

RINGKASAN

Perencanaan Kawasan *Transit Oriented Development* Stasiun Sentolo Kabupaten Kulon Progo dengan Metode *Participatory Placemaking*

Stasiun Sentolo terletak di Kalurahan Sentolo, Kapanewon Sentolo, Kabupaten Kulon Progo. Stasiun Sentolo menjadi salah satu stasiun di Kabupaten Kulon Progo yang akan direaktivasi dan dikembangkan dalam rangka mendukung konektivitas Bandara *Yogyakarta International Airport* (YIA). Stasiun tersebut akan dikembangkan menjadi kawasan berorientasi transit (*Transit Oriented Development/TOD*). Namun, kawasan Stasiun Sentolo masih menghadapi beragam permasalahan kondisi fisik yang belum sesuai dengan arahan pengembangan kawasan berorientasi transit (*Transit Oriented Development/TOD*). Permasalahan utama pada kawasan Stasiun Sentolo antara lain penggunaan transportasi publik yang masih minim, penggunaan ruang yang belum optimal, serta kawasan yang belum berorientasi pada pejalan kaki. Permasalahan tersebut berdampak pada rendahnya aksesibilitas (keterjangkauan) dalam kawasan serta berjalan kaki yang belum menjadi preferensi masyarakat. Selain itu, terdapat beberapa evaluasi dalam proses perencanaan dan pembangunan kawasan TOD, di antaranya adalah sulitnya membangun sinergi antarpara pemangku kepentingan dan kurangnya dukungan masyarakat. Oleh karena itu, diperlukan perencanaan kawasan TOD berbasis masyarakat yang melibatkan kolaborasi antarpara pemangku kepentingan guna mendukung pengembangan kawasan berorientasi transit di Stasiun Sentolo. Proses analisis kawasan TOD Stasiun Sentolo menggunakan metode *benchmarking* yaitu membandingkan kondisi *eksisting* Kawasan TOD Stasiun Sentolo terhadap konsep ideal perencanaan. Konsep ideal perencanaan diperoleh dari hasil elaborasi antara teori yang digunakan dengan ketentuan pada peraturan yang berlaku. Sementara, proses perumusan dan pemilihan alternatif rencana dilakukan dengan metode *participatory placemaking (focus group discussion/FGD)*. Kegiatan diskusi melibatkan anggota karang taruna padukuhan yang termasuk dalam delineasi kawasan TOD Stasiun Sentolo, yaitu Padukuhan Sentolo Kidul, Padukuhan Sentolo Lor, Padukuhan Kalibondol, Padukuhan Siwalan, dan Padukuhan Pongangan. Alternatif rencana terpilih adalah Konsep Layak Huni. Konsep layak huni cenderung mempertahankan kondisi yang sudah ada. Perencanaan kawasan TOD Stasiun Sentolo bertujuan untuk merumuskan dan memberikan arahan rencana Kawasan TOD Stasiun Sentolo sehingga dapat menjadi kawasan yang layak huni dan berkelanjutan. Secara umum, perencanaan ini terdiri dari penataan intensitas guna lahan, sirkulasi, mobilitas, serta penataan kelengkapan kawasan.

Kata Kunci:

Transit Oriented Development, Stasiun Sentolo, *Participatory Placemaking*, Layak Huni

ABSTRACT

Planning of the Transit Oriented Development Area of Sentolo Station, Kulon Progo Regency Using Participatory Placemaking Method

Sentolo Station is located in Sentolo Village, Kapanewon Sentolo, Kulon Progo Regency. Sentolo Station is one of the stations in Kulon Progo which will be reactivated and developed in order to support Yogyakarta International Airport (YIA) connectivity. The station will be developed into a transit-oriented area (TOD). However, the Sentolo Station area is still facing various physical conditions that are not in accordance with the direction for the development of a transit-oriented area (TOD). The main problems in the Sentolo Station area include minimal use of public transportation, less than optimal use of space, and areas that are not yet pedestrian-oriented. These problems give an impact on the low accessibility (affordability) and people's preference for walking. In addition, there are several evaluations in the planning and development process of the TOD area, including the difficulty of building synergies among stakeholders and the lack of community support. Therefore, it is necessary to plan a community-based TOD area that involves collaboration among stakeholders to support the development of a transit-oriented area at Sentolo Station. The process of analyzing the TOD area of Sentolo Station applied benchmarking method, namely comparing the existing conditions of the Sentolo Station TOD area to the ideal planning concept. The ideal planning concept was obtained from the results of the elaboration between the theory used and the provisions in the applicable regulations. Meanwhile, the process of formulating and selecting alternative plans was carried out using the participatory placemaking (focus group discussion/FGD) method. The discussion activity involved members of the youth organization at the hamlet level listed in the delineation of the Sentolo Station TOD area, namely Sentolo Kidul Hamlet, Sentolo Lor Hamlet, Kalibondol Hamlet, Siwalan Hamlet, and Pongangan Hamlet. The alternative plan chosen was the Livable Concept. The concept of livability tends to maintain the existing conditions. Planning of the TOD area of Sentolo Station aimed to formulate and provide direction for the plan for the Sentolo Station TOD area so that it can become a habitable and sustainable area. In general, this planning consists of structuring the intensity of land use, circulation, mobility, and arranging the completeness of the area.

Keywords: Transit Oriented Development, Sentolo Station, Participatory Placemaking, Liveable Concept