

BUILDING DEVELOPMENT IN THE TOD JAKARTA AREA IN THE FORM OF INCREASING THE FLOOR COEFFICIENT OF INTEGRATED MIXED BUILDINGS WITH ALL MRT BUSWAY LRT FACILITIES IN THE PULOMAS AREA, EAST JAKARTA

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ABSTRACT

The development of Transit-Oriented Areas (TOD) has been established provisions and regulations related to the requirements and rules of implementation through the Minister of Agrarian Regulation number 16 of 2017 and DKI Jakarta Governor Regulation number 67 of 2019. Submission of an area for the TOD Area can be submitted by the landowning community to the Governor of the DKI Jakarta Provincial Government, it is also possible to cooperate with BUMN or BUMD which have obtained the right to manage the TOD Area from the Governor of DKI Jakarta Province. TOD Areas that are integrated with the Public Transport System will have a positive impact on the Community, in the form of transportation cost efficiency, ease of reaching the terminal location, equipped with pedestrian and cycling facilities. With the increasing need for land, especially around Mass Public Transport Facilities, incentives are given in the form of an increase in the Building Floor Area Coefficient (KLB) in the TOD Area according to the established TOD typology. Regulations regarding the increase of Building Floor Area Coefficient in TOD Area along with the procedure and the amount of incentives obtained are regulated in Governor Regulation number 31 of 2022. TOD areas that are integrated with Public Transport Facilities will improve the quality of urban space utilisation, increase property values by involving stakeholders.

Keywords: *TOD, building floor coefficient, public transport facilities*

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INTRODUCTION

Life activities of urban people in big cities on weekdays take place on private vehicles, motorbikes, taxis, or public transportation, if there are no mass public transportation facilities, it also has an impact on congestion on the highway, has an impact on public health and causes air pollution, also at risk of psychological stress, especially for people who are mobile due to physical fatigue, including financial losses. Data on transportation activities in Jakarta was delivered by Heru Hermawanto, Head of the Office of the Office of Copyright, Spatial Planning and Land of Jakarta Province at the Webinar on Utilization of Space as a Means of Transportation Integration in Jakarta conveyed data that Jakarta's population of 10.08 million people and commuter rate of 1.3 million people came from the cities of Bogor, Tangerang, and Bekasi to work or study in Jakarta. from 2016 data mentioned the number of trips 20 million times Travel per day and vehicle speed 10 km / hour, with a total of 17.5 million vehicles consisting of 3.2 million cars, 13.08 million motorcycles and public vehicles as many as 673,661 load cars and 362,068 buses.

Integration of Space Utilization Planning and integrated mass public transportation transportation are factors that underlie the principles in urban planning and design as well as proper analysis of building floor coefficient planning in the area of node points in transit-oriented areas, equipped with pedestrians. and bicycle-friendly. The development of movement

infrastructure in urban areas in line with planning will improve the quality of urban space. Development of transit-oriented areas.

The allocation of mixed use buildings with intermodal at development sites that are integrated with infrastructure in the form of making new roads, through roads or parallel roads, as well as the development of road and rail-based mass public transportation will have an impact on increasing space requirements in the building area at the location because it is more efficient because it is close to public transportation facilities or other facilities

The Development Area in a strategic location that is integrated with public facilities has a positive impact, namely the increasing price of land due to the demand for office space or housing and other facilities, land use through adding building floors vertically by increasing the Building Floor Coefficient according to zoning designation is a solution to the problem of building floor area needs in urban areas.

The rules and regulations that apply to the research location are a description of the process that must be obeyed by stakeholders, landowners, development companies / developers coordinated with related agencies in the DKI Jakarta Provincial Government. The benefits of this research are useful for land-owning communities and for stakeholders whose land is included in the Transit-Oriented Area (TOD) development area, namely urban development activities whose development is carried out vertically in the form of adding building floor coefficients in areas that are integrated with rail-based road or land facilities, then the use of public transportation facilities becomes effective according to the purpose of the formation of Transit-Oriented Areas.

The study was conducted by the author at two research locations, the first study on the location of the Area that has been designated as a TOD Area. Meanwhile, the second location in the area that is still in the process of being submitted as a TOD Area. This Transit-Oriented Area Development Research intends to provide an overview of the conditions of the TOD Area that has been running and the Transit-Oriented Area that is in progress for the development of other major cities in Indonesia in accordance with the Minister of Agrarian Regulation No. 16 of 2017.

METHOD

The research method is carried out through primary and secondary data, studying the provisions and procedures that must be carried out in submitting proposals for an Area to become a Transit-Oriented Area. The research was conducted in the Dukuh Atas TOD Area. The selection of the Dukuh Atas TOD research site can represent several TODs in Jakarta, because it is located on Jalan Thamrin in downtown Jakarta. surrounded by fairly orderly settlements not slums but ROW road is only 6 m.

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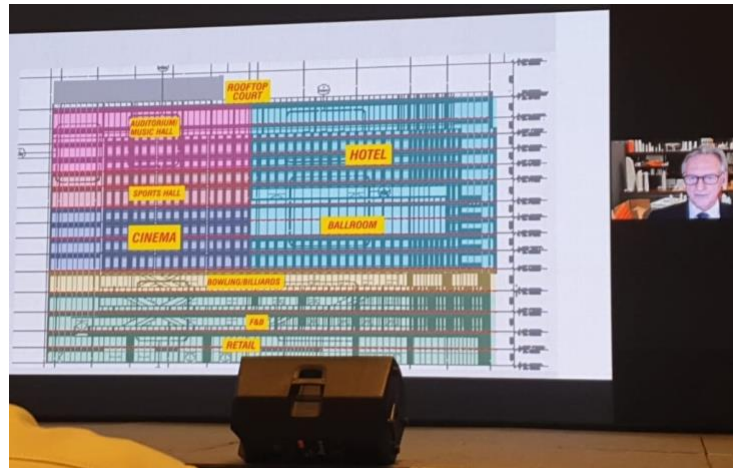


Figure 1. Compact Mixed Use Planning in one building block



Figure 2. Research Location Areas that are still in the process of being submitted as Transit-Oriented Areas

RESULTS AND DISCUSSION

The efficiency of life activities in urban areas is highly dependent on urban planning spatial patterns, urban planning initially starts from socio-economic activity patterns, spatial planning is carried out so that people's lives are comfortable and healthy, urban planning on lands owned by individual communities according to land ownership status must be considered and appreciated so that people whose land is included in the urban planning area are involved to support. The pattern of urban spatial planning is increasingly successful in meeting the needs and population growth of both indigenous and immigrant communities, from urban literature and articles the success of urban planning is realized through the support of social communities with government agencies through the issuance of urban planning regulations that regulate, among others, spatial allocation and zoning, including residential, commercial, public infrastructure and other social zoning, The use of land owned by communities affected by urban spatial planning is supported through a strong land law basis through an Agrarian Minister Regulation.

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In relation to studying the popular Urban Spatial Planning model carried out in large countries called Transit Oriented Development (TOD), discussion of areas included in the TOD area, the important elements in submitting Transit-Oriented Areas are:

First, studying the planning provisions, namely the determination of Zoning Allocation, determining the basic coefficient of building and building floor coefficient and its implementation in the city of Jakarta, the research was carried out in one of the Dukuh Atas TOD Areas and observed one of the 100-storey tall buildings at the time this article was compiled, it was still the tallest Mixed-Used Building in the Dukuh Atas TOD Area of Jakarta.

Second, in the provisions of DKI Jakarta Governor Regulation No. 67 of 2019, in accordance with the Vision and Mission of the DKI Jakarta Provincial Government, people according to the definition in point 22 consideration, namely individuals, groups of people including customary law communities, corporations and / or other non-government stakeholders who own land and buildings in the Transits Oriented Area can submit a proposed area of the Area, Transit Oriented Area Manager according to the definition in consideration point 25 Area Manager is a Regional Owned Enterprise Operator or State-Owned Enterprise Operator who cooperates with Regional Owned Enterprises that manage and develop Transit-Oriented Areas.

Third, communities who carry out development in accordance with the City Design Guidelines for Transit-Oriented Areas in accordance with DKI Jakarta Governor Regulation No. 67 of 2019 article 35 point 2 (two) are given incentives in the form of additional access to Mass Public Transportation Facilities, relief or reduction of Urban and Rural Land and Building Tax (PBB-P2), relief or reduction of other regional taxes, flexibility of space utilization activities and allocation of additional intensity of Space Utilization according to with Urban Design Guidelines, while communities that do not conform to the Principles of Planning and Development of Transit-Oriented Areas are subject to Higher Regional Taxes, Restrictions on Space Utilization Activities and/or Restrictions on Space Utilization Intensity.

The potential that can be generated in the development of Transit-Oriented Areas within the Pulomas Area Development location is as follows::



Figure 3. Development of Transit-Oriented Areas within the location of Pulomas Area Development

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The potential for the Development of Transit Oriented Areas is in the form of an increase in Area Intensity in the form of an increase in KLB in the more orderly provision of Public Space. Green Open Space and the formation of Compact Areas in the form of Potential for Increasing Occupancy. Potential for Increasing Employment because with increasing intensity, Mix Used activity activities are increasing and overall improving the Urban Economy.

Fourth, the Technical provisions of Space Utilization, must meet the technical provisions of space utilization, namely the availability of pedestrian facilities, the availability of cyclist facilities, connectivity facilities, building compaction facilities, road density, mixed areas, movement, intermodal courtyards or Transit Plaza, affordable flats and other public activities

Fifth, the use of space in the fourth point is activities that are allowed to be developed in Transit-Oriented Areas and activities that are not allowed to be developed in Transit-Oriented Areas.

CONCLUSION

From the results of the TOD Area research on the research location of the Project area that has been built, namely the Thamrin Nine Area, the utilization of the acquisition of excess KDB and KLB excesses is a successful development of urban management and has succeeded in developing in a Compact Area, namely in a location consisting of mixed buildings. The potential for improving national public transportation facilities will also be successful because of the increasing number of community activities in line with the increase in KDB and KLB in the Dukuh Atas TOD Area. All designs in the TOD Area must be completed in advance with the Urban Design Guideline which must be submitted by the initiator or manager of the Transit Oriented Area. From the results of the research on the provisions of the TOD Area Development Proposal, which are as many as 5 (five) in the description above, the author believes that the area that can be proposed as a Transit-Oriented Area in East Jakarta is the Pulomas Area of East Jakarta, the manager is a Regional Owned Enterprise whose role since 1960 is to manage 350 Ha and still has vacant land assets ready to build located in two LRT terminals on Jalan Kayu Putih on Jalan Kayu, adjacent to Busway on Perintis Kemerdekaan road. and the West Boulevard toll road has succeeded in developing a 40-storey tall building that matches the characteristics of affordable houses as many as 3000 units also meet the criteria for the requirements to become a TOD-oriented area. For land areas that have been controlled by the designation of offices or residential flats, the Building Floor Coefficient can be increased so that activities in the Transit-Oriented Area and the use of LRT and Busway facilities that are integrated with the TOD Pulomas Transit Area

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