

INTISARI

Pengembangan kawasan berbasis transit atau *Transit Oriented Development* (TOD) adalah konsep untuk menjawab permasalahan terkait minimnya penggunaan moda transportasi publik di kawasan perkotaan. Kondisi eksisting di kawasan stasiun Maguwo sudah diupayakan sistem integrasi intermoda antara moda angkutan udara, kereta api, bus Trans Jogja, dan bus antar kota (Damri). Akan tetapi jika dilihat dari prinsip TOD kawasan tersebut belum menerapkan prinsip TOD, khususnya dengan masih rendahnya densitas dan diversitas kawasan. Sehingga berakibat rendahnya intensitas penggunaan transportasi publik khususnya kereta api.

Penataan kawasan stasiun Maguwo dengan konsep TOD diawali dengan tinjauan tipologi TOD yang ideal untuk diterapkan di kawasan stasiun Maguwo, dan tinjauan kondisi eksisting untuk menemukan kesenjangan (*gap*) antara kondisi eksisting dengan tipologi TOD yang ideal untuk diterapkan. Dilanjutkan dengan strategi desain untuk mencapai tipologi TOD tersebut.

Penelitian menggunakan metode deduktif kuantitatif dan kualitatif dengan variabel penelitian meliputi variabel tipologi kawasan TOD berdasarkan kriteria teknis layanan TOD, variabel prinsip TOD 5D, dan variabel TOD Standard 3.0. Variabel dari ketiga konsep tersebut didialogkan sehingga ditemukan variabel terkait penerapan prinsip TOD meliputi variabel Densitas, Diversitas, *Walkability*, Transit, dan *Destination Accessibility*.

Hasil penelitian menunjukkan tipologi TOD yang ideal diterapkan di kawasan stasiun Maguwo adalah tipologi TOD Sub Kota. Kesenjangan antara kondisi eksisting dengan standar tipologi TOD Sub Kota adalah pada kurangnya jumlah unit hunian dan rendahnya intensitas pemanfaatan lahan meliputi kepadatan bangunan, kepadatan unit hunian, dan kepadatan populasi. Strategi desain untuk mencapai tipologi TOD Sub Kota berdasarkan prinsip TOD 5D dan *TOD Standard 3.0* adalah dengan menambahkan bangunan baru untuk meningkatkan kepadatan bangunan dan jumlah unit hunian (aspek densitas), penyediaan fasilitas sumber makanan segar, Pendidikan, Kesehatan dengan skala layanan regional, dan unit perumahan terjangkau (aspek diversitas), penyediaan infrastruktur jalur pejalan kaki dan sepeda yang aman dan mudah diakses (aspek *Walkability*), serta penataan sistem dan sebaran titik transit didalam radius 400m dari stasiun, dan sistem integrasi antar moda menuju destinasi dan atraktor diluar radius 400m dari stasiun.

Strategi implementasi prinsip TOD dalam desain Kawasan dapat dilakukan secara bertahap berdasarkan klasifikasi TOD yang akan dicapai, klasifikasi tersebut meliputi kawasan TOD sesuai prinsip TOD 5D dan standar TOD Sub Kota, serta klasifikasi kawasan TOD sesuai prinsip *TOD Standard 3.0* yang terbagi menjadi 3 tingkatan yaitu *Bronze*, *Silver*, dan *Gold Standard*.

Kata kunci: transit, tipologi, TOD 5D, TOD Sub Kota, *TOD Standard 3.0*

ABSTRACT

Transit Oriented Development (TOD) is a concept to address problems related to the lack of public transportation use in urban areas. The existing conditions in Maguwo station area have pursued intermodal system between air transportation modes, trains, Trans Jogja buses, and inter-city buses (Damri). However, viewed from TOD concept the empirical conditions in Maguwo station area have not applied the TOD concept, especially related to density and diversity aspects which results in the low intensity of public transportation use, based on these conditions it is necessary to reposition the area with TOD concept.

Repositioning Maguwo station area with TOD concept begins with a review of existing conditions and TOD typologies that ideal to be implied in Maguwo station area, finding gaps between existing conditions and ideal TOD typology, and design strategy to resolving the gaps and to achieve the typology of TOD.

The study uses quantitative and qualitative deductive methods with research variables including variables of TOD typology based on the service technical criteria of TOD, variable of TOD 5D principle, and TOD Standard 3.0. Variables from this concept were dialogue and found the TOD principle variable, i.e. Density, Diversity, Walkability, Transit, and Destination Accessibility.

The research showed the ideal TOD typology applied in Maguwo station area was sub urban TOD. The gap between the existing conditions and the sub urban TOD standard is the lack of residential units and the low intensity of spatial use including building, residential, and population density. Design strategy to achieve the standard of sub urban TOD based on the TOD 5D principle and TOD Standard 3.0 is complemented by adding new buildings to increase building density and the number of residential units (density aspects), providing fresh food sources, education facility, health facility with regional service packages, and affordable housing units (diversity aspect), providing safe and accessible pedestrian and bicycle path infrastructure (walkability aspect), as well as the structuring system and distribution of transit points within a radius of 400 m from the station, and the intermodal integration system to get destinations and attractions outside the 400m radius from the station.

The implementation strategy of TOD principle can be implemented by stages based on TOD classification to be achieved, the classification includes TOD according to TOD 5D principle and Sub Urban TOD standard, and TOD classification according to TOD Standard 3.0 which is divided into 3 levels including Bronze, Silver, and Gold Standard

Keyword: transit, typology, TOD 5D, Sub Urban TOD, TOD Standard 3.0