

ABSTRAK

Dalam Rencana Tata Ruang Wilayah, Rencana Pembangunan Jangka Panjang Daerah Kota Bogor dan dokumen rencana lainnya memuat TOD skala kota di Stasiun Bogor yang terletak di pusat kota. Dengan adanya berbagai teori TOD, termasuk teori TOD Hank Dittmar dan Gloria Ohland (2004) yang memiliki tipologi TOD paling bervariasi yang berlaku secara global, dibandingkan dengan teori-teori TOD lainnya ataupun Peraturan Menteri ATR/BPN yang menipologikan hanya 3 jenis. Tersedianya teori TOD Hank Dittmar dan Gloria Ohland (2004) dengan salah satu tipologinya yaitu *Urban Downtown TOD* merupakan turunan dari teori TOD Peter Caltrophe (1993). Kesesuaian penerapan TOD di Stasiun Bogor dapat dilihat kesesuaiannya berdasarkan teori *Urban Downtown TOD* karena memiliki kesamaan terletak di pusat kota. Tujuan dalam penelitian ini untuk mengidentifikasi karakteristik kawasan TOD Stasiun Bogor berdasarkan teori *Urban Downtown TOD*, menganalisis kesesuaian penerapan karakteristik *Urban Downtown TOD* pada kawasan TOD Stasiun Bogor, dan merumuskan konsep desain pengembangan TOD Stasiun Bogor berdasarkan preferensi pengguna moda transportasi publik dan teori *Urban Downtown TOD*. Metode analisis yang digunakan dalam penelitian ini yakni analisis deskriptif statistik, *multi-criteria evaluation*, *spatial query*, dan *content analysis*. Didapatkan hasil, bahwa karakteristik kawasan TOD Stasiun Bogor belum sesuai dengan karakteristik *Urban Downtown TOD* dengan kesesuaian hanya 33% pada blok 2; 40% pada blok 1, 3, dan 5; dan 46% pada blok 4. Sehingga, dibutuhkan konsep desain dalam peningkatan penerapan karakteristik *Urban Downtown TOD* melalui pembangunan hunian vertikal dan penataan kampung, peningkatan kualitas dan kuantitas pada fasilitas pedestrian, peningkatan keramahan difabilitas pada pedestrian, penambahan jalur sepeda, penambahan rute dan sarana transportasi publik, penambahan fasilitas transit, dan maksimalisasi guna lahan.

Kata kunci: kawasan berorientasi transit, kesesuaian kawasan, Stasiun Bogor, Urban Downtown TOD

ABSTRACT

In the Regional Spatial Plan, the Bogor City Regional Long-Term Development Plan and other planning documents contain a city-scale TOD at the Bogor Station which is located in the city center. With the existence of various TOD theories, including the TOD theory of Hank Dittmar and Gloria Ohland (2004) which has the most varied TOD typology that applies globally, compared to other TOD theories or the Ministerial Regulation of ATR/BPN which typologies only 3 types. The availability of TOD theory by Hank Dittmar and Gloria Ohland (2004) with one of the typologies, namely Urban Downtown TOD is a derivative of Peter Caltrophe's TOD theory (1993). The suitability of the TOD application at Bogor Station can be seen according to the Urban Downtown TOD theory because it has the same location in the city center. The purpose of this study is to identify the characteristics of the TOD area of Bogor Station based on the Urban Downtown TOD theory, analyze the suitability of the application of the characteristics of the Urban Downtown TOD in the TOD area of Bogor Station, and formulate a design concept for the development of the Bogor Station TOD based on the preferences of users of public transportation modes and the Urban Downtown TOD theory. The analytical methods used in this research are statistical descriptive analysis, multi-criteria evaluation, spatial query, and content analysis. The results showed that the characteristics of the TOD area of Bogor Station were not in accordance with the characteristics of the Urban Downtown TOD with only 33% suitability in block 2; 40% on blocks 1, 3, and 5; and 46% in block 4. Thus, a design concept is needed to increase the application of the characteristics of the Urban Downtown TOD through the construction of vertical housing and village arrangements, increasing the quality and quantity of pedestrian facilities, increasing disability-friendliness for pedestrians, and adding bicycle lanes, adding routes and transportation facilities. public services, adding transit facilities and maximizing land use.

Keywords: Transit Oriented Development, area suitability, Bogor Station, Urban Downtown TOD