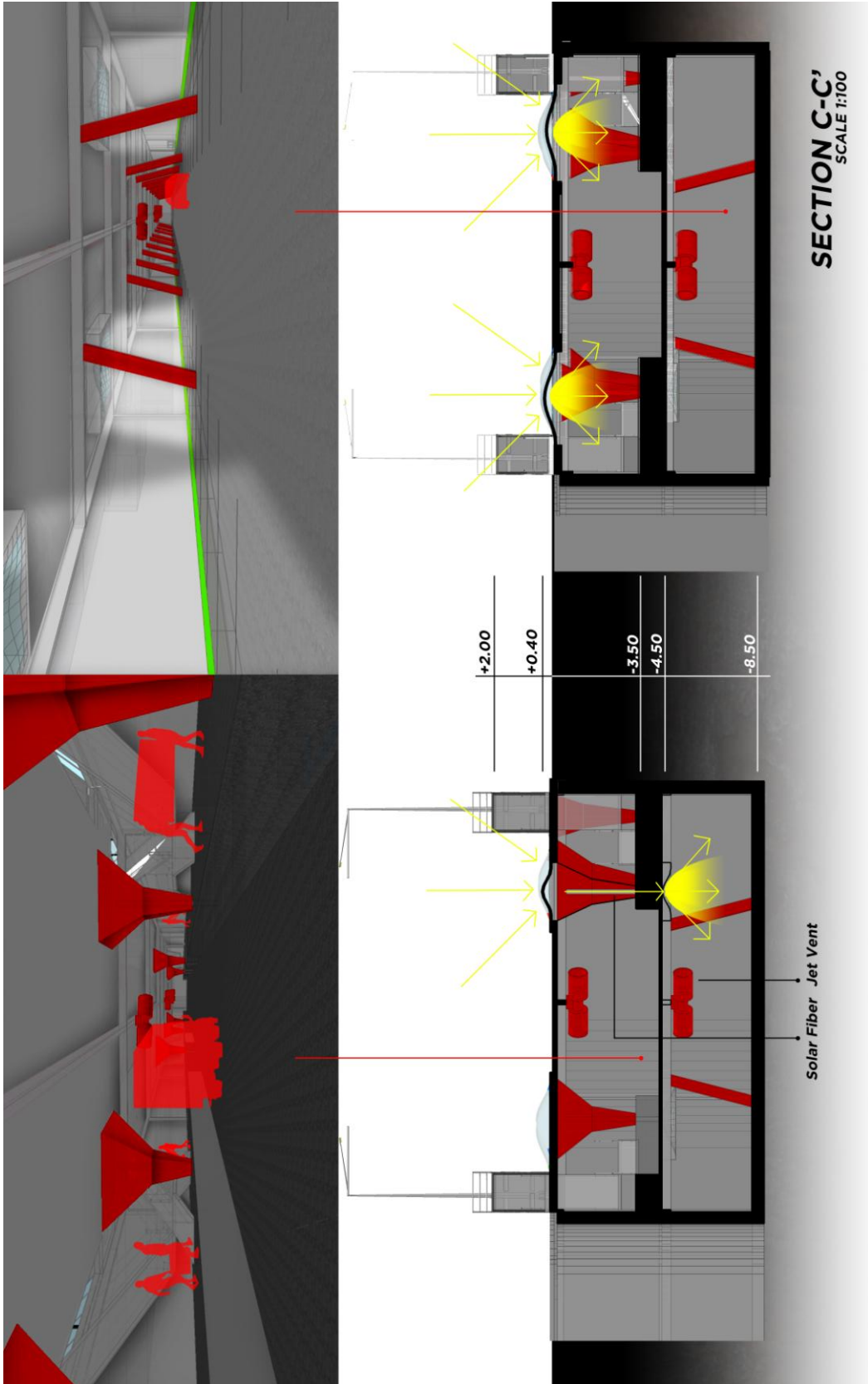


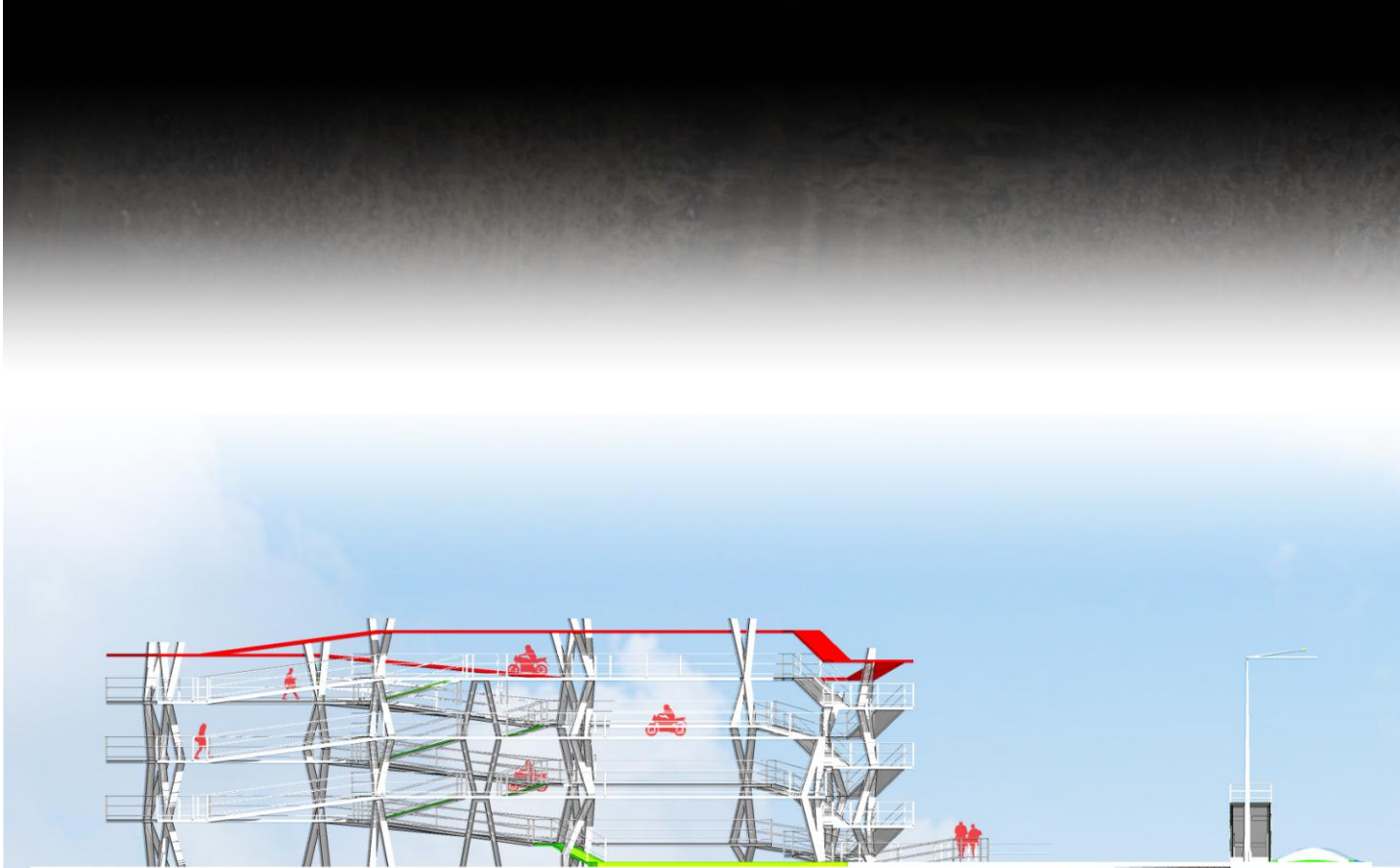
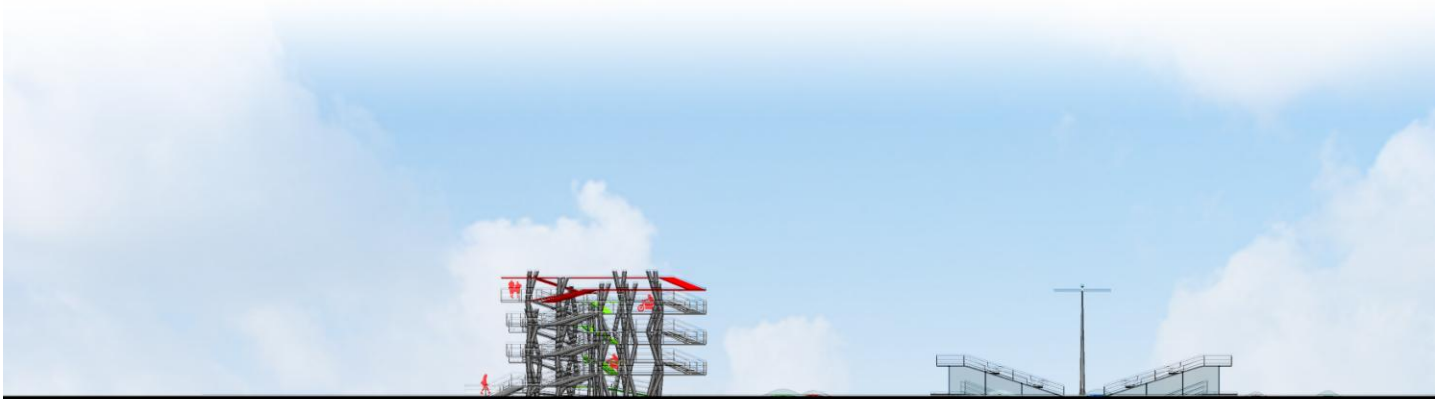
BASEMENT 2 FLOOR PLAN
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BASEMENT 1 FLOOR PLAN
SCALE 1:400

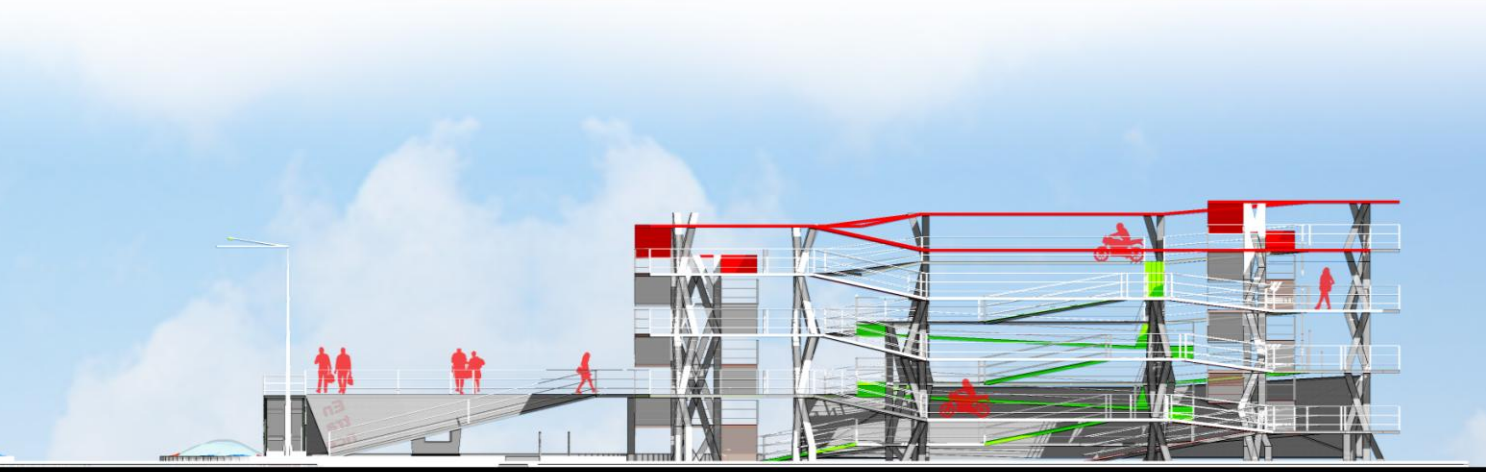
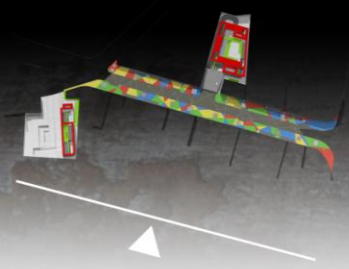




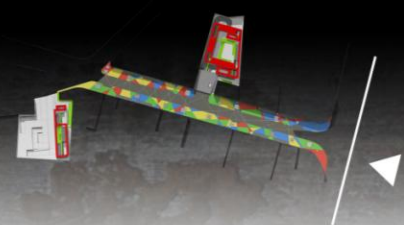




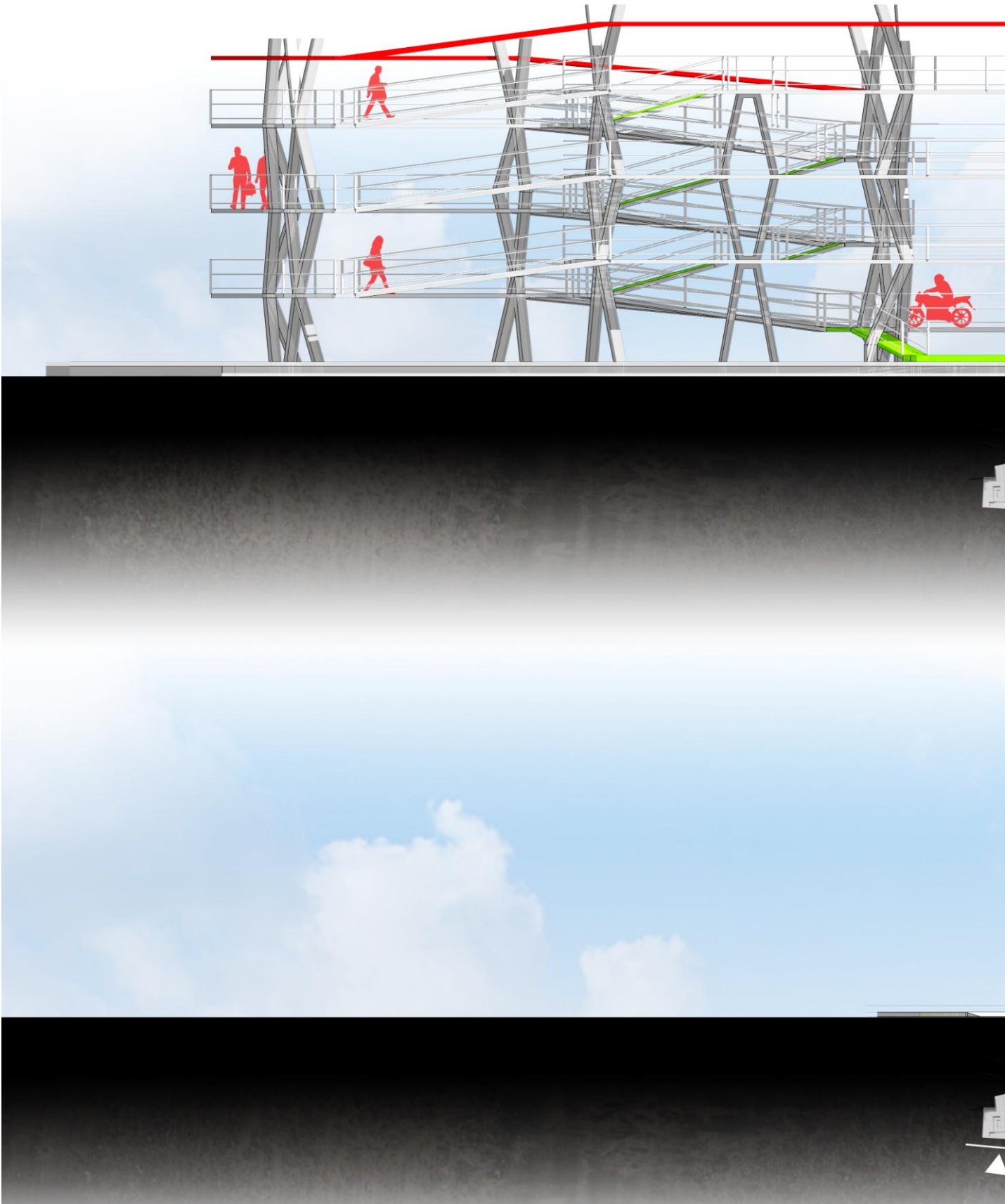
SOUTH ELEVATION
SCALE 1:400



EAST ELEVATION
SCALE 1:200

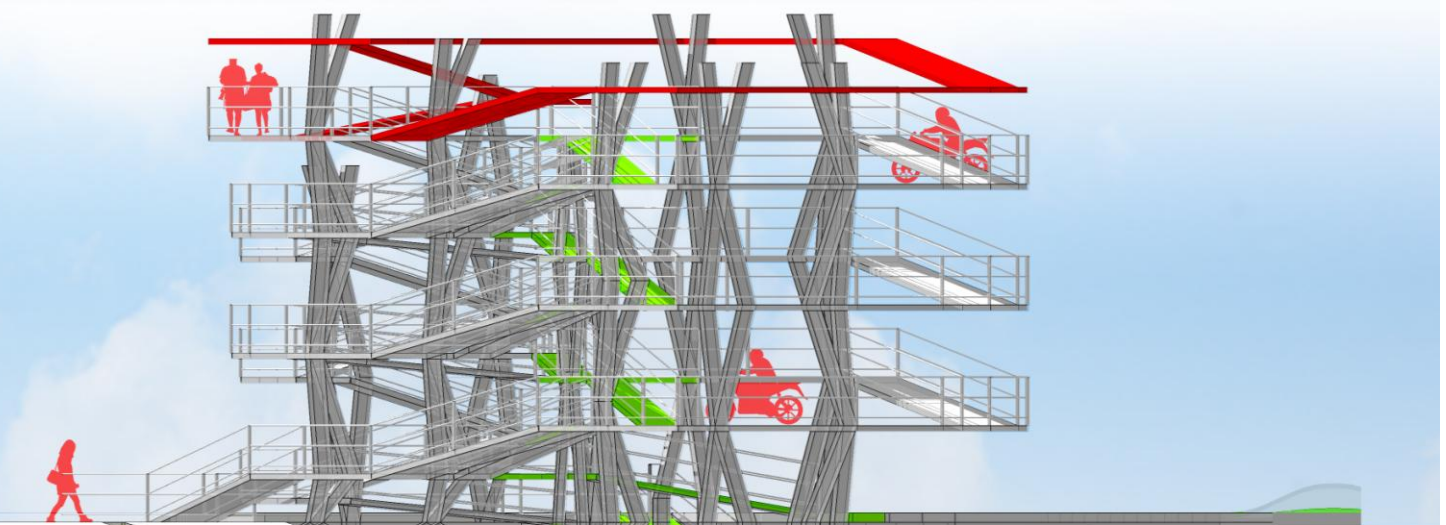
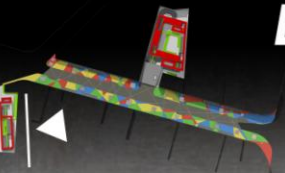


V





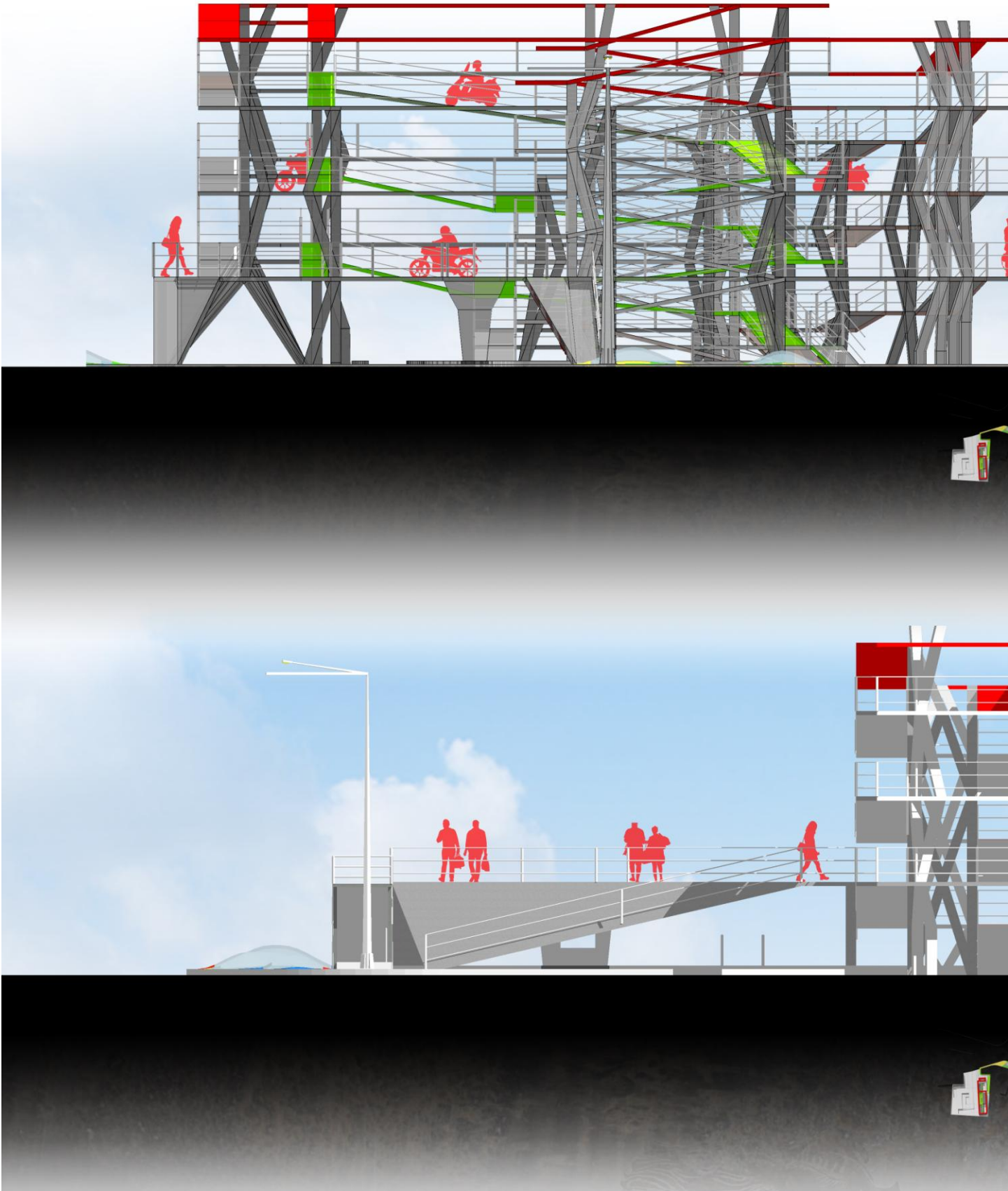
EAST ELEVATION PARKING LOT B
SCALE 1:100



SOUTH ELEVATION PARKING LOT B
SCALE 1:200

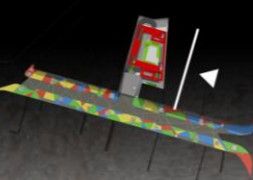
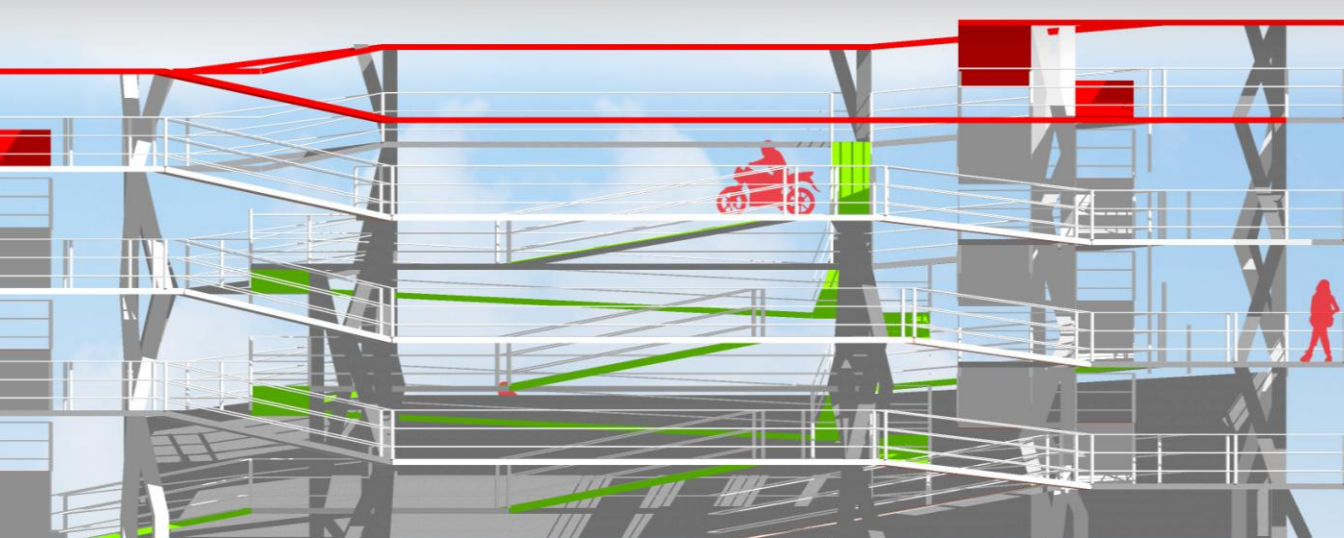


V

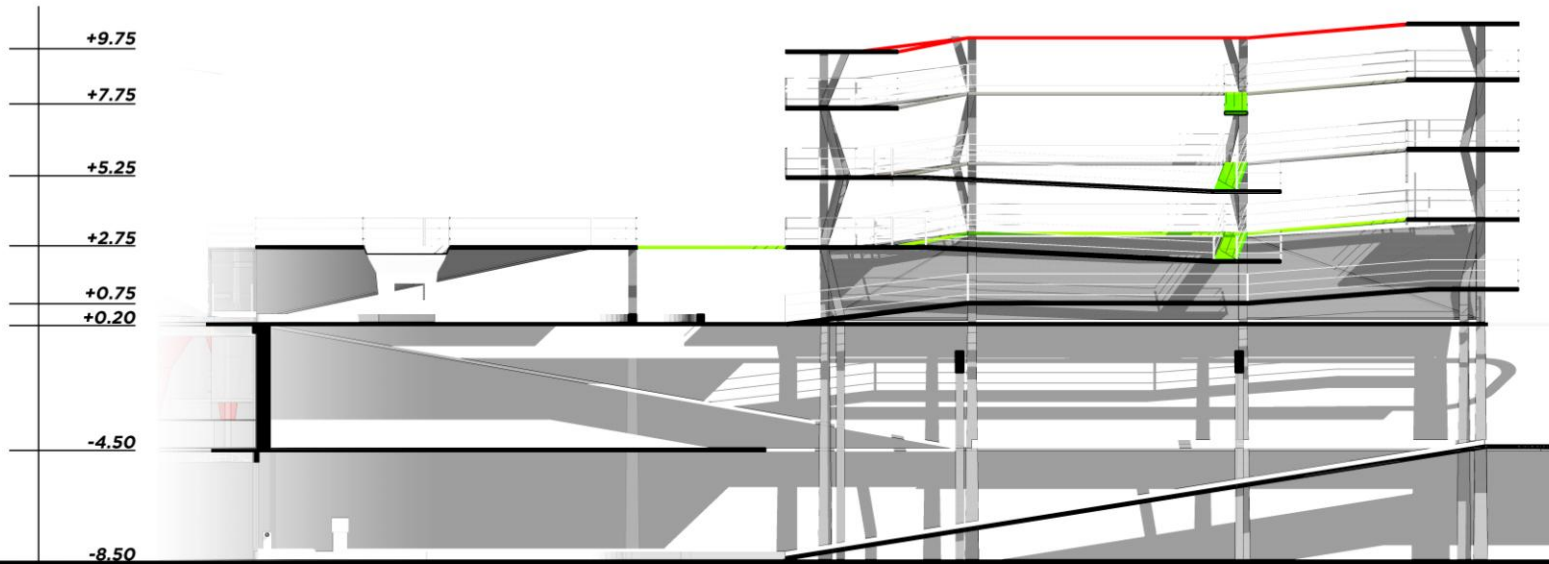




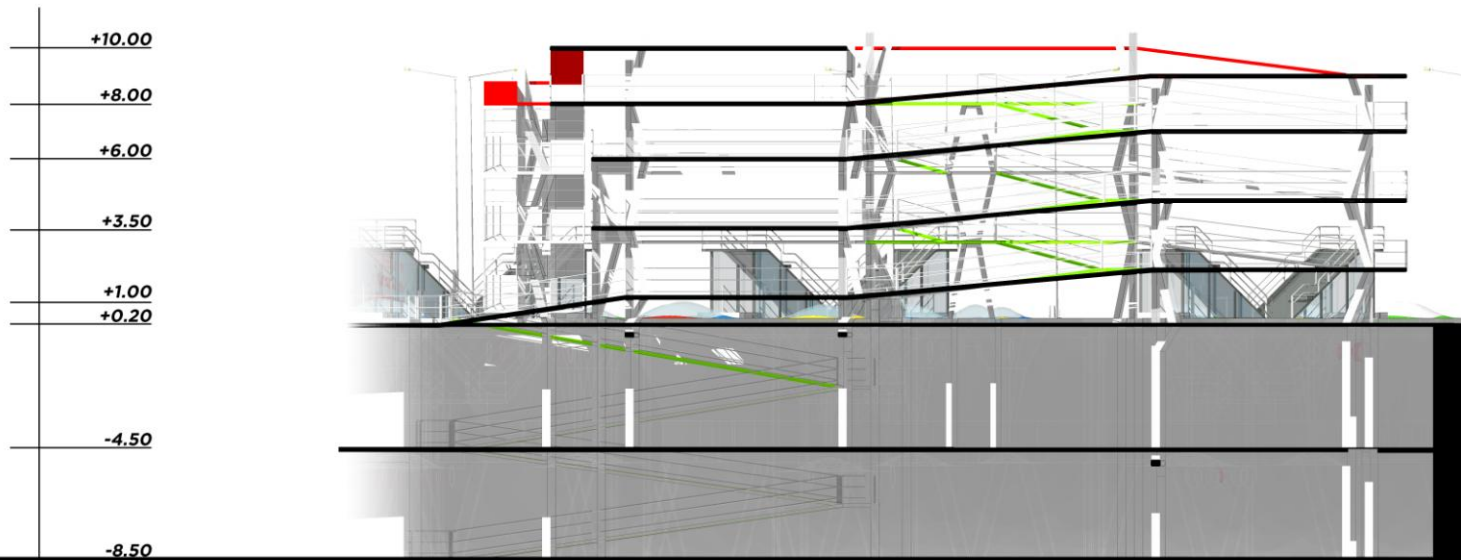
SOUTH ELEVATION PARKING LOT A
SCALE 1:100



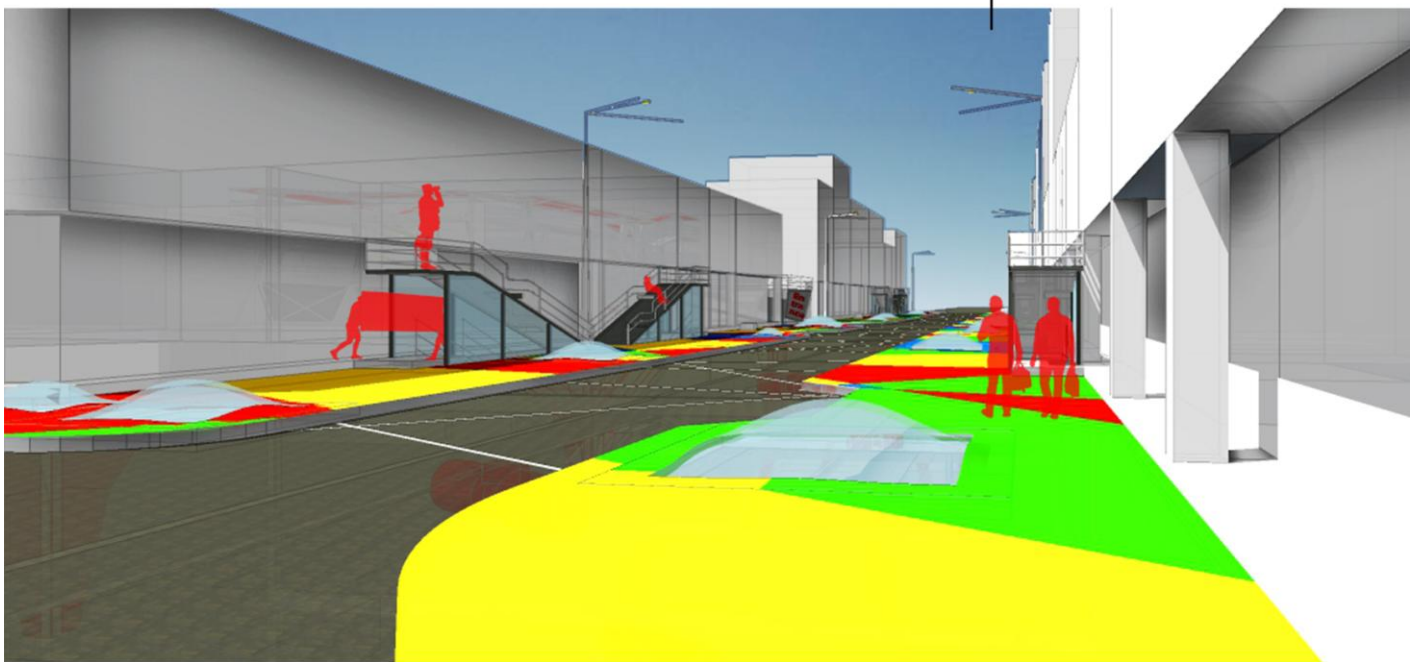
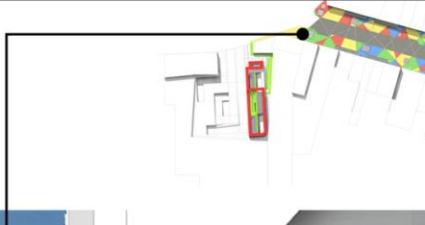
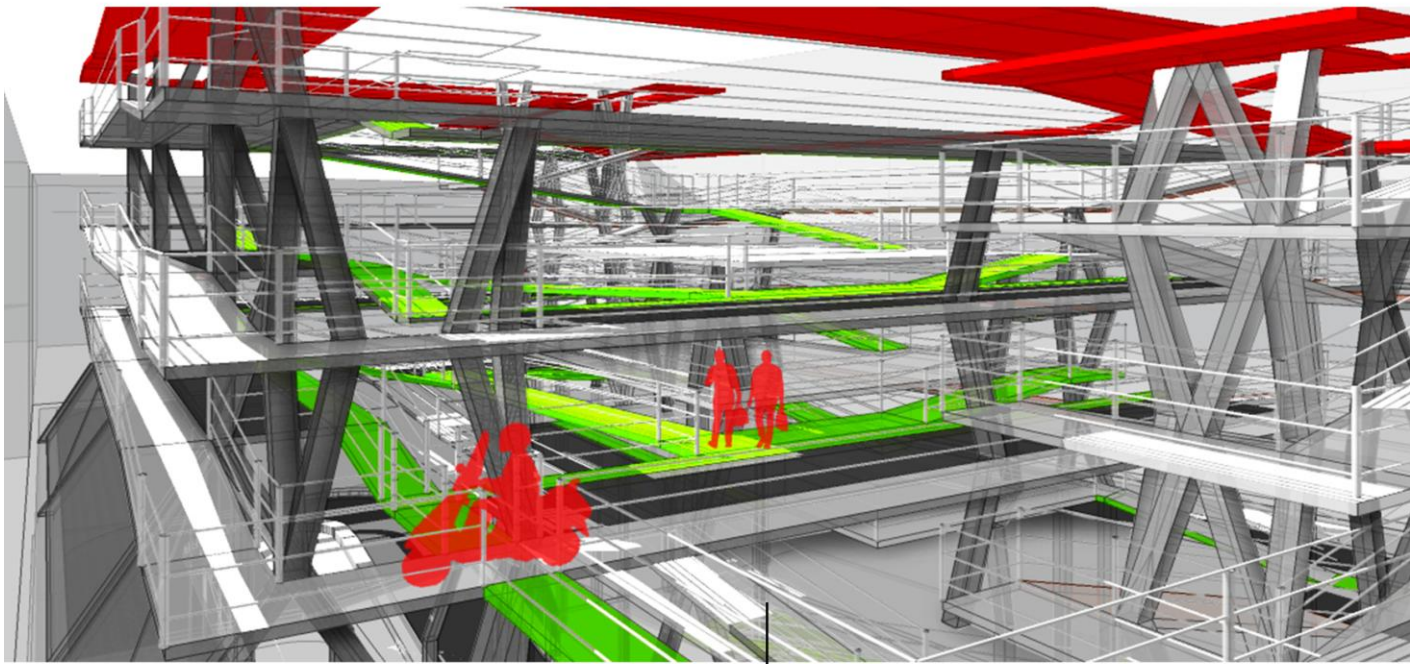
EAST ELEVATION PARKING LOT A
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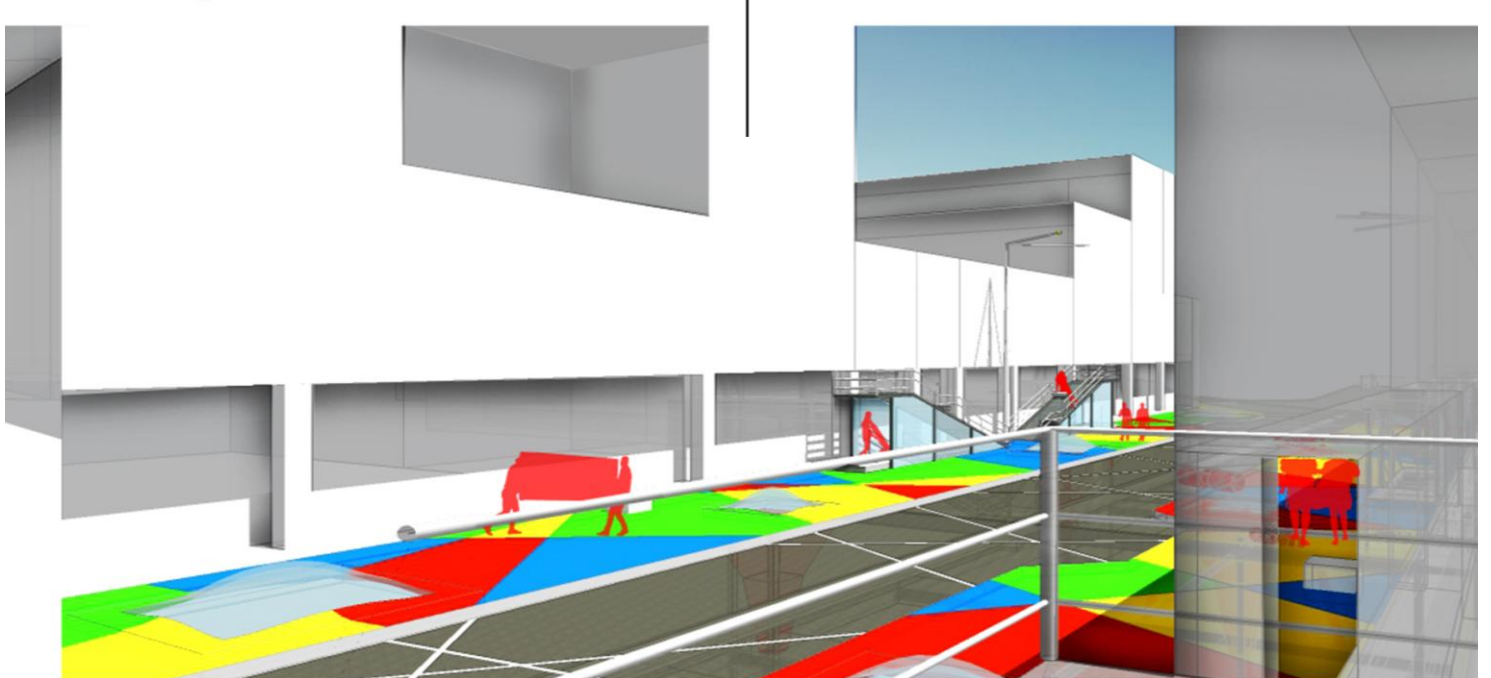
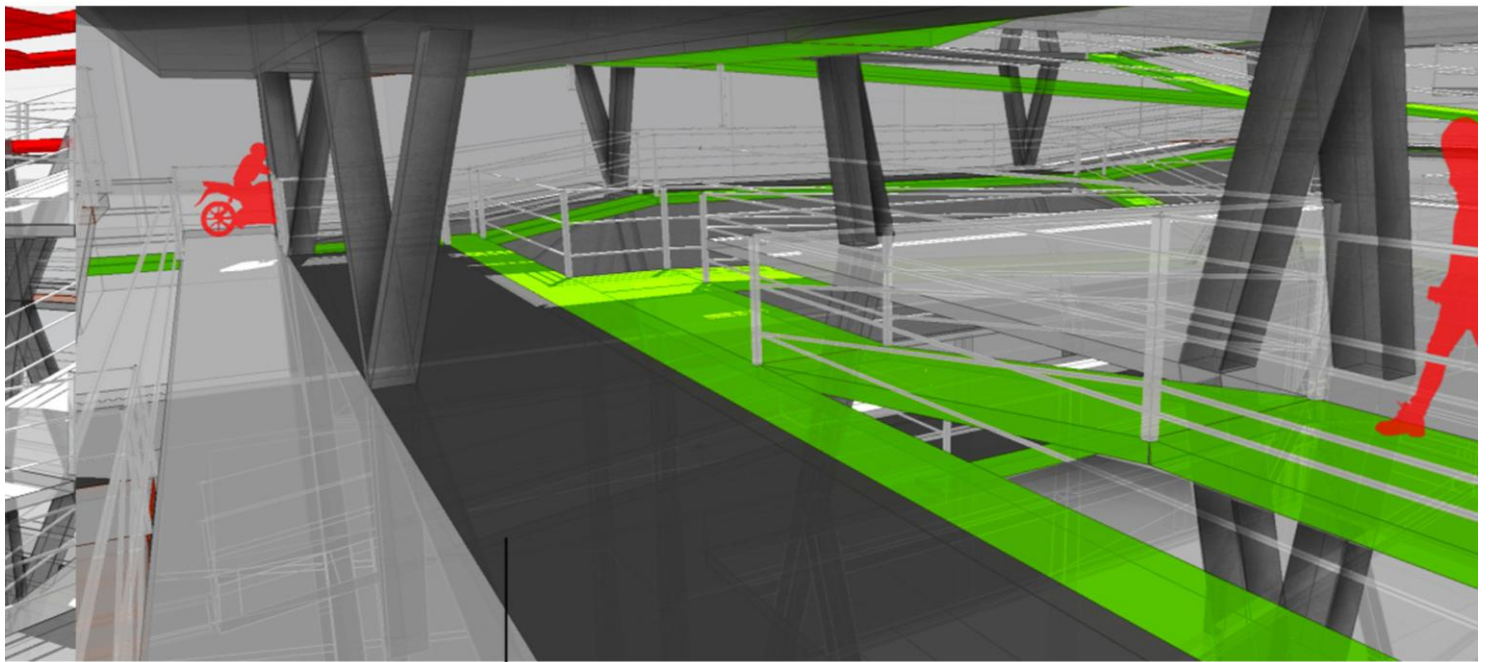


SECTION B-B'
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SECTION D-D'
SCALE 1:100





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