

## THE CHARACTERISTIC OF CORRIDOR STREET SPACE CASE STUDY: THE CORRIDOR OF JALAN VETERAN PENGKAL KLENTENG – JALAN SIMPANG ULIN

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### **Abstract**

*The street space is a part of urban public spaces. The various functions of street space in generally are as a mode of transporting space, as shared space for citizens and also as an architectural expression of spaces that contain the collective memory of its citizens. This research is focusing on the uniqueness of the street networks and canals in the city of Banjarmasin. Further, exploration of the combination of streets and canals is done to get the spatial characteristics.*

*The purpose of this research is to determine how and why the street spaces changed and what components have influenced the characteristics of the space in the city of Banjarmasin. This research uses an empirism paradigm with the case study method focusing on the corridor of Jalan Veteran. The analytical method used is to discover street spaces in both two (2) and three (3) dimensional perspectives. Simplification and categorization patterns conducted to reveal the main characteristics of the street spaces.*

*The findings of the study show that the formal and informal characters of each street space influence the growth rate of the buildings, the changing face of the region, and the shift of the old buildings into the new ones. Double canals are known as formal characteristic and single canals are known as informal ones. The chanal elements in the street spaces have a big influence to change the street spaces' characteristic.*

*Keywords: characteristic, street space, space transformation, canal*

### **INTRODUCTION**

There are numerous views related to the large and wide array of systems applicable on the expansion of urban development (Cluskey, 1979). One of the influential systems of the development indicators is city street network. According to Spreiregen (1965), cities in America and Europe had begun to rapidly establish since the era of Industrial Revolution which further influenced the automobile era. Automobiles era in the United States and Europe was generally oriented towards the development of new large street network which connected one city to another. Today, there are many cities that concetrare on the development of street network as a form of division as well as the backbone of the economy inherent in the space around the street. Some concepts such as MFPs (multi-function polis) which account for this phenomenon, namely, a condition in which the street becomes a reference of the city new urban space development (Djokomono, 2010).

Street space is perceived as a form of entity of the street network system. The presence of street network has a close relationship with the formation of street space. According to Ellis (1986) in Ikaputra (2009), street space is divided into two components, namely street wall and street space. These two components comprise an important role on the orientation system, the identity, and the sensation which affect the ratio between the two components. According to Rowe and Koetter (1986), when recollecting in the city, it is necessary

to support the urban space through a series of sequences. The sequence is an atmosphere of space in the city that has an impressive outlook and provides a series of sequences from one to another (Cullen, 1961; Rowe and Koetter, 1986).

The discussion about street and space in Indonesia should be derived from the colonial era. Based on history, many of the street networks were developed by the colonial government, i.e., the Dutch Colonial Government. In that era, many large streets were constructed for political interests and for the distribution of political powers as initiated by the Forced Labor Program (Daendels) between Anyer and Panarukan road construction in the north side of Java Island. In addition to political, distribution, and the advance of powers, the Dutch engineers were experts in terms of irrigation. It is widely manifested in the Dutch's fortress system that utilizes a network of canals for the needs of defense, transport, and irrigation. Some cities that were replicated this model were closely related to the development of street adjacent to the canal. The development of streets adjacent to canals can be traced back from several major cities in Indonesia such as Jakarta, Surabaya, Semarang, Palembang, Pontianak and Banjarmasin.

Banjarmasin city is one of the cities that has undergone the colonial phase which leaves a legacy behind in the form of street networks particularly in Pulau Tatas. Pulau Tatas area was the first territory of the Dutch Colonial Government in defeating the kingdom of Banjar. The year of 1860 was the time when the soil of Banjar was fully controlled and invaded by the Dutch Colonial Government which at the same time was the commencement of street networks in the city of Banjarmasin (Tichelman, 1931; David, 1997). The development of street networks by the Dutch Colonial Government in Banjarmasin retained its special characteristics such as

street networks which was adjacent to canals. Nevertheless, the construction of street networks in the city of Banjarmasin in the post-independence era pruned to the land networks without considering the water networks or canals or without considering the sustainability of remarkable plan of the previous authority. The development of road networks does not in line with the plan and the plot, instead it relies on the unplanned and tend to adjust to the aged plots as a matter of uncomplicated dispute resolution and redress exchange.

Based on the above discussion, the questions are generated as: How are the contents and the characteristics of street space developed in a city? Whereas, the purpose of the research can be described by answering the following two questions: How does the process of development of street space in the city of Banjarmasin? What are the factors that influenced the development of street space in the city of Banjarmasin?

## **LITERATURE**

Technically, road is a part of civil engineering discipline. The road from a social perspective has a different understanding of the elements of engineering. It serves as one place of activities for those who use the street as a space of social media in a city or in a village. According to Moughtin (2003) street is not only functioned as an access road, but it is also functioned as an arena of social expression in the urban space. Further, Davies (2000) explains that street space can also function as a social space or social places. Scientifically, city street can be interpreted as a linear network that lies among buildings (Rapoport, 1977). The road is also interpreted as a network that connects the activity in a space and time (Moudon, 1994). Linear road can be classified into two, namely: linearity and

point of arrival. According to NACTO (National Association of City Transportation Official), street space is the lifeblood of the community and economy of the people. Based on the typology of space, the street can be divided into three contexts, i.e.,: as binders of the commercial strip, as binders of the settlement residential boulevard with gardens, and as binders of business center in downtown area.

## METHODOLOGY

Empiricism paradigm emphasizes on the role of empirical evidence as the way to formulate knowledge. This study is a case study method. The case study method has a foundation of scientific social science developed from methods in qualitative research. Yin (1981) in Dooley (2002)

performed by using technique of matching pattern in parallel with the analysis of time series and concluding with a building explanation associated with the transformation patterns that prevail in research object. Research variables are the elements of street space associated with physical and non-physical contents. Based on the review of literature, there are six categories of physical variables and six categories of non-physical variables. The matrix of both types of variables is used as a basis in the field work procedures to consider the addition or subtraction of variables based on the research context.

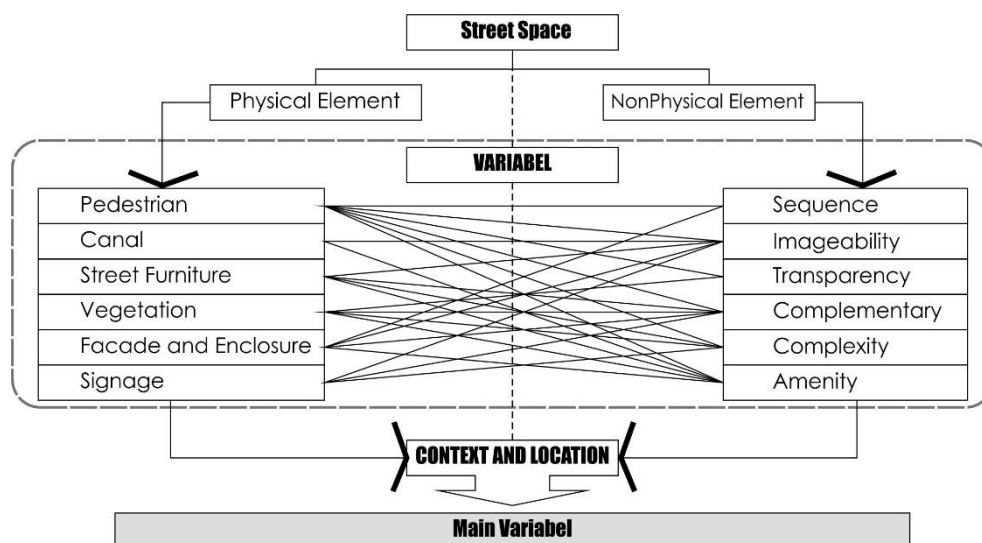


Figure 1. Depiction of Research Variabels

describes the types of data that can be used in the research process. Furthermore, Johansson (2002) states that case study has its own character as a unique case, has a complex unit, and has a temporary nature. Primary data was gathered through observation and interview. Whereas, secondary data was gathered through historical information and planning documents. The data analysis was

## STREET SPACE CHARACTERISTIC

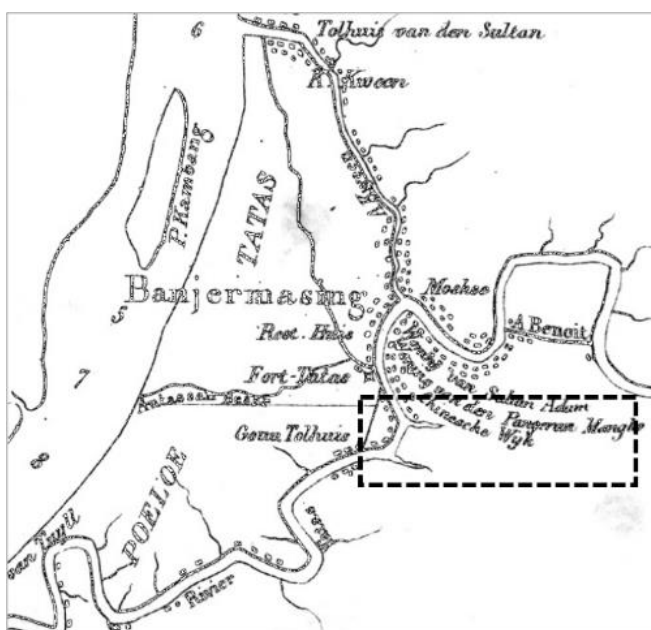
### 1. Street History

Jalan Veteran is one of the historic streets of Banjarmasin especially on its function as an interconnection between cities during the Dutch colonial era. Jalan Veteran or Jalan Martapura Lama as it used to be known as the name in the past, connected Banjarmasin City with Banjar Regency

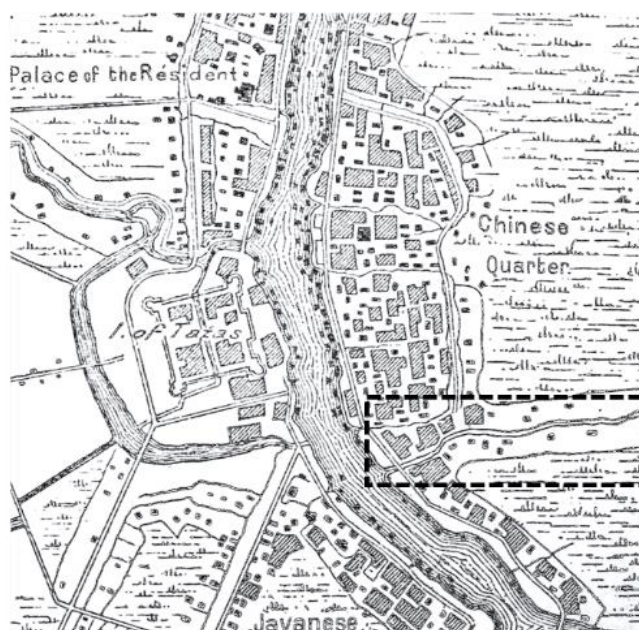
which is still existed until now. Jalan Veteran was built by the side of the canals by the Colonial Government as a shortcut to Banjar Regency and as the breaker path of ship activities which went through the territory of Banjar Kingdom. This canal was approximately built between 1845 and 1883 based on the KITLV map record. Besides being an important corridor in Banjarmasin City, Jalan Veteran is considered as an area of acculturation between Chinese and Local cultures.

Based on the historical record, in the

protected as heritage building in the city of Banjarmasin.



1845



1883

Figure 2. Map and Figure Illustrating Jalan Veteran and Canal at 1845 and 1883  
Source: modified from [www.media-kitlv.nl](http://www.media-kitlv.nl)

process of colonialism, the Colonial Government transported traders from mainland China and located them in the city of Banjarmasin to gather, settle, and dock by the ship. Up to the present time, this region is still immersed with the daily activities and religious rituals of Chinese descendants (Tionghoa). One of the identities of this area is Pagoda as a symbol which represents Chinese citizen's domination. Until now, the Pagoda is being

## 2. Street Ratio

Jalan Veteran's physical space is generally dense with shop houses on the north side of the street. Shop houses generally have diverse commercial functions such as restaurants, clothing stores, repair shops, boarding houses, offices, and warehouses. The highest level of buildings in the corridor is located on Summer Hotel with as many as seven floors, equivalent to the height of 28m. The dominance of the height of other buildings is 16m which is shophouses of four storeys. The width of the street in this corridor is varied from 7m to 12m as the narrowest between Klenteng Suci Nurani crossroad and the T-junction of Kampung Gedang. Today, the corridor of Jalan Veteran is one of the corridors with a predominance of medium and high commercial functions which generally

not become an important element in the life of the local community as its function tend to be overlapped with utility and parking. Canals that are on the south side of Jalan Veteran are currently undergoing significant changes, from full of buildings into clear from buildings. Street furnitures which are dominant along Jalan Veteran's corridor equipped with double utility functions such as street lighting. However, other types of street furnitures such as flower pots, chairs, shelter, trash-bin and other markers are unavailable. Vegetations which are generally in the form of roadside trees are very few in number, yet some common private tree properties are existed. Facade of the shophouse buildings along Jalan Veteran's corridor is dominated by 3-4 storeys buildings associated with signage in the form of wall sign and a free standing sign. Enclosure space along the



Figure 3. Scenery Condition of Jalan Veteran's Street Space

comprises building mass as shop houses and other types of commercial buildings.

The corridor of Jalan Veteran has undergone significant change in terms of space street from 2010 to 2016. This change was the removal of the building located on the banks of the canal of Jalan Veteran as a consequence of the canals normalization program in Banjarmasin. Other changes are the expansion plan of the banks of the canals into the public green open space and the riverbank park.

Based on the identification of physical and non-physical elements that exist in the corridor of Jalan Veteran, the following findings were obtained. Pedestrian does

corridor of Jalan Veteran generally has a ratio of 1: 3 to a ratio of 1: 6 with anomalous addition of canal width as determinant parameters ratio—of enclosure changes. Sequences and imageability along the corridor of Jalan Veteran do not have strong character but do share a relatively transparent space, which are determined by the facades of buildings, fences and the expansion of space in the courtyard of the building. The complexities of the space along the corridor of Jalan Veteran are determined by three components, i.e.,: billboards/signages, street vendors and building facades. The amenities in this corridor are located in the area of the pagoda (Klenteng Suci Nurani) which is

perceived by the people as the identity of Chinatown neighborhood.

### 3. Street Typologies

In general, Jalan Veteran possesses a commercial function as a common typology. The uniqueness of this corridor lies on the fact that it has a China Town and has a historical street in Banjarmasin City. Based on typology of the canal, this corridor has various ranges of width, which can be described in terms of narrowing on the down-stream of the canal and varying widths on each segment of the canal. The area of Jalan Veteran covers of approximately 26.48 ha. The length is

of the canal. The construction of the bridge represents the effort of privatizing the public space of the canal in that the local government takes much part in regulating the development current condition.



Figure 4. Image of Jalan Veteran's Street Space

roughly 3,531 m along Veteran River to the confluence of Veteran and Martapura River around the intersection of Jl. Merdeka and Jl. P. Tendean up to the confluence of Veteran and Martapura River on the Lulut Ujung River. Based on the varied width of the canal, the varied bridge was built on top

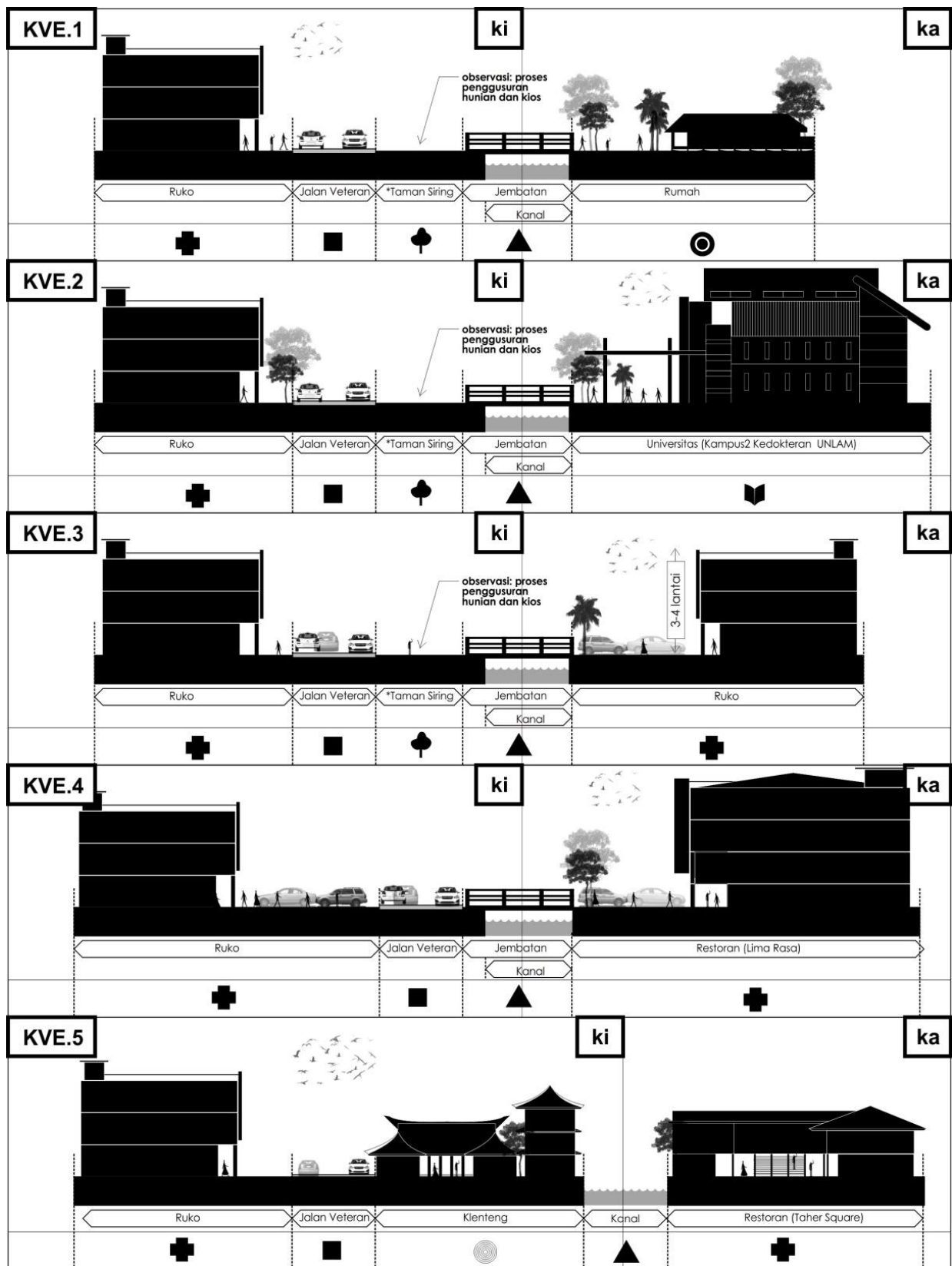


Figure 5. Image Typology of Jalan Veteran's Street Space

## FINDING AND RESULT

The enclosure or the D/H ratio obtained along the corridor of Jalan Veteran in general possess its uniqueness compared to normative principles of the enclosure. The average ratio condition of enclosure is from 1:3 up to 1:6. It is slightly different because both sides of the street are imbalanced. This condition can be accepted because the dominance of high-rise buildings enclosed to the street are located on the north side of the street. Whereas, the low-rise buildings (one floor) are located on the south side of the street. Further, the difference in this ratio is coupled with the content of the canal located on the south side of Jalan Veteran

causing the scale of corner street space set wider.

Based on the analysis of the enclosure level of street corridor space along Jalan Veteran, it is stated that the canal and its width can be recognized as an additional parameter in determining the ratio of street space. In terms of content variable, the findings show that the street space enclosure at Jalan Veteran provides an unequal ratios in that the space measurement system should be done separately in order to achieve the exact ratios. This calculation can be done by using D/H, in this case, the north and the south undergoes separate calculation then each of the results are added to seek the actual ratio.

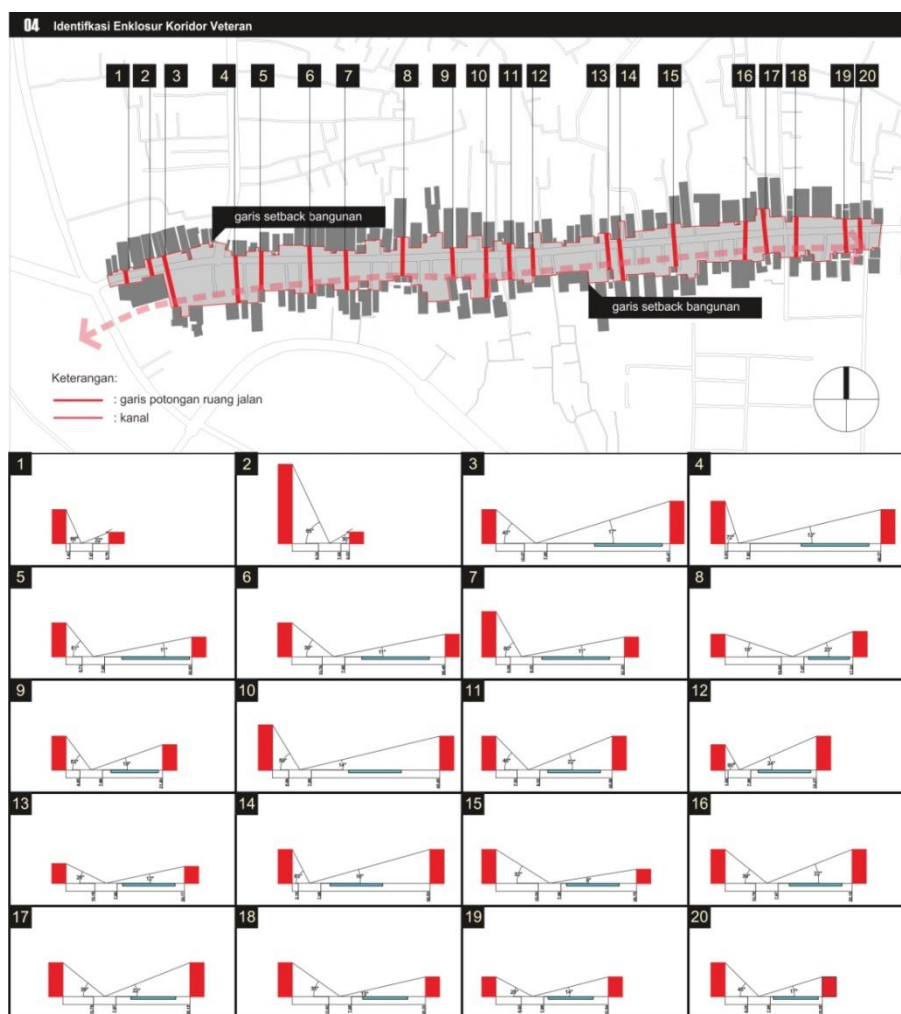


Figure 6. Results of Analysis of Jalan Veteran's Street Space Characteristic



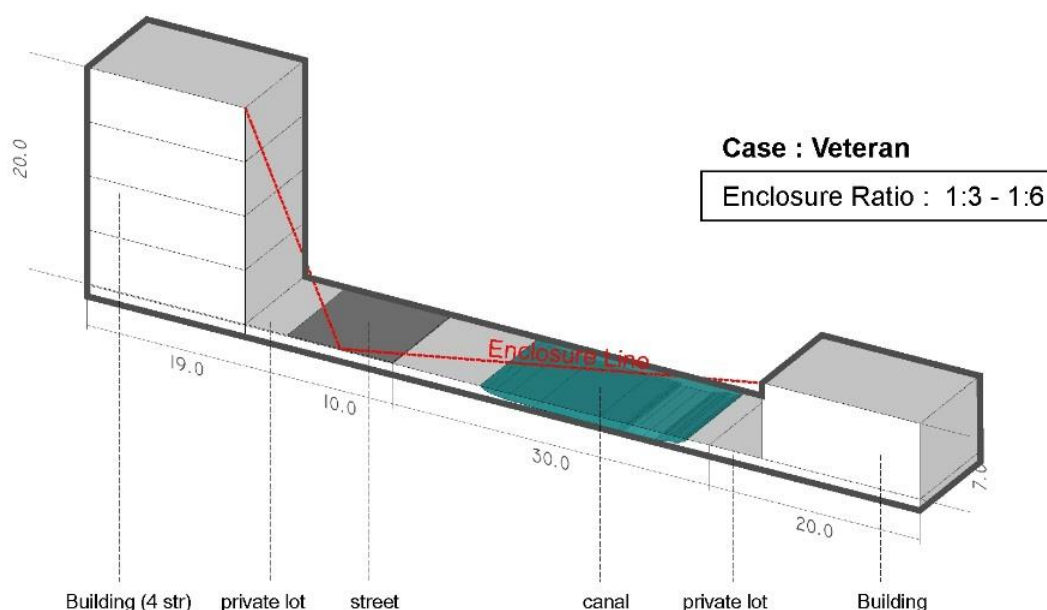


Figure 7. Image of Analysis of Jalan Veteran's Street Space Characteristic

## CONCLUSION

Based on the results of the analysis, it can be concluded that the characteristics of street space in the city of Banjarmasin comprise its uniqueness and specialty in terms of physical and non-physical aspects. Canal represents the physical aspect which can be used to derive additional indicator in determining the physical quality of the street space. Further, based on the nature of the canal, physical aspects are diverged into two, i.e., single canal tends to be non-formal and double canal tends to be formal. The transparency of land lots transform into non-physical aspects that can become additional indicators in explaining the city's street space characteristics. These conditions are considered to be well-founded on other streets with similar characteristics, in particular to those of Dutch colonial legacy in the city of Banjarmasin

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