

IMPROVING PUBLIC SPACE THROUGH PLACEMAKING ELEMENTS IN LEMPUYANGAN STREET

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ABSTRACT: *Public space is a result of people's need that translates into space. This act is called placemaking, and it will have imperfection since many spaces are limited and need further improvement to properly work as wanted. This research will find how placemaking affects public space on Lempuyangan Street through analyzing elements of placemaking, and how these elements can be assessed to improve the quality of it. Descriptive and quantitative methods were used to perform this study, by examining Lempuyangan Street based on the aspects of placemaking and activities that took place, then the data was scored to find an absolute score to determine what things to improve. It is known that Lempuyangan street can be improved better as a public space, by changing and improving several things, namely convenience, attractiveness, and safety.*

Key words: lempuyangan street, placemaking elements, public space improvement

INTRODUCTION

1.1 Background

Cities are usually present with spaces that can be used by the public, usually called public space. Public space takes many dimensional forms, including parks, streets, sidewalks, playgrounds, marketplaces, and edge of space (UN-Habitat, 2018). Moreover, if a place wants to be fully recognized as public space, it must be completely free of charge and without a profit motivation. (The Charter of Public Space).

This study took place in Lempuyangan Street. It is located in the middle of Yogyakarta as the main street to access Lempuyangan Train Station. Lempuyangan street has a length of 554 m with a width around 8 meters without sidewalks. The street is connected between Tukangan street and Sutomo Street. It was once a two-way street, but as of 1st March of 2016 it became a one-way street to lessen road load and avoid traffic density. The street offers commerce related to the needs of people that might or might not use the train station, such as food, vehicle rental, souvenirs, and even facilities such as toilets.

One of the qualities of public space is to have a fully functional sidewalk for pedestrians. Many of the stalls take up space of the sidewalk completely, so that it cannot be used maximally. People that want to stop by also park their vehicles on the street, which takes up more space and further pushes pedestrians to the center of the street, which might increase danger from passing vehicles. Another quality of public space is the ability to involve diverse social activities, such as talking, playing, workout, and more, outside of the transactional activities. Lempuyangan street is still unable to create those kinds of places, and it is more of a transit where people just go by.

Lempuyangan street has the potential to become a better public space. It functions as the main street for Lempuyangan Train Station, which is one of the main train stations in Yogya and has been planned for direct access to New Yogyakarta International Airport, thus many people right now go by this street and surely there will be more in the future, opening possibilities for diverse social activities and people that just enjoying their free time roaming around. Jayoung (2017) explained that public spaces are able to improve further by using placemaking practices which emphasize the social and cultural importance of lively

neighborhoods, inviting public spaces and attention to the activities taking place in the public spaces.

Mark A. Wyckoff (2014) defined placemaking as a process of creating quality places that people want to live, work, play and learn in, requiring engaging and empowering people to participate in the process. He then continued to explain that there are many that can be considered as a place, such as a parking lot, main street, or a residential subdivision. What makes placemaking different is that the concern lies within places that people care and want to be in. These places are active and visually attractive. It also has to fulfill certain measurements such as safe, walkable and comfortable. Sociability, uses and activities, comfort and image, and access and connectivity are the four fundamental components of placemaking (PPS, 2018).

This study will find how placemaking influences public space in Lempuyangan street. What are the placemaking elements that exist, and how are these elements can be evaluated to better determine the quality of public space.

1.2 Research Question

1. What are the placemaking elements that exist in Lempuyangan street?
2. How can these elements be evaluated to determine the quality of public space in Lempuyangan street?

1.3 Research Objective

1. To understand placemaking elements that exist in Lempuyangan street.
2. To be able to determine public space quality through placemaking elements that have been evaluated, and find ways of improving public space in Lempuyangan street by assessing the placemaking elements.

THEORITICAL REVIEW

a. Public Space

Public space means space that is available for the public to use. It provides places where our emotional, social and physical needs can be fulfilled (Bejaq, B., 2016). People can go there no matter what their ethnicity, age, ideologies or gender. Streets and even sidewalks are also considered as a public space since it can be used by everyone. Public space is meant as a place to unwind, enjoy the surroundings with friends or family, and even to find inspiration.

Urban Design Guidelines for Victoria (2016) pointed out principles of public spaces, such as :

1. Convenient
2. Attractive and vibrant
3. Establish and support activity at the edges of public spaces
4. Safety and amenity
5. Comfortable and enjoyable
6. Support a strong sense of place and local character
7. Well used and maintained

Public space provides features or elements that should exist in a place, while placemaking learns how to develop an existing public space to be more lively and can be used maximally by the users depending on their needs and vision.

b. Placemaking

According to Gustafson (2001), 'place' is a particular space which the users gave meanings and values, and are important to people's lives. This makes each space have a certain uniqueness. 'Making' means producing something, creating something. Thus, 'placemaking' means a place that is created by the users or the community based on their individual values combined together. Placemaking involves communities, and it depends on the activities in it.

There are four important elements of placemaking according to "The Place Diagram" by Project for Public Space (2018) :

1. Sociability
2. Uses and Activities
3. Comfort and Image
4. Access and Linkage

METHOD

3.1 Research Method

This research was conducted using two analytical methods, namely descriptive and quantitative methods. Descriptive method is used to answer existing problems based on data, with the analysis process of presenting, analyzing and interpreting (Narbuko & Ahmadi, 2015). It is meant to investigate a condition, situation, or other event, then the results will be presented in a form of research report (Arikunto, 2019). Quantitative research is a process to find knowledge that uses data in the form of numbers as a tool to analyze the information that we want to know (Kasiram, 2008).

In this study, the researcher observed Lempuyangan street based on the elements of placemaking and activities that occurred. The data obtained then analyzed with scoring and then measured with absolute score. This score will then be used to conclude what and how to improve according to the research's objective.

3.2 Data Collection

The researcher used primary and secondary data. Primary data were collected from observation and survey methods, by arriving at the research location and taking data in form of notes and photographs. The secondary data was collected from various sources from the internet, such as research papers, publications, documents or data from official websites.

3.3 Location and Sample

The location for this research is in Yogyakarta. The sample location was chosen at Lempuyangan street, Bausasaran, Danurejan district. It is located right in front of Lempuyangan Train Station. According to Bishop (1989), commercial corridor means a complex of office buildings and trade service centers that are formed along a corridor, located towards urban centers, and are accompanied by dense activity conditions. Thus, it is considered as a public space under the category of commercial corridor.



Image 1 Lempuyangan street satellite view
(Source: Google Earth, 2021)

3.4 Scope

The indicators that were used in this research are following the *elements of placemaking* based on Project for Public Spaces (2018) :

1. Sociability

Sociability connects to behavior in a room and there are a diversity of functions in the street space other than the main function which is the commercial activities. This point is considered the most difficult to achieve since it is the most important quality of a place to achieve (PPS, 2018).

- a. People grouping
- b. People gathering
- c. Activities happening

2. Uses and activities

Having something to do gives people a reason to come and return to a place. A place needs to have something interesting.

- a. Diversity in age (young, teen, adult, old; woman and men)

3. Comfort and Image

A sense of comfort came from perceptions about safety, cleanliness and the availability of places to sit freely. It also connects to the visual and physical appeal of the place.

- a. Public facilities (ex. trash bin, wash basin, seating area, shelter)
- b. Signage
- c. Vegetation
- d. Cleanliness
- e. Safety (ex. cctv, security personnel)
- f. Lighting/illumination

4. Access and Linkage

These elements are used to identify whether a place is easy to access physically, spatially and visually. Space will become a place if it has access to many types of vehicles, places to rest connected with sidewalks and streets, and transit for vehicles (PPS, 2018)

- a. Accessibility for walking (ex. appropriate sidewalk)
- b. Accessibility for vehicle (private and public)
- c. Accessibility for disabled (ex. ramp, road surface, markings)

3.5 Placemaking Scoring

Scoring used in this research is adapted from scoring in the *Public Space Quality Index*. PSQI used to evaluate dimensions of quality by averaging feedback received from a survey, assigning weightages and calculating the performance scores (Mehta (2014), Praliya & Garg (2019)). In this research, researchers evaluate the quality of Lempuyangan street by observation and literature study. There are 4 main categories as Dimensions of Quality, which are Sociability, Uses and Activities, Comfort and Image, Access and Linkage. Below these dimensions of quality, are parameters to reach those qualities, named quality attributes. Scoring criteria using rating scale ranging from 0 to 3.

1. Public Space Quality Index (PSQI)

Public Space Index proposed by Mehta (2014) utilized with data to assess quality of public space from observation. It is used to calculate rating for each of quality attributes (R_d); assigning weightages to quality attributes (W_d); calculating attribute score (S_d); dimension score (D_i) and; overall performance score of public space (P_p) (Praliya & Garg, 2019).

2. Weighting

Weighting of placemaking variables considered based on its significance in contributing to some dimension of public space determined by literature and observation. Each dimension has a total weighting of 10, leading to a maximum score of 30 for each dimension. Thus, public space can have a maximum score of 150, then the score is converted to percentage (Mehta, 2014).

3. Evaluation

This evaluation was done by observation and literature study as what have been mentioned on earlier points. Here are the explanation on how to conduct evaluation based from (Praliya & Garg, 2019)

- Rating (R) for each attribute, comes from the researcher's observation.
- Rating (R) then multiplied by weightages (W_d) to calculate attribute scores (S_d).
 - Attribute Score (S_d) = $W_d \times R$
 d = total number of attributes
 R = rating for attributes
 W_d = weightaged for attributes
- Attribute score (S_d) then added up to get overall performance score for a particular dimension.
 - Dimension Score for each dimensions (D_i) = $S_1 + S_2 + \dots + S_d$
 i = total number of dimensions
- Scores for all dimensions are calculated for overall performance
 - Overall performance of space (P_p) = $[(D_1 + D_2 + \dots + D_i) / i]$
 D_i = dimension score for each dimensions

4. Application

Below is the table of PSQI based on Praliya & Garg (2019).

Table 1 Quality performance evaluation based on PSQI

Performance evaluation on Eight Dimensions of Quality using PSQI

Swarnajayanti Park						
Dimensions of Quality	Attributes for Dimension	Weightage (W_i)	Average Rating by users ($R_d = \frac{U_1 + U_2 + \dots + U_n}{n}$)	Attribute Score ($S_i = W_i \times R_i$)	Dimension Score [$D_i = S_1 + S_2 + \dots + S_n$]	Dimension score out of 100
Accessible and Linked (D_1)	Visibility from far away	W_1	R_1	S_1	$S_1 + S_2 + S_3 + S_4 + S_5 + S_6 = D_1$	$D_1 \times 100/50 = PD_1\%$
	Visibility from nearby	W_2	R_2	S_2		
	Accessibility on foot	W_3	R_3	S_3		
	Accessibility by private vehicle	W_4	R_4	S_4		
	Accessibility by public transport	W_5	R_5	S_5		
	Ease of movement	W_6	R_6	S_6		
Maintenance D_1						$PD_1\%$
Attractiveness and Appeal D_2						$PD_2\%$
Comfort D_3						$PD_3\%$
Inclusiveness D_4						$PD_4\%$
Activities and uses D_5						$PD_5\%$
Purposefulness D_6						$PD_6\%$
Safety and Security D_7						$PD_7\%$
Overall performance of park [$P_p = (D_1 + D_2 + \dots + D_7) / 7$]						P_p

(Source: Praliya & Garg, 2019)

The dimension score is weighted out of 100, and will be categorized in the final score as A (90-100), B (80-89), C (70-79), D (60-69) or F (0-59).

- A final score : needed little to no suggestions or change, because it already fulfills the principles for public space.
- B final score : needed improvement from the existing principles of public space.
- C final score : needed more improvement or change because there are existing needs for public space but cannot be used maximally.
- D final score : needed change so the principles can be used by the public.
- F final score : the principles of public space are not found, thus needed to be added and improved.

Table 2 Quality performance evaluation based on PSQI

Elements of Placemaking	Variables	Weighting	Scoring criteria
Sociability	1. Presence of gathering	3.0	0 = less than 2 people 1 = people of 2-4 (low) 2 = people of 5-10 (medium) 3 = more than 10 people in 1 spot (high)*
	2. Grouping	2.5	0 = none 1 = 1-5 groups of people (low) 2 = 5-10 groups of people (medium) 3 = more than 10 groups of people (high)*

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	3. Presence of activities	4.5	0 = only commercial activities 1 = sitting, strolling, talking, grouping, came to eat 2 = doing exercise like running on designated space, seating on public seating spaces to seat without the needs of buying things, walking on pedestrian walkways 3 = cycling, hangout to see the sceneries or getting fresh air
		10	30 (max)
Uses and Activities	1. Presence of people in diverse age	1.5	0 = very limited 1 = low 2 = medium 3 = high
	2. Presence of people in dfferent gender	1.5	0 = very limited 1 = low 2 = medium 3 = high
	3. Things that make people want to come back	3.0	0 = commercial activities such as motorcycle rental and souvenir shops 1 = previous point + food stalls, accessibility from main city preferably public vehicles 2 = previous points + public seating spaces, shades, cycling track, monument or art work public display 3 = previous points + vehicle free walkways, free parking, garden, scenery, accessibility for disabled
	4. Availability of food stalls	2.0	0 = one or less stalls 1 = two to four stalls 2 = four to six stalls 3 = more than six stalls**
	5. Business variety	2.0	0 = the same business 1 = 2-3 different businesses 2 = 4-6 different businesses 3 = more than 6 different businesses
		10	30 (max)
Comfort and Image	1. Presence of trash bins	1.0	0 = none 1 = one to two 2 = two to three 3 = more than three*
	2. Presence of wash basin	1.0	0 = none 1 = one to two 2 = two to three 3 = more than three*
	3. Presence of public seating spaces	1.0	0 = none 1 = one to two benches 2 = two to three benches 3 = more than three benches*
	4. Seating by businesses	1.0	0 = none 1 = 1-3 benches / 1-5 chairs 2 = 3-6 benches / 6-10 chairs

			3 = >6 benches / >10 chairs*
	5. Public Signage	1.0	3 = availability of clear and readable signage 2 = availability of several signage 1 = availability of few signage 0 = none
	6. Presence of surveillance cameras, security	1.0	3 = > 3 camera/security 2 = ≥ 2 camera/security 1 = ≤ 1 camera/security 0 = none**
	7. Presence of lighting or illumination at night	1.0	0 = bad visibility 1 = poor visibility 2 = moderate visibility 3 = good visibility*
	8. Cleanliness	1.0	3 = no trash, clean 2 = very little trash 1 = moderate trash 0 = very high trash***
	9. Presence of parking space for businesses	1.0	3 = public parking space 2 = dedicated parking space 1 = private parking space 0 = parking on street
	10. Presence of vegetations and shade	1.0	3 = >6 trees with wide canopies 2 = 3-6 trees with wide canopies 1 = 1-3 trees with wide canopies 0 = none*
		10	30 (max)
Access and Linkage	1. Accessibility for walking	4.0	3 = people can walk on sidewalk freely 2 = people can walk moderately on sidewalk 1 = people cannot walk on the sidewalk 0 = no space dedicated for pedestrian
	2. Accessibility for vehicle	3.0	0 = no access for vehicle 1 = access for small vehicle 2 = access for small and big private vehicles 3 = access for private and public vehicles
	3. Accessibility for disabled	3.0	3 = dedicated pathway for disabled (ramp, etc) and it is taken care of 2 = dedicated pathway but not well taken care of 1 = dedicated pathway but not taken care of 0 = no dedicated pathway
		10	30 (max)
NB : * per 40m ** per 90m *** per 60m			
Criteria used for measuring scores are through observation. (Source: Author, 2021)			

RESULT AND DISCUSSION

4.1 Space Division

Researchers will use a length of approximately 360m from the entirety of the street which is around 552m. The starting point started from after the three-way junction up to before the equipment detachment military building (*Denpal IV/2 YKA*).



Image 2 Observed area on Lempuyangan street
(Source: Google Maps, 2021)



Image 3 Building types on Lempuyangan street
(Source: Author, 2022)

4.2 Observation Time

Researcher's observe the place from noon at around 11.00 to 13.00 p.m., to afternoon at around 14.00 to 16.00, twice a week on tuesday and friday.

4.3 Observation and Result

Four placemaking elements according to "The Place Diagram" by Project for Public Space (2018) in Lempuyangan street:

a. Sociability

For 3 weeks observation on the train station entrance and exit, at non-peak hours around 11 am-12 pm, there are an average of 236 people in 1 hour observation, with around 43 groups of 2 to 3 people. At peak hours, around 3-4 pm, there are an average of 624 people in 1 hour observation, with around 81 groups of 2 to 3 people. Observation at non-peak hours was done on the entirety of the street. There are an average of 203 people in 1 hour observation, with around 60 people in groups of 2 to 3 people. Distribution of grouping on both hours can be seen on Image 4 and 5. Presence of activities was dominated by commercial activities, such as trading goods and services, eating, walking, sitting and talking.



Image 4 Distribution of people on non-peak hours
(Source: Author, 2022)



Image 5 Distribution of people on peak hours
(Source: Author, 2022)

b. Uses and Activities

Lempuyangan street doesn't have an interesting attraction that makes people want to come there and stay to hangout. Most people came to use the train station, or were searching for food to eat. Lempuyangan street also doesn't have proper pedestrian walkways and public seating spaces, resulting in people walking in the middle of the road which can be unsafe.

c. Comfort and Image

Lempuyangan street currently offers commercial seating spaces, so people can't sit there freely. There are approximately a total of 60 benches on all stalls, and mostly used in food stalls. There is one main garbage disposal in Lempuyangan street, and it is located quite close to the train station entrance. Aside from that, most of the stalls available provide trash bins and also cleaning equipment to clean their stall and the surrounding. Responding to the pandemic, many of the stalls in Lempuyangan street also have applied new health protocols by providing hand washing areas. Public space also needs vegetation and shades. Lempuyangan street's vegetation mostly are trees with medium to wide canopies that play a huge role giving shade in the afternoon.

d. Access and Linkage

As mentioned before, Lempuyangan street currently links both Tukangan street and Hayam Wuruk street, to Dokter Sutomo street, Argolubang street and Dr. Wahidin Sudirohusodo street. It is a one way street and often used as a connecting way for vehicles to named streets. Accessibility inside the space is great for vehicles, but not so much for pedestrians. Due to stalls on the side of the road with very small spaces to sell their goods, they increase their store space to the pedestrian sidewalk, resulting in

unusable space for pedestrians to walk safely. There is also no sign of ramps or guiding blocks for disabled people.

4.4 Scoring

Here is the scoring that was made by the researcher using a derived table from the Public Space Quality Index after the observation and analysis that has been done.

Table 3 Scoring Table : Elements of Placemaking in Lempuyangan street

Sociability	W	Score	Attribute Score	Dimension Score	Dimension Score out of 100	Final Score
1. Presence of gathering	3.0	2	6.0	16.0	$16 \times 100/30 = 52$	F
2. Grouping	2.5	2	5.0			
3. Presence of various possible activities	4.5	1	4.5			
10						
Uses and Activities	W	Score	Attribute Score	Dimension Score	Dimension Score out of 100	Final Score
1. Presence of people in diverse age	1.5	2	3.0	21.0	$21 \times 100/30 = 70$	C
2. Presence of people in different gender	1.5	2	3.0			
3. Things that make people want to come back	3.0	1	3.0			
4. Availability of food stalls	2.0	3	6.0			
5. Business variety	2.0	3	6.0			
10						
Comfort and Image	W	Score	Attribute Score	Dimension Score	Dimension Score out of 100	Final Score
1. Presence of trash bins	1.0	3	3.0	18.0	$18 \times 100/30 = 60$	D
2. Presence of wash basin	1.0	2	2.0			
3. Presence of public seating spaces	1.0	0	0.0			
4. Seating by businesses	1.0	3	3.0			
5. Presence of public signage	1.0	3	3.0			
6. Presence of surveillance cameras, security	1.0	0	0.0			
7. Presence of lighting from public and stalls	1.0	2	2.0			

8. Cleanliness	1.0	2	2.0
9. Presence of parking space for businesses	1.0	0	0.0
10. Presence of vegetations and shades	1.0	3	3.0
10			

Access and Linkage	W	Score	Attribute Score	Dimension Score	Dimension Score out of 100	Final Score
1. Accessibility for walking	4.0	1	4.0	13.0	$13 \times 100/30 = 44$	F
2. Accessibility for vehicle	3.0	3	9.0			
3. Accessibility for disabled	3.0	0	0.0			
10						

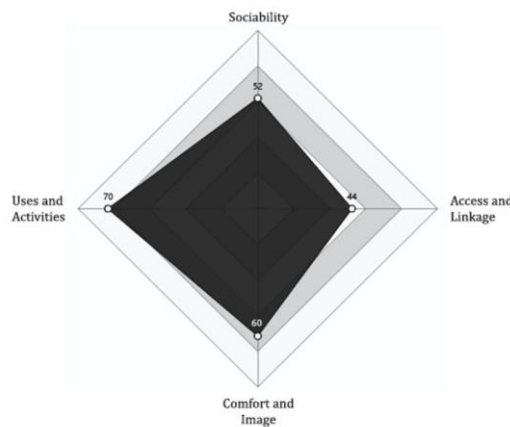


Image 6 Final score distribution from scoring
(Source : Author, 2021)

4.5 Discussion

Based on the results that have been explained in the previous section and existing theoretical review, the elements of placemaking that were identified were sociability, uses and activities, comfort and image, lastly access and linkage. The data from observation then put on scoring table, and the final score was :

- Sociability = 52/100 (F)
- Uses and Activities = 70/100 (C)
- Comfort and Image = 60/100 (D)
- Access and Linkage = 44/100 (F)

All the elements of placemaking that have been found in Lempuyangan street needs improvement and change, so it would be able to perform as a better public space. Elements that needed the most attention are Access and Linkage, with the lowest final score.

The observation and final scoring of placemaking elements then compared to the principles of public space as written in Urban Design Guidelines for Victoria (2016).

1. Convenience

Lempuyangan street is very easy to reach, since it is connected to the main street of Yos Sudarso, circling Kridosono Stadium and has 6 street branches. It also has one entry and one exit, giving visitors a clear view since it is a one way street. The drawback from this is that people cannot easily come back here just like a two way street, thus people need to take a detour. It is also accessible with public vehicles. The scoring for pedestrian and disabled access was scored 1 and 0, so pedestrians cannot walk on the sidewalks, and there is no dedicated pathway for disabled. According to Paula (2008), sidewalks are used to accommodate various uses and users, such as strolling alone or in groups, running, standing to talk or to look at phone, play or even eat. Sidewalks in Lempuyangan street are filled with stalls equipment. Paula continued to explain that many communities are used to walking without sidewalks, since it is possible to walk along the main road if the sidewalks are unavailable. Such insensitivity to walking conditions is misplaced: areas with poor walkability tend to have significantly less walking and more driving than more walking areas (Litman, 2003), and this can be seen clearly in Lempuyangan street condition, and should be improved.

2. Attractiveness

Lempuyangan street doesn't have attractiveness for people to spend time there, with a score of 1 on things that attract people. There are no features that might invite people to gather, or an area to create space for activities that have extended hours of use, such as café or play facilities for children. It is due to the nature of Lempuyangan street, which is a street and a commercial corridor with very limited space. Public spaces are an interesting and indispensable component of an urban area and must adhere to the specific attraction (Ramlee, et. al., 2012).

3. Establish and support activity at the edges of public spaces

Lempuyangan street consists of one singular street, and also one way street. Urban Design Guidelines of Victoria (for short UDG, 2016) suggest that there are arranged doors and windows of buildings to overlook adjacent public spaces. There is no informal surveillance through higher buildings due to stalls and buildings behind it mostly having the same height or slight differences. Lempuyangan surveillance came from the shopkeepers, parking attendants, and the visitor. UDG continued to suggest that the edge of public space should be used as informal seating. Lempuyangan street edges are connecting streets, so it is possible to provide public seating spaces where there are most people.

4. Safety and amenity

Major amenities needed in Indonesia's public spaces are toilets and mushola. As pointed out before, Lempuyangan street doesn't have its own amenities, thus residents provide private facilities for visitors in need. UDG (2016) suggests that these major facilities should be located in accessible areas, so people can reach it with ease. Between stalls and the main road, there should be boundaries or fences too in order to increase safety of users, but there is no space to create boundaries between stalls corridor, pedestrian walkways and the main road. The sidewalks are also often used to park motorcycles, thus

a score of 0 for inavailability of businesses parking areas. The lighting in Lempuyangan street is already good for people passing by at night as it is scored 2 on the previous scoring table, so the street is mostly used for vehicles to pass.

5. Comfortable and enjoyable

It is important to provide shades and shelters for pedestrians and visitors (UDGV, 2016). In Lempuyangan street, most of the stalls are shaded and sheltered, thus the seller and visitors can protect themselves from the weather, but pedestrians don't have shelters. The shades and vegetations were scored 3 because there were many trees with wide canopies. Aside from shades and shelters, users should be able to see interesting views inside the public space (UDGV, 2016). Lempuyangan street doesn't have interesting views such as gardens or fountains. Lempuyangan street does have public signs to help visitors navigate themselves, such as showing space to park cars, gather, or the entrance of the train station.

6. Support a strong sense of place and local character

Lempuyangan street still doesn't have a strong sense of place and local character, since there is no relevant urban art showing the characteristics of Jogja that might make an impression for them to remember. UDGV also suggests that there should be planting and landscape elements showing the characteristics of the area.

7. Well used and maintained

The areas observed are often used by people for certain activities, which are mostly seeking for transport, people's walking, people looking for food and goods, and also people that are going to use the train station. It is arguably well used, but it still lacks ongoing events and activities that might draw people in as mentioned by UDGV (2016).

CONCLUSION AND RECOMMENDATION

Based on the study that has been conducted, Lempuyangan street still needs a lot of change and improvement to become a good public space that can offer comfortability and entertainment for the users. Lempuyangan street consists of stalls selling varieties of foods, goods and services. The activities that occur in the area at the time of observation are walking, sitting, talking, waiting, buying and selling goods, observing, and eating.

In this study, it is learned that Lempuyangan street needs change and improvement based on the observation and analysis that has been done. Researcher's observed four important elements of placemaking according to "The Place Diagram" by Project for Public Space (2018), and the scoring result is as follow :

- Sociability = 52/100 (F = principles need to be added and improved)
- Uses and Activities = 70/100 (C = need improvement or change)
- Comfort and Image = 60/100 (D = need change)
- Access and Linkage = 44/100 (F = principles need to be added and improved)

This scoring will be able to show the public space quality of Lempuyangan street by

comparing these placemaking elements to principles of public space based on Urban Design Guidelines for Victoria (2016). The result is as follow :

- Convenient = walkways for pedestrians and disabled need to be improved, since the sidewalks are occupied by stalls.
- Attractive and vibrant = there should be features that are able to invite people to spend extended hours of use.
- Establish and support activity at the edges of public spaces = to improve general quality of public surveillance and provide public space seatings.
- Safety and amenity = to improve general quality of security of the surrounding neighborhoods, add public space amenities, create boundaries between sidewalks and main street.
- Comfortable and enjoyable = to add shelters for pedestrians and interesting views such as gardens and fountains.
- Support a strong sense of place and local character = add characteristics of Jogja to the public space through patterns, sculpture or art exhibition.
- Well used and maintained = arrange ongoing activities so people will constantly use the space.

This study aimed to see how Lempuyangan street can be improved through analyzing its placemaking elements. The author hopes that this paper can be used as a reference for future public space development of Lempuyangan street. For future data collection, it is possible to increase observation time and include participants to better understand what the area really needs.

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