

Shared Spaces by Placemaking to Create Inclusive Kemang Raya

Tyas Pinendita^{1,*} Achmad Hery Fuad²

¹*Student of Department of Architecture, University of Indonesia, West Java, Depok 16425, Indonesia*

²*Lecturer of Department of Architecture, University of Indonesia, West Java, Depok 16425, Indonesia*

**Corresponding author. Email: heryfuad@gmail.com,*

ABSTRACT

Currently, Kemang Raya is dominated by the expatriate lifestyle. On the other hand, the Betawi culture still exists even though it's not well-developed due to the negligence. Despite all this, the expatriates show appreciation towards Betawi arts and culture. This research is necessary because it makes Kemang's identity more unique than other regions by eliminating gaps that require an inclusive shared space concept. Previous researches haven't examined the potential of the Kemang area as a commercial corridor with the concept of shared space that integrates the potential of local Betawi culture because it can also strengthen the identity of Kemang Raya. Shared space can be enjoyed by everyone without any exception and is implemented through the placemaking method. We used the phenomenology-first person method as well as a literature review of shared space journals. Based on the findings, the authors highlight three crucial factors in the occurrence of shared space created in Kemang Raya to improve the quality of the Kemang Raya corridor as a commercial corridor, such as (1) diversity of actors and activities, (2) social interactions, and (3) inclusiveness that occurs.

Keywords: *Shared spaces, inclusive public space, social interaction, diversity activity, placemaking,*

community, identity

1. INTRODUCTION

Public spaces provide so many opportunities for people to come together, able to form a community then create the social interaction between communities in the urban areas [1]. Meanwhile, successful public spaces are inclusive and contain diversity in society and create social spaces for everyone to participate in urban areas [2]. According to Jane Jacob, a good design of public space is a space that contains a diversity, encouraging people to live together easily, as well as inviting people to do some activities on the street [4]. The concept of shared space as an urban approach has the potential to bring many benefits to the city, especially to enhance the image of an area that has an identity as a commercial area. The definition of shared space in the context of urban space according to Jane Jacob (1960) and William H. Whyte (1980) is an urban method of creating shared space by dividing the private space of public buildings with the public areas so, that the city can provide something for everyone just because, and only when, everyone created them. Jacob (1960) and Whyte (1980) focus on the social and cultural interests of a crowded and inviting environment so that it can form an identity of a city. According to Di Ruocco (2018), shared space occurs between transportations, pedestrians, and cyclists. Hardscape material is implemented to reduce the speed of passing transportation for road users [5]. Meanwhile, according to Borja Ruiz-Apila'nez, *et al.* (2015), shared

space is a solution to urban space problems that arise regarding road safety, user comfort, and aspects of the revitalization of shared space with a focus on pedestrians [6]. Auttapone Karndacharuk *et al.* (2013) argues that shared space is a solution to reduce motor-vehicles dominance and increase the walkability that occurs in the city by reducing physical barriers [7]. Shared space is a solution to limit the public space, but it can also give problems to the city due to lack of control and unplanned [8]. Kemang Raya, since the 1970s, according to DKI Jakarta provincial regulation No.1 of 2014 land-use in the Kemang area, especially along Kemang Raya, has developed into a district that facilitates expatriate culture with their lifestyle needs, which has changed from private functions being 90% commercial [9]. The expatriates' lifestyle dominates Kemang Raya. Another exciting part is the appreciation of expatriates for the Betawi community's arts and culture, according to CNN (2018) [10]. Unfortunately, the existence of Betawi culture is not well developed because it has been sided by the nightlife styles, even though it can be the potential to strengthen the identity of Kemang Raya as a commercial corridor. It needs the concept of shared space in Kemang Raya to shift the meaning of exclusivity to make it more inclusive. So, this research is important to discuss because it makes Kemang's identity more unique than other regions, by eliminating the gap between exclusivity or the expatriates' lifestyle and its inclusive side or the local Betawi culture. Thus, it requires an inclusive shared space concept in Kemang Raya that is inclusive as an urban design approach and public space management by utilizing local communities' potential. To

make inclusive public spaces by placemaking, this can be enjoyed by all of the groups and improves the quality of public spaces. Based on the previous research, no one has examined the Kemang area's potential as a commercial corridor with the concept of shared space. When viewed from the potential of local Betawi culture, it can also strengthen the identity of Kemang Raya. This research presents several improvements related to the previous research conducted by E. Toolis [11] and Ruocco [5] and related to the Kemang Raya area known as commercial corridors. Through the idea of a shared space concept to strengthen a potential commercial identity in Kemang Raya and implement the placemaking method to produce the characteristics of Kemang Raya that are inclusive and complete the needs of public space for the community.

1.1. Site of The Research Study

The Kemang area is an area located in the Mampang Prapatan sub-district of South Jakarta. Kemang's central area is marked by Jalan Kemang Raya, Jalan Prapanca Raya, and Jalan Bangka Raya. The research location that we took was 3 kilometers along Kemang Raya, and it starts from the Prapanca T-junction to the South of Kemang junction.



Figure 1. Site of The Research Study
Source: DKI Jakarta Provincial Government

2. LITERATURE REVIEW

2.1. The Meaning of Shared Spaces at Public Places

According to Krier (1979), urban spaces are geometric spaces that are limited by elevations. In other words, city space is an outdoor space that is open, barrier-free so that it allows all kinds of movements, and it is for the public [13]. Space consists of two forms, named street and square. Square is a static open space such as squares, playing fields, and city parks, usually centered and inward-oriented. The street is a dynamic, open space in the city, such as roads, pedestrian paths, and footpaths, usually linear and oriented. Public open space in urban areas can be understood as part of the urban space, which the city residents use without

exception to channel their basic desires as social beings who need a place to interact and communicate with each other [13].

The public open spaces are spaces that accommodate the activities of the general public. According to Whyte, the factors of achievement that need to be considered in public space are [14]:

- (1) Physical factors, relating to the area which associated with circulation.
- (2) Visual factors, make it easier for people to get a visual picture
- (3) Symbolic factors, in the form of areas that capable of developing historical and cultural values.

Public spaces must be designed in an inclusive, open, and accessible way to choose to socialize according to their free time. When discussing places, everyday life problems arise because place consists of the 'rhythm of everyday life' and is an essential part of the interaction process between people [15].

Increase urban spaces' livability and target to achieve more sustainable cities and communities by providing universal safety access, inclusive and accessible green and public spaces. Therefore, it is crucial to have a more livable urban space within the city [13].

The below is an explanation of shared space that occurs in public spaces according to previous research.

Table 1 Form of Shared Spaces

Title of Research	How the shared space is built
Security of Public Spaces: a Model of Placemaking for Design of a Shared and Inclusive Space (Giacomo Di Ruocco, 2018)	Shared space as a solution raises the critical issues related to risk and safety, the role of government in regulating and controlling behavior, and the traditional skills of urban designers and traffic engineers. Shared space happens on the road between the transportations of pedestrians and cyclists. Hardscape material is implemented in order to reduce the speed of passing transportation for safety for other road users.
Shared Street as A Means of Liveable Urban Space (B A Al-Mashaykhi and R A Hammam, 2020)	Shared space happens in the city space to increase urban spaces' livability to achieve the city's goals with a sustainable community. It also provides universal access to public spaces that are accessible, safe, and inclusive. Therefore, it is crucial to have a more livable urban space in the city.
Design Factors For A Successful Shared Space	Shared space happens in public spaces, especially on the sidewalk and road between transportation and other

Street Design (SSS) (Ranmalsingha R. J. C. Jayakody <i>et al.</i> , 2017)	road users. Several factors need to be considered in implementing shared space design elements in order to create a public space that is more lively, diverse, and not monotonous so that it is livable. The factors that need to be considered are Pedestrian prominence, Distinctive and attractive public place, Inclusive design, Location, and Connectivity.
Shared space streets: design, user perception and performance (Borja Ruiz-Apilanez, <i>et al.</i> , 2015)	Shared space becomes a solution to urban space problems regarding road safety, user comfort, and aspects of the revitalization of shared space, focusing on pedestrians.
Shared Space and Culture of Tolerance in Kampung Settlements in Jakarta (Freta Oktarina, 2018)	Shared space happens in the middle of limited space, the alley segment as a public area in the settlement does not only function as a road segment or a barrier between houses, but it has become an area for expanding people's houses and sharing space between residents.
The characteristics to consider in municipal shared spaces (Rikke Brinkø & Susanne Balslev Nielsen, 2017)	Shared Space is formed with space or facility shared between at least two different individuals, groups, or organizations. Shared spaces can happen as long as there is a sense of awareness to share among other users.

In other words, the authors can conclude that shared space happens because of the awareness of the users, the diversity of actors and activities, social interactions, inclusive. Then the connectivity of public space can create a livable space and also a city's identity.

2.2. Shared space for strengthening region identity and make inclusive public space

The concept of shared space as an urban approach idea has the potential to bring many benefits to the city, especially to enhance the image of an area that has an identity as a commercial area. According to the Project for Public Spaces

(Setyowati, 2018), the characteristics of commercial corridors are that they must-have comfort and identity, accessibility, functions, and activities, and social functions. Besides, to avoid exclusion of inclusion, the inclusive designs that are active in the public sphere should be able to build a sense of belonging and belong to all of the people [11]. Five strategies that can be implemented to achieve an inclusive public space according to the Project for Public Spaces are (1) Design for Differing Abilities, (2) Consider Gender Dynamics, (3) Provide Activities for Cultural Activities, (4) Recognize Public Space as Storytellers, and (5) Make a Little Room for Retail. According to Havik and Dankers (2009), shared space design specifically encourages people to share the space and move freely in public spaces, including people with disabilities. Blind and disabled people need a clear structure, so it is necessary to create elements and structures of shared spaces that are recognizable enough. So, all road users, including the blind sighted people, can move freely and safely [12].

2.3. The Effectiveness of Shared Space Concept

The idea of shared spaces raises the important issues related to risk and safety, the role of government in regulation, behavioral control, and the traditional professional skills of urban planners and traffic engineers. Creating safe environments and attractive/creative design strategies (placemaking) for society is an element of strong cultural values and supports integration [16]. Mashayki *et al.* (2020) stated that applying the concept of shared space will significantly contribute to the liveability of a more comfortable, attractive, and accessible space for people to live, work, and play [17]. Four main principles are identified as a measure of the effectiveness of the Shared Space Street according to Jayakody *et al.* (2017)

Table 2 Effectiveness of Shared Spaces

Objective of Successful Shared Space	Placemaking
Pedestrian Prominence	Pedestrian-friendly environments such as the low speed of traffic by design, activities, existence of pedestrian and minimal physical visual segregation of space
Distinctive and Attractive Public Space	The elements, such as the active engagement of the public with space, encourage diversity, social interaction, and unique and attractive places.

Inclusive Design	Plan and design the Shared Space concept with due consideration on all the groups of users, including children, older people, disabled people, cyclists, young people, families, Etc., without excluding any society category.
Location and Connectivity	Pedestrian-friendly environment and well-connected with the public transportation system

Source: [19]

Commercial corridors as public spaces are closely related to public facilities in the form of pedestrian paths. The factors that need to be considered in the sidewalk are [18]

- (1) Safety, pedestrians must be easy to move or move and be protected.
- (2) Accessibility, pedestrians have a route that is free of obstacles and easy to pass.
- (3) Comfort, pedestrians have a sense of place and sensory experience.
- (4) Attractiveness, design elements such as lighting, aesthetics, landscape produce the attractiveness of a place can attract so many people.

These four points are a reference to be seen in Kemang Raya as a commercial corridor

2.4. Placemaking as a dialogue platform for reclaiming inclusive public space

According to Toolis (2017), placemaking is a way to reclaim public space because of the following privatization (1) privatization serves to limit who can access and participate in public spaces, resulting in more exclusive and separate the places, (2) privatization of the boundaries of public space whose stories and history are represented and told, produce nomological places and narratives, (3) privatization limits interactions and behaviors such as what a place can do, results in depoliticized, commodified, and passive public spaces [10]. Therefore it is necessary to have planning and supervision in forming a shared space that can be obtained through the placemaking method. Placemaking is a dialogue platform created based on the management of public space by utilizing the potential of local communities to form public spaces that can prosper the community or be inclusive.

3. RESEARCH METHODOLOGY

The authors use a qualitative research method, phenomenology-first person, by using the authors' direct experience of the phenomena that happen along Kemang Raya as a basis for examining spatial characteristics and specific qualities. By conducting field observations, mapping, and interviews with the users. It is also equipped with a study of previous research literature and journal

articles of shared spaces. The investigation began by reviewing the previous research on the study of urban public space between activities and limitations, where the results were used as a basis for conducting research. The variables obtained through literature studies are all of the various activities of using public spaces, the actors that involved, inclusiveness, and social interactions that occur in Kemang Raya. Visual data were collected through walk-through studies, including site visits and daily observations on the spatial shapes of buildings, roads, and open spaces.

4. DISCUSSIONS

4.1. Shared Space at Kemang Raya

The focus of the research is a shared space that happens along the corridor of Kemang Raya. The shared space variables observed based on literature studies are (1) Diversity of actors and activities, (2) Social Interaction, (3) Inclusiveness and dependent variables are adjusted to factors that need to be considered in commercial corridors such as security, accessibility, comfort. Moreover, attractiveness so that the result of placemaking can be implemented into the idea of shared spaces.



Figure 2. Observed Area of Kemang Raya
Source: Pinendita, 2020

According to the DKI Jakarta Provincial Regulation No. 1 of 2014, about the zoning regulation and based on our observations, there is a change of land use function. Which was the dominant area of residence had changed its function to 90% of commercial functions. The Kemang Raya corridor is a strategic area, and it has a strong identity as a commercial corridor complemented by expatriate characteristics and has other diversity, the local Betawi community. It also has the potential further to strengthen the corridor's image as a commercial corridor, and it makes the area more attractive. The idea of shared space that is created along the corridor of Kemang Raya is the (1)diversity of actors and activities, (2)social interaction, and (3) inclusiveness. They are all can strengthen the identity of Kemang Raya. Besides, the Kemang Raya road corridor as a linkage or shortcut connecting the Prapanca area with the Jeruk Purut area, so these corridors become strategic.



(1) (2)
Figure 3. (1) Land-Use Regulation (2) Land-Use Existing. Source: Pinendita, 2020

Based on the mapping, it shows that there is a diversity of land use, which was private functions turned into a dominant commercial function along Kemang Raya, which has become a factor of attractiveness for expatriates.

4.2. Analysis and Discussion

The site is divided into three segments. The first one is the Westside; the second is Mid area, which is dominated by nightlife due to the Expatriates and the upper-middle-class' lifestyle. Meanwhile, in the Southside, Betawi settlements are more dominated, and there is a Betawi cultural center, Manggar Kelape.

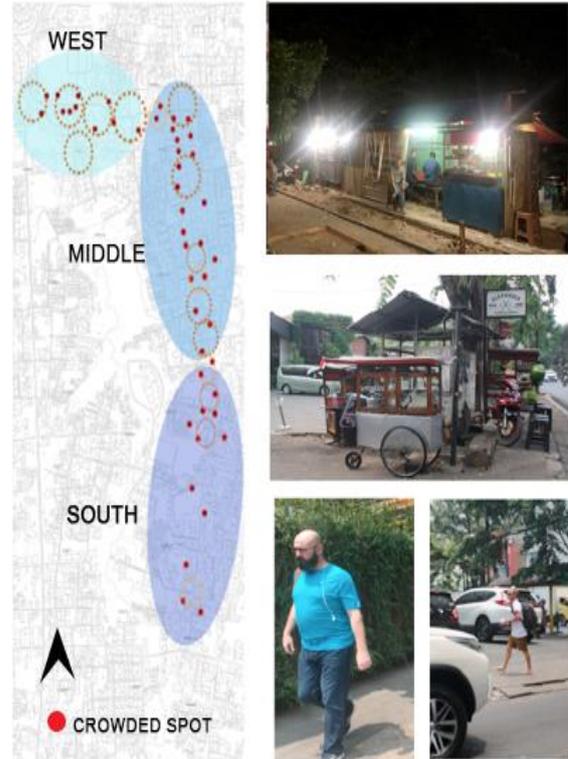


Figure 4. Three segments of Research Source: Pinendita, 2020

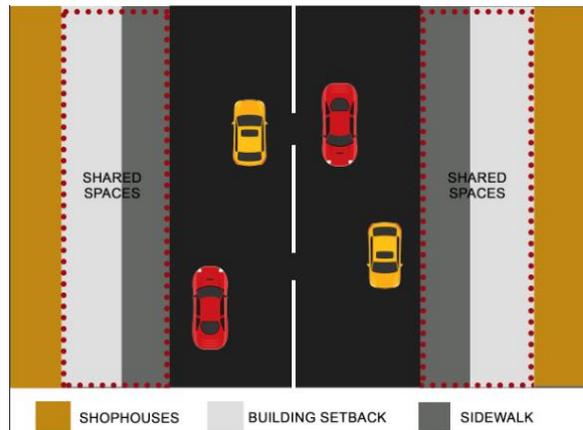


Figure 5. (1) Land-Use Regulation (2) Land-Use Existing. Source: Pinendita, 2020

First, the diversity of actors and activities has made the Kemang Raya corridor known to be active and dominated by expatriates and the middle and upper class as the main actors. The corridor is known as a commercial corridor, which is always active for almost 24 hours. Shared space can be seen from the division of public space between expatriates and middle and upper class with the local community. Jacob (1960) stated that actors and activities' diversity is significant and necessary for public spaces.

Shared spaces can be created so that public spaces become more active and alive so that they are not monotonous [4]. The main actors are expatriates, while the supporting actors are the Betawi people. All society levels in the Kemang Raya area are involved in creating active corridors along Kemang Raya because various activities form the shared space. On the Westside and the Mid area, the buildings' function is more dominant in expatriates' lifestyles, such as pubs, bars/lounges, fancy restaurants, cafes, art galleries, Etc. The areas tend to be more crowded than Southside. Meanwhile, the Southside shows that the original Betawi settlement area still exists behind the apartment buildings. There is Sanggar Manggar Kelape, which is a Betawi cultural center that contributes to the implementation of the Palang Pintu Festival and preserves other Betawi cultures such as Pencak Silat, Tanjidor, Lenong, painting, Etc. According to the results of interviews with the Chairman of the Manggar Kelape, he is Hj. Edy *Betawi stated that culture is an attraction for tourists, especially expatriates, to learn Betawi culture as a form of appreciation. Shared spaces happen through how they use the opportunity to exploit public space between exclusive and inclusive.*

strengthen the corridor's identity as a commercial corridor by shared space. We see a shared space pattern that dominates every day in public spaces, for example, the informal activities of street vendors who sell on the building setback. They do shifts of selling with a period from morning to evening until early morning, thus creating the Kemang Raya corridor. To be active for almost 24 hours



Figure 7. Social Interaction along Kemang Raya. Source: Pinendita, 2020

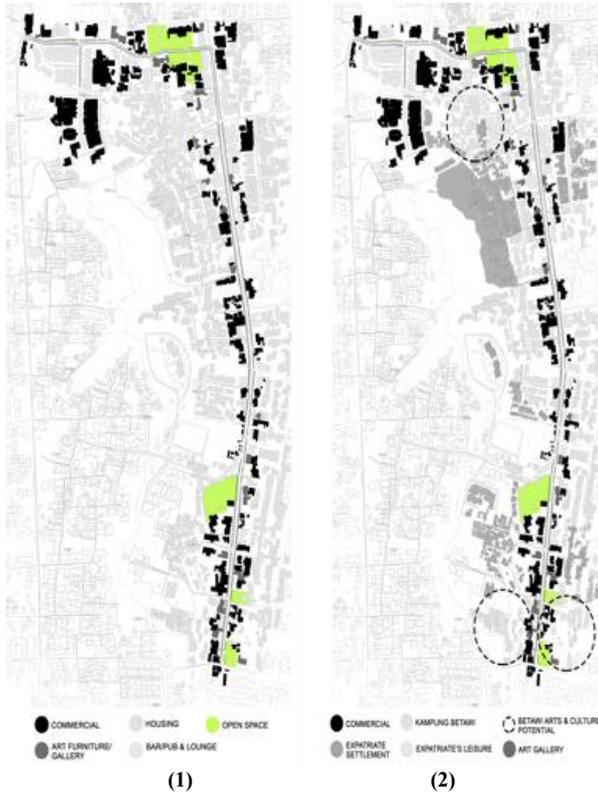


Figure 6. (1) Diversity of Function (2) Diversity of Actors and Activities Source: Pinendita, 2020

The diversity of actors and activities along the Kemang Raya, as shown in the mapping sections (1) and (2), show that expatriates and their supporting actors are the main actors involved. They can collaborate to create a Kemang's identity that was initially exclusive to be more inclusive and



Figure 8. Social Interaction along Kemang Raya Source: Pinendita, 2020

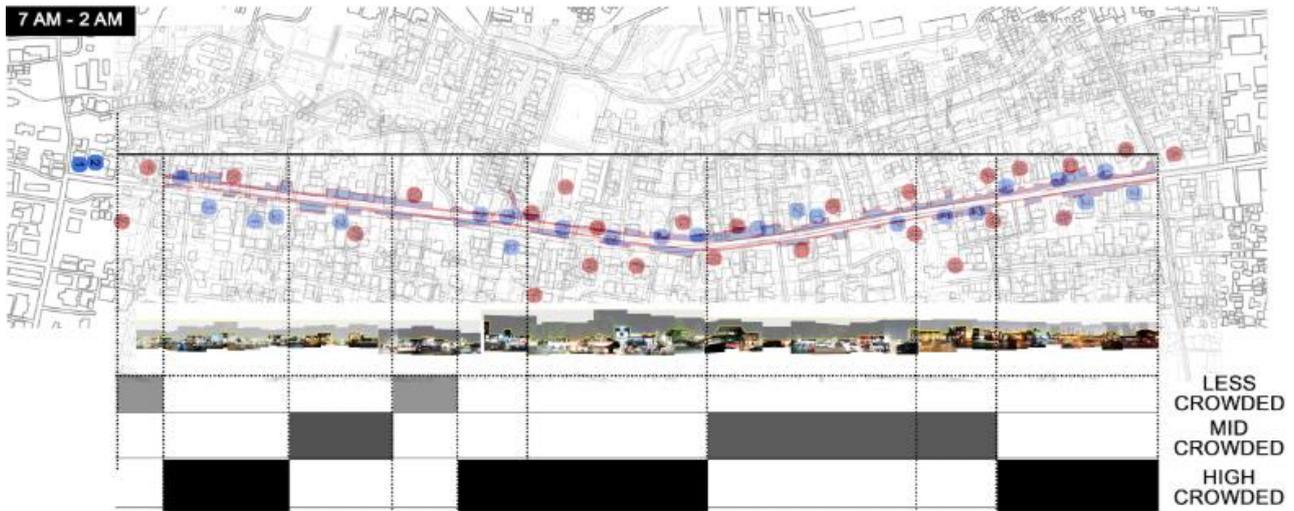


Figure 9. Crowd Density of External Space. Source: Pinendita, 2020

Second, the social interaction that happens as a form of shared spaces is indicated by the crowd's scattered points thanks to the diversity of actors and activities involved along Kemang Raya. According to our observation, the crowded spots show the existence of space optimization, how they make maximum use of the remaining space so that shared space can happen. It happens because the building owners give the street vendors the authority to sell in front of their building. It shows the patterns of shared space throughout Kemang Raya at certain times, such as during the weekend morning, the intensity of public space increases due to sports activities, breakfast, Etc. Meanwhile, on weekdays during the day, public space intensity, especially for the sidewalks and building setbacks, also increases due to street vendors' activities and many employees looking for lunch around Kemang Raya. Then on the weekends, especially at night, there is also a high intensity of using public spaces. People tend to go to Kemang more on weekends to enjoy their spare time. Below are some examples of the existing situation along Kemang Raya.

The crowded spots are created because of the diversity of actors and activities, creating shared spaces along Kemang Raya. It shows that the spatial elements also support the shared space. Besides, street vendors optimize the spaces to sell their kinds of stuff on the sidewalk, a shelter, or a shady tree. Actors play a role in creating a shared space. So, the shared space can happen anywhere and anytime by using space and elements of space. However, unfortunately, not all of the areas at Kemang Raya have proper design elements such as shelters, seats, and trees, which can facilitate street vendors to sell. These crowded spots influence users' spatial experience and sensory experience, especially for pedestrians. Besides that, another thing that invites other crowds is nightlife, so much social interaction makes this corridor very active. However, some parts are less crowded with social interactions because there are several areas of public spaces along the Kemang Raya corridor that function as burial areas, and there are still residential areas that are directly opposite the side of the main road.



Figure 10. Social Interaction along Kemang Raya
Source: Pinendita, 2020

Third, inclusivity along the Kemang Raya seems minimal. The relationship between the sense of security in the sidewalk expressed by Jacob (1960) and shared space along Kemang Raya, which is dominant happens in public areas, especially on the sidewalks and the building setback areas. The active frontage that shared space happens must have a sense of security for its users by creating a sense of security as a condition for the shared space to be inclusive. In Jacob's (1960) theory about Eyes on Street, when public space has the diversity, starting from the actors, activities, and functions of the building, social interaction is created, which indirectly also increases the sense of security for pedestrians[4]. Based on the observations, it was found that Kemang Raya had a minimal inclusivity factor. Due to the physical conditions of the sidewalk design elements that are inappropriate or unfriendly for pedestrians, especially for the elder or people with disabilities. It is found that pedestrians often succumb to motorbikes that pass on the sidewalk to avoid the congestion. These threaten the safety and security of pedestrians. Also, there is incomplete street furniture, which is not physically available. The factors that need to be considered in the pedestrian path, as written by Setyowati (2018), the Kemang Raya corridor as a commercial corridor does not meet the factors of safety, accessibility, comfort, and attractiveness. So it causes the conditions of the Kemang Raya corridor design to be less inclusive. According to our observations, shared space is an active frontage due to actors' role and social interactions along the Kemang Raya.



Figure 11. Less Inclusivity Public Place of Sidewalk
Source: Pinendita, 2020

The other factors show that the Kemang Raya corridor as a commercial corridor's less inclusive is a gap between the West-Mid segment and the South segment. Expatriates dominate the Western side and Mid areas, but in the Southern area, Betawi settlements are more dominant because of the Manggar Kelape. Moreover, this area is often used to hold an annual Betawi culture festival, the Palang Pintu Festival, which is held on the main road of Kemang Raya so, the road is temporarily closed.



Figure 12. Palang Pintu Festival
Source: Pinendita, 2020

When the festival is held, all groups can be accessed without exception, so there is no gap. The expatriates participated in celebrating the festival. So, that inclusiveness can be felt during the Palang Pintu festival. However, outside of the event, the physical setting, especially for the sidewalk is less inclusive and unfriendly to pedestrians, blind-sighted people, disabled people, and older people. The design elements also influence the inclusivity factor. Below are some examples of the existing situation along Kemang Raya.

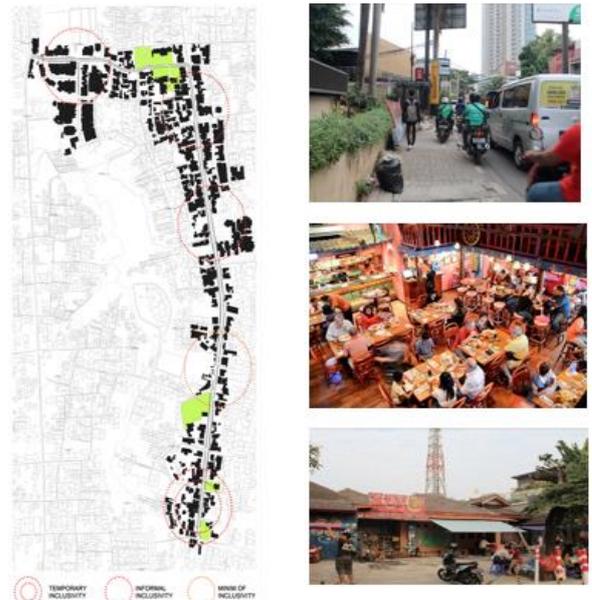


Figure 13. Less Inclusivity Public Place of Kemang Raya. Source: Pinendita, 2020

4.3. Shared Space Happens at Kemang Raya

Through three points of shared space based on our observations that are very visible along the Kemang, Raya corridor are (1) diversity of actors and activities, (2) social interaction, then (3) inclusivity. The shared space atmosphere that happens along the Kemang Raya corridor can be described as shown below.

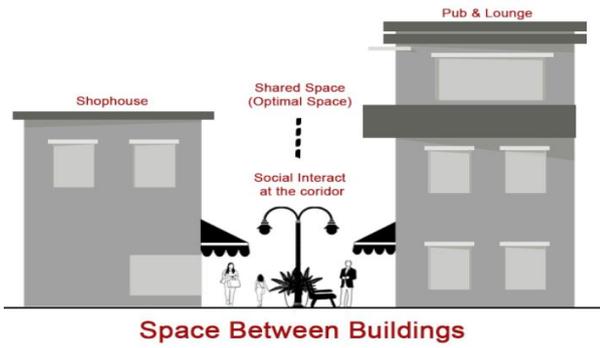


Figure 14. Space Between Building Existing at Kemang Raya Source: Pinendita, 2020

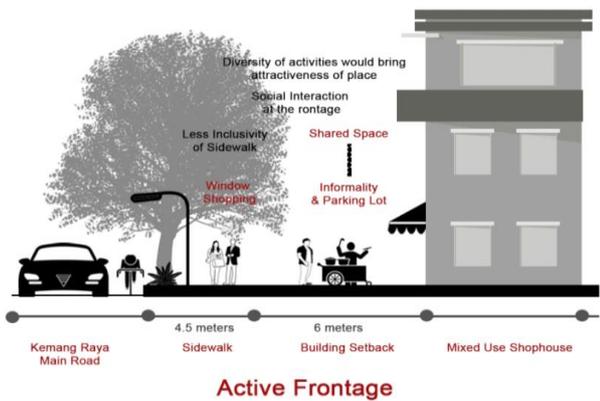


Figure 15. Space Between Building Existing at Kemang Raya. Source: Pinendita, 2020

It shows that shared space happens because of actors' role and the optimization of space for social interaction. Thus, crowded spots caused by the supporting factors for shared space appear scattered because of the generator and attract visitors to come.

Based on these two figures, it shows that users take the opportunity to utilize public space for social and economic purposes optimally. So, on the other hand, another thing that causes shared space happens because of the elements of public space that also support the shared space. Shared space can be observed with the role of actors who create social interactions, awareness of sharing experiences, and spaces between space users so that there is a diversity of actors involved and activities that occur in the shared space. However, in reality, the shared space along Kemang Raya cannot be said to be inclusive.

Active frontage along the corridor is the result of shared space. The role of actors in realizing shared space through

social interaction makes the corridor more lively and less monotonous. The informality factor is present due to the presence of magnetic areas in the area. These present activity support as a factor for attracting visitors to the area. Toolis (2017) states that placement, as a dialogue platform, is needed to make places more attractive [7]. Whyte (1980) states that a public place's success is seen from the existence of three factors; they are physical factors, visual elements, and the last are symbolic elements [9]. According to Whyte, Kemang Raya is not enough related to the factors. First, physical factors; Physical arrangements do not inclusively meet these criteria. Pedestrian-friendly as the idea of shared space that is prioritized pedestrian. At the same time, the next consideration is the visual element. Kemang Raya also does not provide visual comfort for pedestrians. Visual comfort can provide spatial and sensory experiences for pedestrians. Also, visual comfort can increase the sense of the place. The third factor is the symbolic element; Kemang Raya has been known as an expatriate area and the upper-middle class. However, there are local Betawi society elements as the potential to equate the inclusion aspect of Kemang Raya, which is very attractive to expatriates and highly valued.

Therefore, Kemang Raya needs the idea of an inclusive shared space, and there is no gap between foreign and local cultures, Betawi. Then, the idea of shared space was implemented using a placemaking method to increase the place's attractiveness and strengthen the identity of the corridor as a commercial corridor.

The following is a summary of the authors' findings through the phenomenology-first person method regarding the shared space that happens along Kemang Raya.

The western part is more crowded than the other parts and in-demand by users because the area has more character and expatriates, and the activities available dominate it is more diverse than the other two areas. So, this area seems more varied even though Betawi elements' locality is very minimal in this area compared to the Southern area. Whereas in the Mid area, it is less desirable because of inadequate public facilities, lack of diversity of functions because the dominant area is mostly dedicated to pubs & lounges that are open at night, while the dominant activity in this area is offices schools. The South Area is an area dominated by Betawi settlements and restaurants. The crowded spots in this area are restaurants and cafes. There is the potential to further develop its locality elements, the Betawi Culture, because of Manggar Kelape which, holds the annual Palang Pintu festival and Betawi settlements' cultural activities. Placemaking can be implemented by taking the objectives of shared space and design elements related to the idea of shared space along the Kemang Raya corridor.

Table 3 Shared spaces happen along Kemang Raya

Shared Spaces Elements	Characteristics	Segments of Kemang Raya		
		West	Mid	South
Diversity of Actors and Activities	Main actors: Expatriates and The Upper Class Supporting Actors: Local (Betawi people, ojek, street vendors, consumers, Etc.) Many activities happen during 24Hours/day (work, sport, exhibition, culinary, live music, having fun, Etc.) and, most of all, commercials activities. It makes Kemang Raya as an active corridor.	•••	••	•
Social Interaction	The crowded spots that created due to shared space in the shophouse setback area by informality such as street vendors, apart from the function of the buildings itself as commercials	•••	••	•
Inclusivity	It only occurs at certain times, such as at the Palang Pintu Festival at the Southside. A gap between the distribution of land-use which is not evenly distributed is also causing a minimum of inclusiveness	•	•	••

*Notes: ••• Much •• Less-Much •Not Much

Below is the authors' findings based on the spatial experiences experienced throughout the Kemang Raya

Table 4 Spatial experience of user results

The Objective of Shared Space (Jayakody <i>et al.</i> (2017))	Characteristic of Commercial Corridor	Segments of Kemang Raya		
		West	Mid	South
Pedestrian Prominence	Accessibility and Safety	••	•	••
Distinctive and Attractive Public Space	Diverse of Activities	•••	••	•
Inclusive Design	Social Function & Materials	•	•	••
Location and Connectivity	Comfort & Identity	•••	•	••

*Notes: ••• Satisfied •• Less-Satisfied •Not Satisfied

6. CONCLUSION

In our opinion, shared spaces physically provide humanist public spaces for users everywhere (indoor/outdoor) with the various space characteristics such as the diversity of actors and activities. To achieve goals that optimize the use of space, strengthening, and shaping the local identity of an area/city, equalizing all of the socials, economic, cultural, and political factors that support inclusiveness. Space can

be used without exception, then the social interaction can be created, and can be implemented through the placemaking method. The authors highlight the three elements that form shared space are (1)diversity of actors & activities, (2) social interaction, and (3)inclusivity along the Kemang Raya corridor. They are all can strengthen the image of the Kemang Raya corridor as a commercial corridor. The inclusivity factor is not fulfilled; therefore, it is necessary to apply inclusiveness in shared space design elements as an urban design idea. This is expected to create a new image about Kemang Raya that was initially known as exclusive

to be a whole commercial corridor by increasing the localities of Betawi culture that are appreciated by expatriates. It can also strengthen the identity of commercial corridors so that they can be enjoyed by all groups and improve the quality of urban space by placemaking method. However, due to the limited time available, the lack of this research does not discuss to be more details about other

factors related to the shared space, such as user awareness, public space connectivity, and co-living power factors. Therefore, further research is needed on the elements of other shared space relationships to complement this research and improve the Kemang Raya corridor's quality as a commercial corridor.

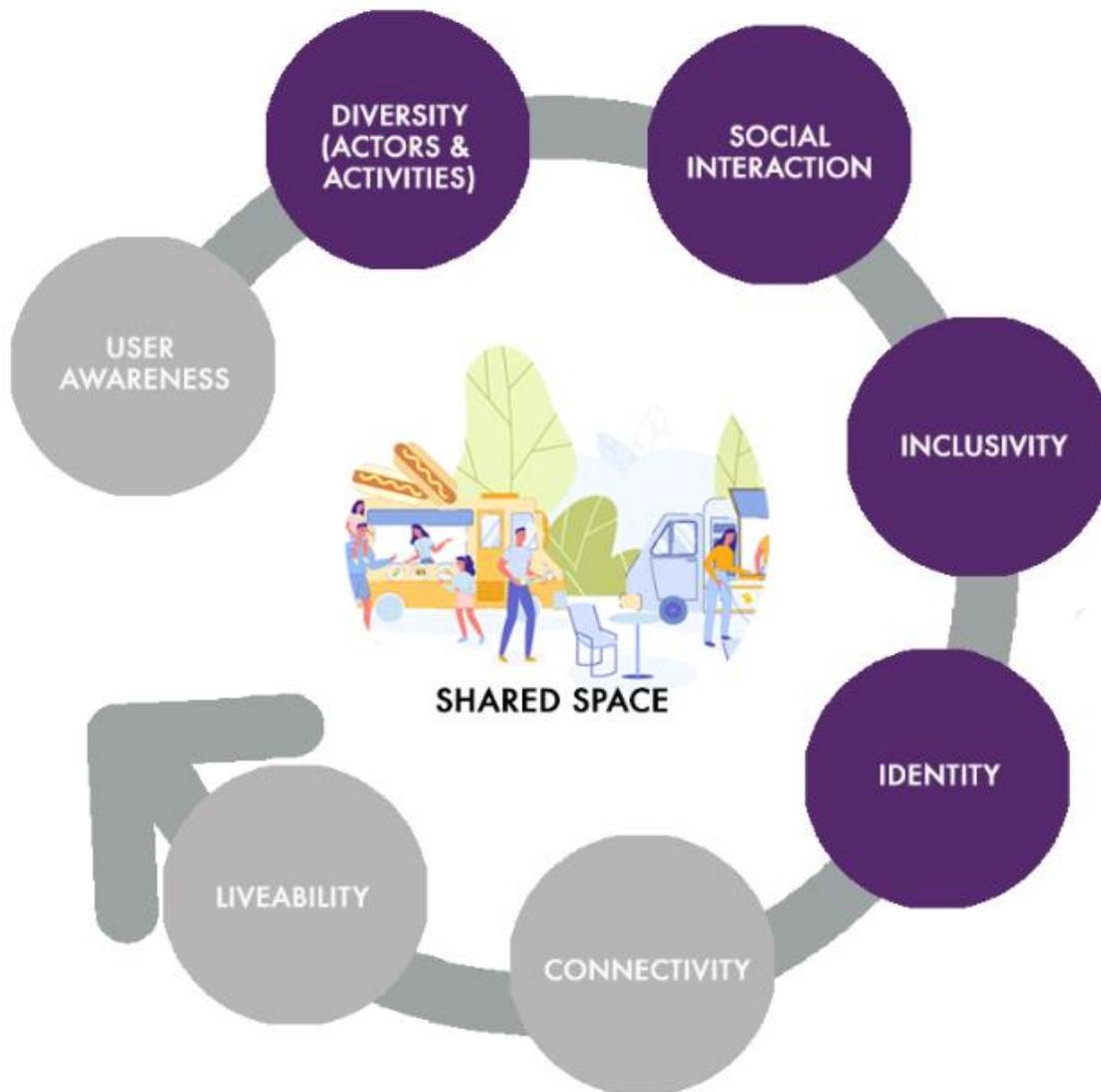


Figure 16. Shared Space Linkage of Scheme. Source: Pinendita, 2020

ACKNOWLEDGMENT

The authors would like to thank to all of colleagues and others who have contributed to this research.

REFERENCES

[1] D. Hantono, Y.F.D. Sidabuntar, U.I.M. Hanafiah, *Kajian Ruang Publik Kota Antara Aktivitas dan Keterbatasan, Langkau Betang*, Vol.5, No.2, 2018. DOI: <https://doi.org/10.26418/lantang.v5i2.29387>

- [2] PROJECT FOR PUBLIC SPACE. *Inclusive by Design: Laying a foundation for diversity in public space*. [online]. Published on 12th July 2019. Viewed on 20th April 2020. <https://www.pps.org/article/inclusive-by-design-laying-a-foundation-for-diversity-in-public-space>
- [3] PROJECT FOR PUBLIC SPACE. *What makes a successful place?*[online]. Viewed on 20th April 2020. <https://www.pps.org/article/grplacefeat>
- [4] J. Jacob, *The Death and Life of Great American Cities*, New York: Random House USA, Inc, 1993.
- [5] G. D. Ruocco, *Security of Public Spaces: a Model of Placemaking for Design of a Shared and Inclusive Space*. [online] Published on November 2018. Viewed on 20th April 2020. <https://www.researchgate.net/publication/329164320>
- [6] B. R. Apilanez, K. Karimi, I. G. Camacha, R. Martin, *Shared Space Streets: design, user perception, and performance*. [online] Published October 2015. Viewed on 20th April 2020. <https://www.researchgate.net/publication/283350677>
- [7] A. Karndacharuk, R. C. M. Dunn, *Analysis of Pedestrian Performance in Shared-Space Environments*. [online] Published March 2013. Viewed on 20th April 2020. <https://www.researchgate.net/publication/274069052>
- [8] D. Hantono, Y.F.D. Sidabuntar, U.I.M. Hanafiah, *Kajian Ruang Publik Kota Antara Aktivitas dan Keterbatasan, Langkau Betang*, Vol.5, No.2, 2018. DOI: <https://doi.org/10.26418/lantang.v5i2.29387>
- [9] J. Aurelia, 2017, 'Mencari Tenang di Kemang', *Tirtoid*. December 27th. Viewed on 19th April 2020. <https://tirto.id/mencari-tenang-di-kemang-cCki>
- [10] A. Khoiri, 2018, 'Kampung Betawi di Antara Impitan Tembok Kemang', *CNN Indonesia*, June 22nd. Viewed on 20th April 2020. <https://www.cnnindonesia.com/hiburan/20180622093643-241-308008/kampung-betawi-di-antara-impitan-tembok-kemang>
- [11] E. E. Toolis, *Theorizing Critical Placemaking as a Tool for Reclaiming Public Space*, in: *AM J Community Psychol*, 2017, 59, pp:184-199. DOI: <https://doi.org/10.1002/ajcp.12118>
- [12] E. M. Havik & B. J. M. Dankers, *Shared Space for Blind and Partially Sighted People: A Challenge for Designers*. [online] Published 2009. Viewed on 20th April 2020. [http://www.eccolo.nl/shared-space/english/#/home/](https://www.eccolo.nl/shared-space/english/#/home/)
- [13] R. Krier, *Urban Space*, London: Academy Editions, 1979.
- [14] W. H. Whyte, *The Social Life of Small Urban Spaces*, Washington DC: The Conservation Foundation, 1980.
- [15] I. Bibeva, *Public Space and Its Role For Segregation Identity and Everyday Life. A Case Study Östbergahöjderna and its Square*. Thesis. Department Of Geography. Stockholm University, 2012.
- [16] I. Bibeva, *Public Space and Its Role For Segregation Identity and Everyday Life. A Case Study Östbergahöjderna and its Square*. Thesis. Department Of Geography. Stockholm University, 2012.
- [17] B. A. Al-Mashaykhi, R. A. Hammam, *Shared Street as A Means of Liveable Urban Space*. [Online] Published on January 2020. Viewed on 20th April 2020. https://www.researchgate.net/publication/338352916_Shared_Street_as_A_Means_of_Liveable_Urban_Space DOI:<https://doi.org/10.1088/1755-1315/409/1/012044>
- [18] M.D. Setyowati, *The Shared Space Street Factors of Commercial Corridor in Pemuda Street Magelang City*, in: *Arsitektura*, Vol 16, No. 1, 2018, pp: 139-150. DOI: <http://dx.doi.org/10.20961/arst.v16i1.20610>
- [19] R.R.J.C. Jayakody, K.K.M. Alston, N. Dias, Design Factors For Successful Shared Space Street (SSS) Design, in: International Journal of Strategic Property Management, Vol 2, 4, 2018, pp: 278-289. DOI: <https://doi.org/10.3846/ijspm.2018.3685>