ELEMENTS OF OPEN PUBLIC SPACE
AT CORRIDOR SOMBAOPU STREET MAKASSAR CITY

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Abstract: Physical elements forming characters in the corridor Somba Opu street Makassar city such as trees/shade, diversity of buildings, street furniture, open space, accessibility, density, contrast, parking, pedestrian pathways, and pavement are still considered to be less supportive of characteristics and strengthen the identity of the corridor area the street. In this case the physical elements still give the impression of being neglected on several corridor Somba Opu street Makassar city, besides that improper arrangement and processing of elements can also affect the convenience of visitors in shopping or users of the corridor Somba Opu street Makassar city, giving rise to responses from community groups to the physical elements in the corridor. From this background, the formulation of the problem in this study is the extent of the influence of the physical elements forming the character of the corridor Somba Opu street Makassar city, and which physical elements dominate the character formation of the corridor Somba Opu street Makassar city, according to the community response. This paper is intended to analyze and find out the physical elements that dominate the character formation of the street corridor that automatically affects the characteristics that already exist on the corridor Somba Opu street Makassar city based on the response from the community. In this study, it is based on a quantitative and qualitative paradigm which will compare the response of the community to the physical elements forming the street character. The method in this study was through questionnaires and interviews with community groups (shop owners, street users/visitors, and street vendors) to find out their responses to the physical elements that make up the character in the corridor Somba Opu street Makassar city, and then obtain the data analyzed with the help of the SPSS program with discriminant techniques. The results of this study indicate the element of accessibility that dominate the formation of the corridor Somba Opu street Makassar city corridor character, according to the response from the community (shop owners, users/visitors, and street vendors).

Keywords: Elements Public Spaces, Characteristics, Corridors.

INTRODUCTION

As the provincial capital of South Sulawesi, Makassar has several commercial areas or trade centers with distinctive characteristics and different service scales. One form of trade/trade area is in the form of a "shopping street" which implies the space used for something. Where the meaning of shopping (shopping) means buying, visiting shops to make purchases and see goods (the store in question is a building or space where goods or services are sold to the public), and street itself originates from the Latin "sternere" which means coating, it implies the limitation of the surface and the marking made in open space which then becomes the concept of the street hierarchy. So overall shopping street is a street that is limited to one or both sides by a store that has an entrance (entrance) on the inside edge of the pavement, and a storage room and access to goods on the back facing a street/service line.

Some shopping streets in Makassar have started to develop with quite high trade intensity, one of which is shopping street which is on Somba Opu street. The place to shop is on the Somba Opu street, namely: 1. Souvenir/souvenir shops from Makassar –South of Sulawesi, etc., 2. Restaurant, and 3. Street vendors/informal sector.
Shopping street on Somba Opu street has supporting elements that should be able to support the function and strengthen the identity of the area or corridor of the street. Some elements that are considered important include: pedestrian ways, street furniture, parking, signage (billboards/advertisements), skyline, enclosures (boundaries), and style (architectural style). This is explained by Allan B. Jacob (1993) in his book "Great Street", that a street with strong character is seen more because of its design characteristics and physical condition; and supported by John A. Jakle (1987) in his book "The Visual Element of Landscape" that the visual element of the landscape that gives characteristics to a place, can be seen from; scale, seeing in detail from the street scale/observation; Pavement material, street furnishing, and vegetation, style, as well as the face/face of the building.

However, seeing the reality on the corridor Somba Opu street in the form of care, processing, and structuring of the physical elements is less attention. This affects the characteristics of the corridor Somba Opu street, which causes chaos and unkempt appearance, besides the improper arrangement and processing of elements can also affect the convenience of visitors to shop or Somba Opu street users. In accordance with the formulation of the problem above, the objectives of this study are to find out how the community responds to the character building physical elements that are in the corridor Somba Opu street Makassar city. Also to find out the physical elements that dominate character formation on the corridor Somba Opu street Makassar city, based on responses from the community.

This research, in general, is expected to be a reference for the Makassar City Government in determining the strategy for the development and development of corridors in Somba Opu Street Makassar City. This study is specifically expected to be able to: (i) Providing knowledge about the physical elements that dominate character formation towards the characteristics of the corridor Somba Opu street Makassar city, based on responses from the community. (ii) Become input for other prospective researchers who will conduct research with a substantial scope of research similar to this research.

Figure 1. Top view corridor Somba Opu street (Source: Google Earth, 2015)

In the Kamus Besar Bahasa Indonesia (2007), the characteristics are a distinctive sign that distinguishes something from others. And streets are land transportation infrastructure covering all parts of the street, including complementary buildings and equipment intended for traffic, which are on the surface of the land, above the surface of the land, below the surface of the land and/or water, and above the water surface, except railstreet, lorry, and cable streets. So the characteristics of the street are land transportation infrastructure that has its own characteristics or signs, in this case, different from the others. In this study, it refers to the theory of Allan B. Jacob (1993); pedestrian ways, street furniture, parking, signage (billboards/advertisements), skyline, enclosures (boundaries), and style (architectural style). The addition of several other supporting theories from John A. Jakle (1987); scale, seeing in detail from the street scale/observation; Pavement material, street
furnishing, and vegetation, style, as well as the face/face of the building. Corridor overview Somba Opu Street Makassar can be seen in Figure 1.

Based on the division of the Makassar City Region, corridor Somba Opu street is in the City Territory. The functions of the City Region Section are as follows: (a) Settlement; (b) Trade and services; (c) College; (d) Industry and (e) Transportation. Corridor Somba Opu street Makassar city is classified as a secondary local street with local regulations that apply including Building Base Coefficient 60%, Building Height 1 - 4 floors, and Building Floor Coefficients 1 - 2.4, and Building Border Lines 17 meters (Makassar City Spatial Planning).

MATERIAL AND METHODS

In this study based on the quantitative and qualitative paradigm (Iskandar, 2008), then in this study will compare the response of the community to the physical elements forming the street character. The method in this study was through questionnaires and interviews with community groups (shop owners, users/visitors, and street vendors) to find out their responses to the physical elements that make up the character in the corridor Somba Opu Street Makassar city, and then obtain the data analyzed with the help of the SPSS program with discriminant techniques. The sample in this study are street vendors (informal sector) who sell along the corridor Somba Opu street, shop/business owners (formal sector) along the corridor Somba Opu street, as well as, and visitors/users of the corridor Somba Opu street. The determination of the number of samples developed by Rascoe in Sugiyono (2005). The sample size for the study was 100 people in each category, from 8:00 am to 21:00, Monday to Sunday.

RESULTS AND DISCUSSION

Physical Elements Forming the Somba Opu Makassar Corridor

![Figure 2. Element of Trees: A. Street vendors (informal sector) response to elements of trees/shade nature (grey: 30%); B. Shop/business owners (formal sector) response to elements of trees/shade nature (yellow: 26.7%); Visitors/users owners response to elements of trees/shade nature (yellow: 26.7%).](image)

![Figure 3. Elements of Building Diversity: A. Street vendors response to the element of Building Diversity (yellow: 33%); B. Shop/business owners response to the element of Building Diversity (pink: 40%); Visitors/users response to the element of Building Diversity (yellow: 26.7%).](image)
Element of density on this study shows street vendors response (strongly agree) to the element of density is about 26.7%, shop/business response to the element of density 23.3% and visitors/users response (strongly agree) to the element of density is about 40%. Then elements of contrast is followed by 30% street vendors response (strongly agree) to the element of contrast, 36.7% of shop/business response (strongly agree) to the element of contrast, and 40% visitors/users response (neutral) to the element of contrast. The next data shown element of parking showed about 46% street vendors response (neutral) to the element of parking, shop/business response to the element of parking about 36.7% (disagree), and visitor 65.5% (disagree). Element of pedestrian way showed 40% street vendors response (strongly agree) to the element of pedestrian way, and the last is element of pavement about 27.6% of street vendors response (disagree) to the element of pavement.
### Table 1: Summary of analysis & discussion of physical character forming elements

<table>
<thead>
<tr>
<th>Physical Forming Character</th>
<th>According to street vendor Response</th>
<th>According to the Shop Owner Response</th>
<th>According to the User/Visitor Response</th>
<th>Conclusion</th>
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<tbody>
<tr>
<td><strong>Elements</strong></td>
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<tr>
<td>Tree Elements</td>
<td>Trees; dominant gives a positive response of 96.0%, because it considers trees can provide shade for them. For more details, the trees / shelters that are on the street are considered to have provided shade, therefore the street vendors appear in the afternoon; precisely around 15:00 o'clock.</td>
<td>Trees; dominant gave a positive response of 25.6%, because it is considered trees have shade and form like a fence / barrier that lined nearly to the Somba Opu Makassar street, so it looked better than other streets around the area.</td>
<td>Trees; dominant gives a positive response of 28.6%, because it is considered to be able to provide shade, especially when their vehicles are parked as well as a beautiful view on the street of Somba Opu Makassar because it looks like a straight line.</td>
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<td><strong>Components</strong></td>
<td>Building Diversity; dominant gives a positive response of 40.0%, because it is considered to provide its own characteristics for the Somba Opu Makassar street, where the characteristics here are as a typical Sulawesi hawkers center and Noble Gold / Metals.</td>
<td>Building Diversity; dominant gives a positive response of 26.7%, because it considers the diverse buildings provide many choices of needs for them, starting from basic needs to secondary needs.</td>
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<td>Street Furniture</td>
<td>Street Furniture; dominant gives a neutral response of 30.0%, because there are considered to be neatly arranged and there are still some that have not been neatly arranged.</td>
<td>Street Furniture; dominant gave a neutral response of 30.0%, because there are considered to be neatly arranged and there are still some that have not been neatly arranged.</td>
<td>Street Furniture; dominant gave a neutral response of 30.0% (strongly disagrees), because it was considered not at all neatly arranged.</td>
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<td>Accessible</td>
<td>Accessibility; dominant gives a positive response of 53.3%, because it is considered that snacks that they serve are easily reached by users / visitors to Somba Opu Makassar.</td>
<td>Accessibility; dominant gives a positive response of 33.3%, because it is considered to be able to easily reach all of their needs, or in other words all they wanted was already on the street to Somba Opu Makassar.</td>
<td>Accessibility; dominant gave a positive response of 40.0%, because it is considered to give its own characteristics to the Somba Opu Makassar street.</td>
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<td>Elements of Parking</td>
<td>Parking; dominant gives a positive response of 95.5%, because it is considered not neatly organized and still chaotic, and reduced street use capacity so that it was prone to traffic jams on Somba Opu Makassar street.</td>
<td>Parking; dominant gave a negative response of 65.5%, because it was considered not yet neatly arranged and still chaotic, and reduced street use capacity so that it was prone to traffic jams on Somba Opu Makassar street.</td>
<td>Parking; dominant gave a positive response of 40.0%, because it is considered to provide its own characteristics for the Somba Opu Makassar street.</td>
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<td>Density</td>
<td>Density, dominant gives a positive response of 26.7%, because the snacks they sell can be used up quickly by users / visitors to Somba Opu Makassar.</td>
<td>Density, dominant gives a positive response of 20.0%, because it is considered to give its own characteristics.</td>
<td>Density, dominant gives a positive response of 40.0%, because it is considered density on the Somba Opu Makassar street is dense with a typical Sulawesi hawkers center and Precious Gold / Metals.</td>
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<tr>
<td>Density</td>
<td>Contrast; dominant gives a positive response of 30.0%, because it is considered to give its own characteristics for the Somba Opu Makassar street.</td>
<td>Contrast; dominant gives a positive response of 33.3%, because it is considered to be able to easily reach all of their needs, or in other words all they wanted was already on the street to Somba Opu Makassar.</td>
<td>Contrast; dominant gives a positive response of 40.0%, because it is considered to provide its own characteristics for the Somba Opu Makassar street.</td>
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<tr>
<td>Elements of Parking</td>
<td>Parking; dominant gives a positive response of 95.5%, because it is considered not neatly organized and still chaotic. Unlittered parking will prevent access to their stores, so understanding what buyers who shop at their store will look for other stores.</td>
<td>Parking; dominant gave a positive response of 26.7%, because it is considered not neatly organized and still chaotic, and reduced street use capacity so that it was prone to traffic jams on Somba Opu Makassar street.</td>
<td>Parking; dominant gave a negative response of 65.5%, because it was considered not yet neatly arranged and still chaotic, and reduced street use capacity so that it was prone to traffic jams on Somba Opu Makassar street.</td>
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<td>Elements of Pedestrian Way</td>
<td>Pedestrian way; dominant gives a positive response of 40.0%, because it is considered good and no one ever feels disturbed and complaints about the state of the pedestrian path they use.</td>
<td>Pedestrian way; dominant gave a negative response of 23.6%, because it was considered not functioning properly.</td>
<td>Pedestrian way; dominant gives a neutral response of 36.7%, in this case it does not justify the condition of the pedestrian path that is not functioning properly because indeed the track conditions are still bumpy and carved, but can be crossed by pedestrians so that the path is used by street vendors.</td>
<td>The pedestrian way on Somba Opu street Makassar city is not functioning properly because the track conditions are still uncomfortable to be crossed by pedestrians in this case it is still bumpy and hollow. So the theory of Jacob (1993) explains that good streets have walking places that provide space for people to carry out walking activities, with the criteria that pedestrian paths are not only passable by pedestrians, but can be crossed comfortably in this case nearly arranged, not corrugated, and not perforated, and equipped with street furniture, proven on the street Somba Opu Makassar.</td>
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<td>Elements of Pavement</td>
<td>Pavement; dominant gives a positive response of 34.5%, because it is considered neat and very comfortable to be crossed by pedestrians and motorized vehicles.</td>
<td>Pavement; dominant gives a neutral response of 33.3%, because it considers the condition of pavement is not so neat, but it's still quite comfortable to be crossed by pedestrians and motorized vehicles.</td>
<td>Pavement; dominant gave a negative response of 56.3%, because it was considered not neat and very uncomfortable to be crossed by pedestrians or motorized vehicles.</td>
<td>The pavement on Somba Opu Makassar street is not yet neat and very uncomfortable to be crossed by pedestrians or motorized vehicles. In this case it's still bumpy. So the theory of Jackie (1986) which explains the state of pavement from the street can shape and influence moods, and can affect the comfort of street users, where the pavement can be used to divide large areas, very precisely because the still bumpy Somba Opu Makassar especially street users complain about.</td>
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CONCLUSION

The research conclusions regarding the elements of open public space at corridor sombaopu street makassar city are as follows: 1. Physical elements forming characters: Element of Trees/shade on Somba Opu street Makassar city provide shade for street users/visitors, shop owners, especially for street vendors. Elements of Building Diversity; provide additional characters from the characteristics that already exist on the Somba Opu street Makassar city. Element of Street Furniture; some are neatly arranged and some are not neatly arranged. Where street furniture on the Somba Opu street Makassar city is not only trees, paving, street lighting, traffic lights, street signs, billboards, billboards, trash bins, plants with pots, also stalls street vendors on the street. Element of Open Space like streets actually has its own characteristics of the characteristics that already exist on the Somba Opu street Makassar city. Element of Accessibility on the Somba Opu street Makassar city received more positive responses because they were easily reached by visitors to the street. Element of Density on the Somba Opu street Makassar city receives a positive response because the density on the street is more on the informal sector (at night & holidays) with visitors on the street. Element of Contrast can be seen from the physical design conditions on the corridor Somba Opu street Makassar city which predominantly forms a strong character from the existing characteristics of the corridor Somba Opu street Makassar city as the Shopping Street Center. Element of Parking is still not neatly arranged, because there is no parking facility on corridor Somba Opu street Makassar city. Element of Pedestrian on the corridor Somba Opu street Makassar city have not functioned properly because the track conditions are still uncomfortable to be crossed by pedestrians, in this case, it is still bumpy and hollow. Element of Pavement on corridor Somba Opu street Makassar city is not yet neat and very uncomfortable to be crossed by pedestrians or motorized vehicles. In this case, it's still bumpy. 2) Physical Elements on the Characteristics of Corridor Somba Opu street Makassar city. There are significant relationships and influences between the physical elements forming the character and characteristics of the corridor Somba Opu street Makassar city. The last, the most influential physical element is Element of Accessibility.

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