

Gagasan Konstelasi Ruang dan Lingkungan terbangun Masa Depan untuk Kesejahteraan DIY 25-50 Tahun YAD

Suparwoko, Ir. MURP. PhD. IAI

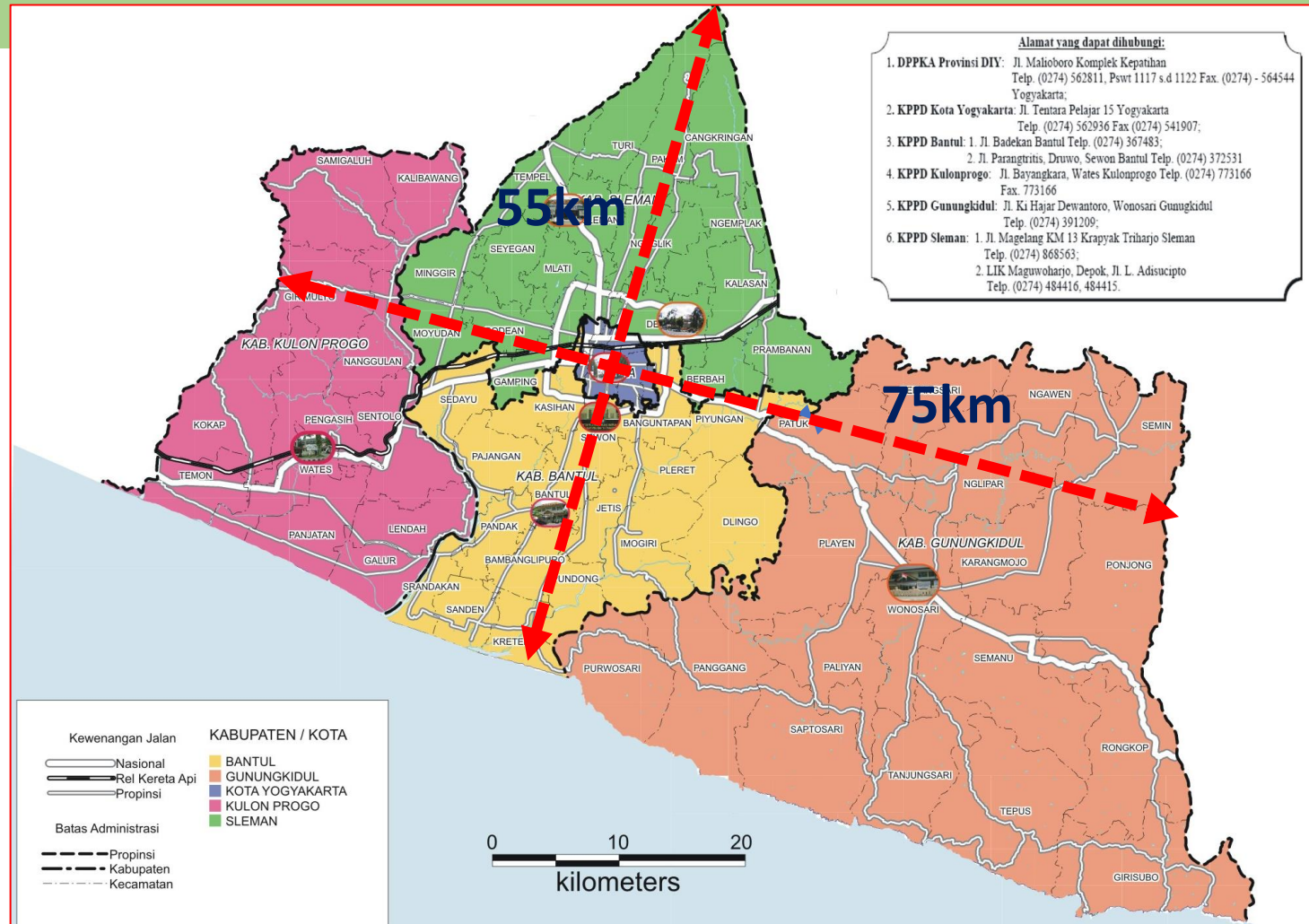
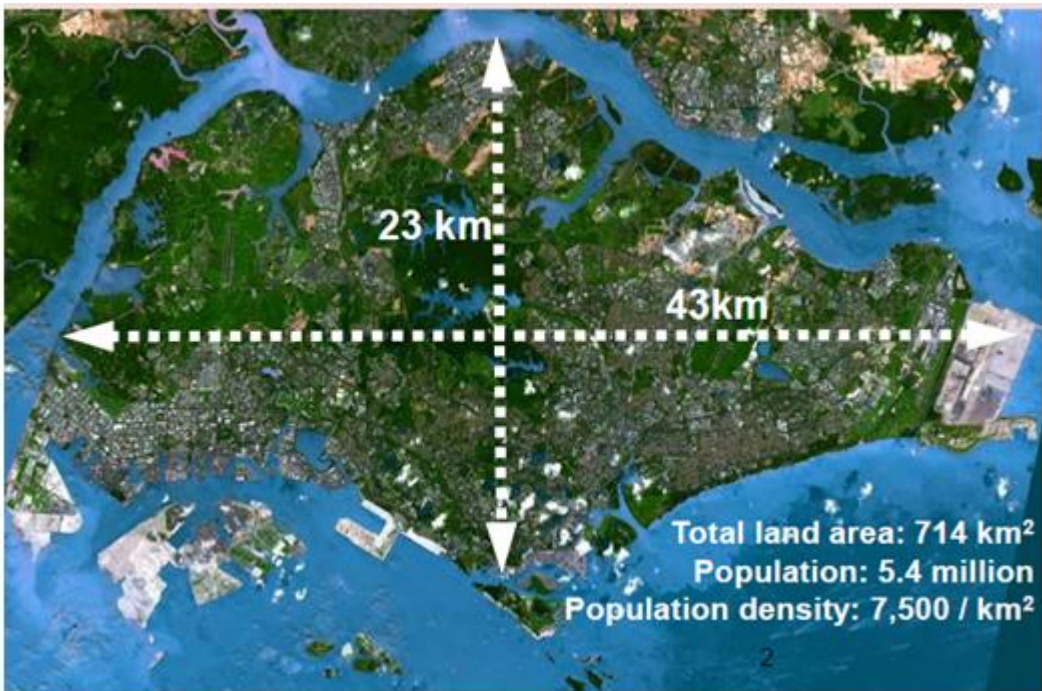
16 November 2017

Latar Belakang

- Kurang seimbang pertumbuhan wilayah DIY dan Penguatan Among Tani Dagang Layar
- Potensi tata ruang keistimewaan DIY untuk meningkatkan Pusat2 Pertumbuhan melalui Rancang Kota
- Perlunya peningkatan supplay perumahan di perkotaan Yogyakarta melalui Pemanfaatan fasilitas publik
- Perlunya Efektivitas Pengaturan Kawasan Perkotaan Yogyakarta dan Masalah Kemacetan Lalu Lintas
- Potensi Danais sekitar 500milyar/th >>> Rp (10th = 5T)

• TUJUAN

Melakukan kajian pemanfaatan tata ruang keistimewaan untuk keseimbangan wilayah dan kesejahteraan DIY

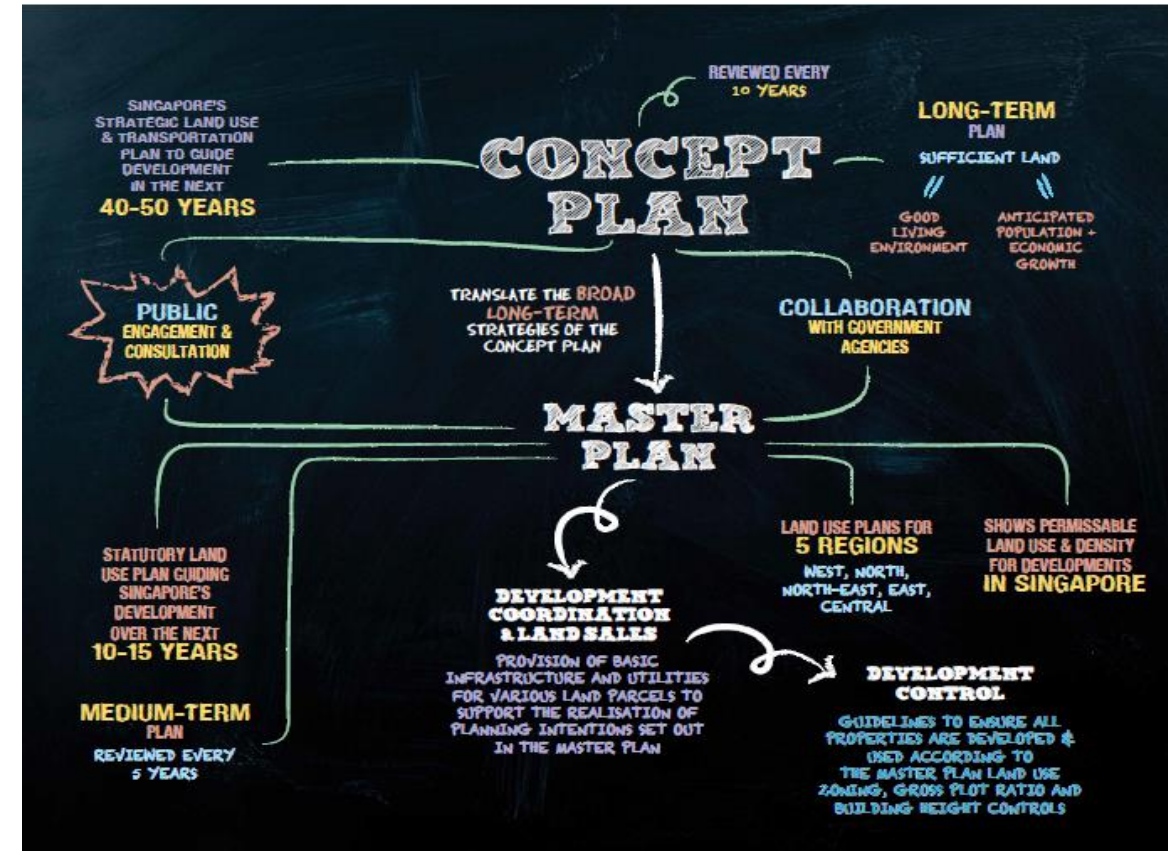
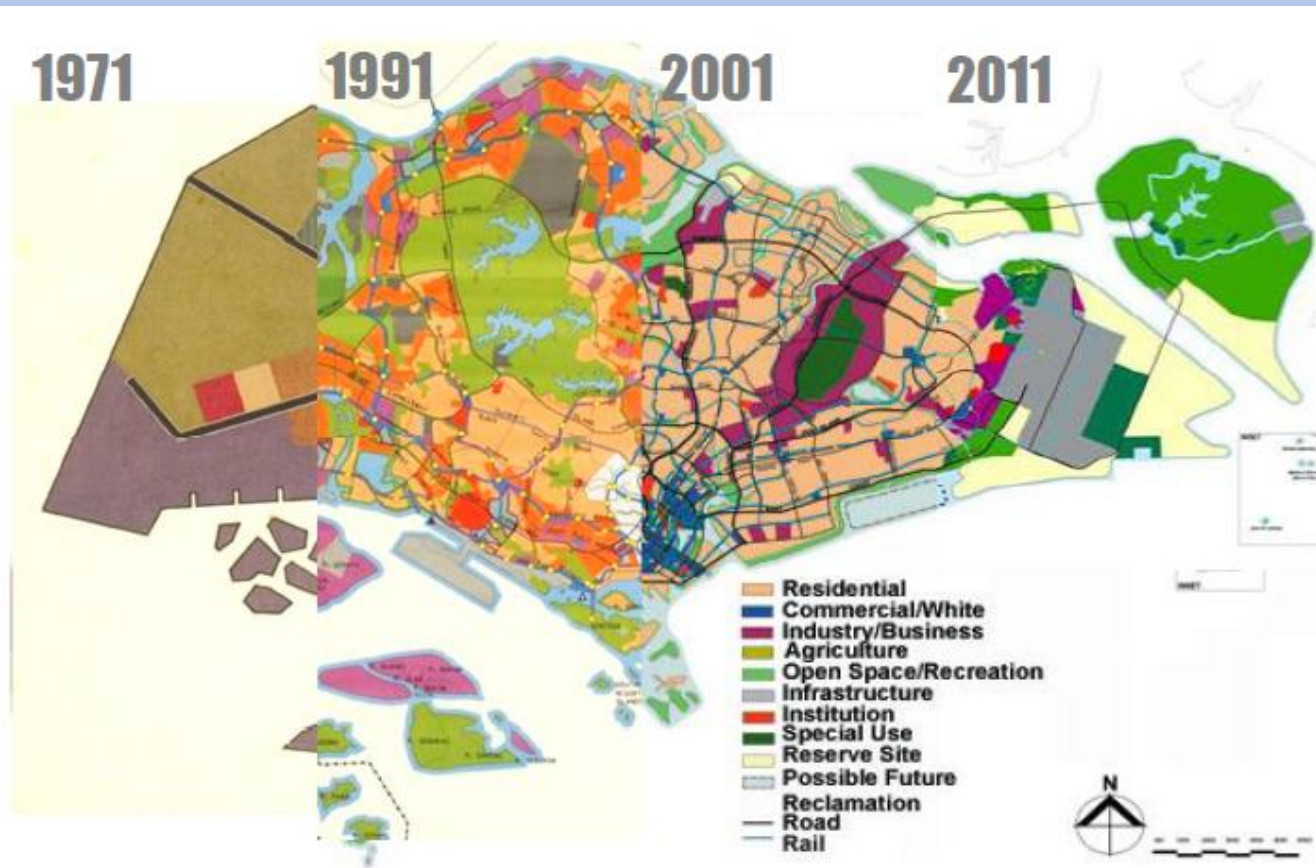


1. Hamemayu hayuning bawana; yakni penataan ruang yang berkelanjutan, selaras, seimbang, serta tidak eksploitatif;
2. Spiritual-transenden atau sangkan paraning dumadi; yakni memuat unsur-unsur yang memiliki nilai dan fungsi serta yang secara kodrati diberikan oleh Tuhan;
3. Manunggaling kawula lan Gusti; yakni humanis dan demokratis;
4. Tahta untuk rakyat; yakni nilai kebersamaan dan harmonisasi antarfungsi;
5. Harmonisasi lingkungan (poros imajiner Laut Selatan-Kraton-Gunung Merapi);
6. Ketaatan historis (sumbu filosofis Tugu-Kraton-Panggung Krapyak);
7. Catur gatra tunggal, yakni filosofi inti kota yang menyatukan unsur Kraton, Masjid, Alun-Alun, dan Pasar;
8. Pathok negara, yakni deliniasi spasial.

Dasar Tata Ruang Keistimewaan DIY

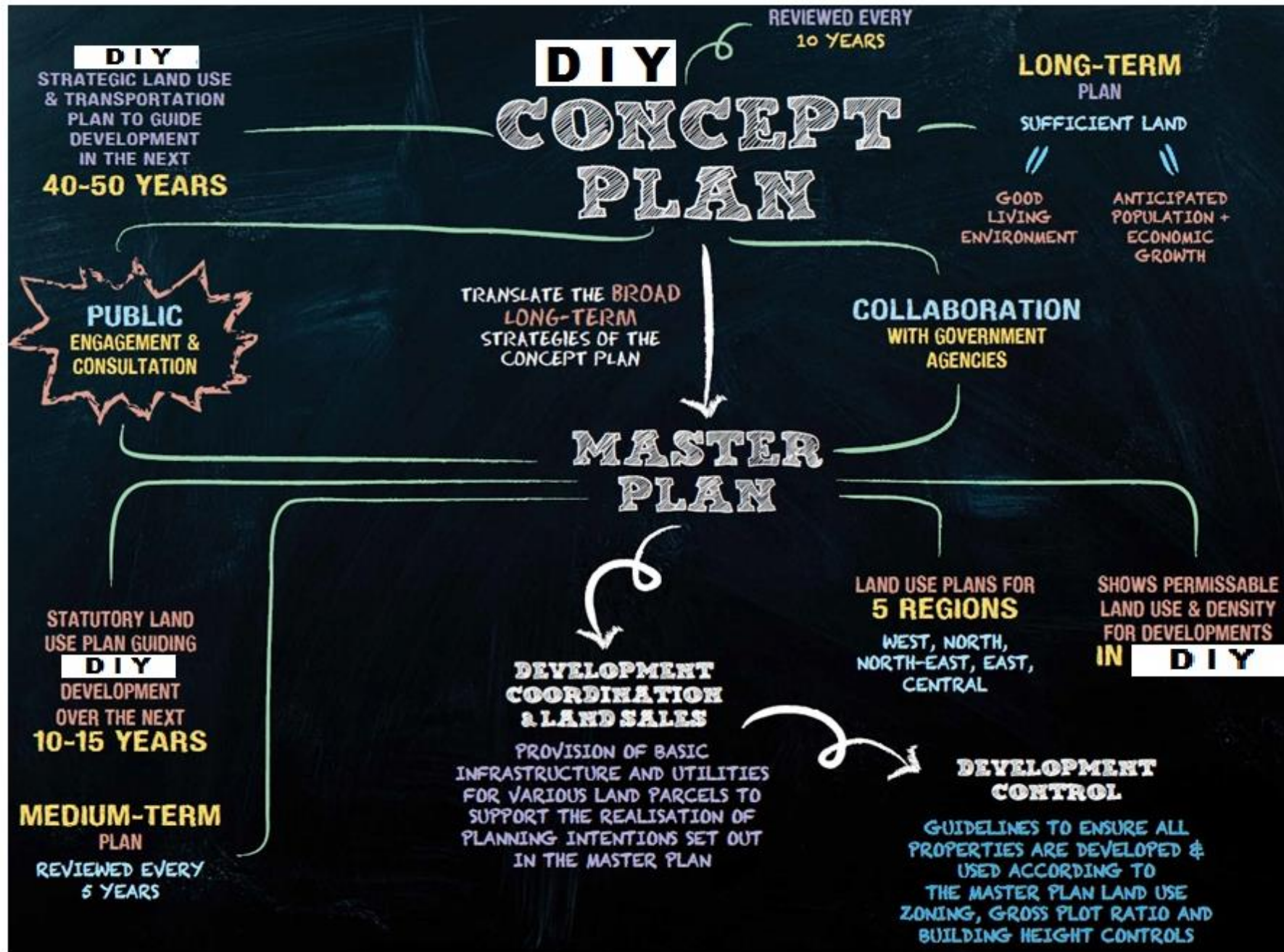


Pendekatan dan Analisis



Concept Plan

- Strategic and Long Term Plan
- To ensure that there is sufficient land for the future



DIY Concept Plan

Economy – Bringing Jobs Closer to Home

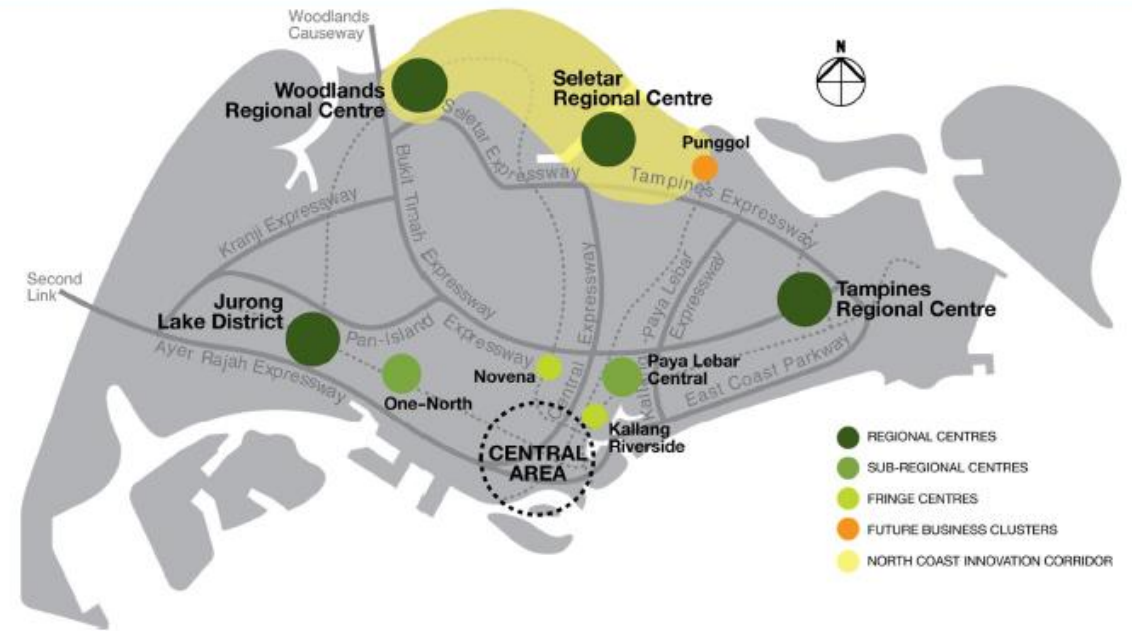
Key Strategies:

- Support continued and sustained growth of the City Centre
- More commercial hubs outside the City
- New Industrial Clusters island-wide



Economy – Bringing Jobs Closer to Home

North Coast Innovation Corridor



HOUSING – Kampong Bugis



North Coast Innovation Corridor



Woodlands North Coast

- 100ha developable land
- Excellent transport connectivity
- Lush waterfront
- Business and housing developments



Housing – Marina South

KAWASAN MENOREH

1. Pengembangan Agropolitan
2. Penyediaan Infrastruktur Dasar
3. Pengembangan Destinasi Wisata
4. Peningkatan Kelembagaan Pengelola Wisata/Desa
5. Pengembangan budaya/atraksi seni
6. Peningkatan Kualitas SDM
7. Penyediaan Sarana & Prasarana Transportasi

KAWASAN BANDARA & SEKITARNYA

1. Penyediaan Fasilitas Kesehatan dan Pendidikan Bertaraf Internasional
2. Pengembangan Investasi
3. Penyediaan Infrastruktur Pendukung
4. Pengembangan Destinasi Wisata Skala Nasional dan Internasional
5. Peningkatan Kelembagaan Pengelola Wisata/Desa
6. Pengembangan Pertanian Berkelanjutan
7. Pengembangan budaya/atraksi seni
8. Pengembangan Sistem Transportasi Massal

KAWASAN TOD

1. Pengembangan Permukiman & Kawasan Komersial
2. Penyediaan Infrastruktur Dasar
3. Pengembangan Investasi

KAWASAN PERKOTAAN YOGYAKARTA

1. Pengembangan Industri Kreatif
2. Penyediaan Infrastruktur Pendukung
3. Pengembangan Destinasi Wisata
4. Peningkatan Kualitas Lingkungan Hidup
5. Pengembangan budaya/atraksi seni
6. Pengembangan Sistem Transportasi Massal dan Tradisional

KAWASAN PRAMBANAN – Candi Ijo

1. Pengembangan Konektivitas antar kawasan
2. Penyediaan Infrastruktur Dasar
3. Pengembangan Destinasi Wisata
4. Peningkatan Kelembagaan Pengelola Wisata/Desa
5. Pengembangan budaya/atraksi seni
5. Peningkatan Kualitas SDM
6. Penyediaan Sarana & Prasarana Transportasi

KAWASAN NGLANGGERAN

1. Pengembangan Agropolitan
2. Penyediaan Infrastruktur Dasar
3. Pengembangan Destinasi Wisata
4. Peningkatan Kelembagaan Pengelola Wisata/Desa
5. Pengembangan budaya/atraksi seni
6. Pengembangan kerajinan dan produk lokal
7. Pengembangan Konektivitas antar kawasan

KAWASAN SAMAS-PARANGTRITIS

1. Penertiban Sempadan Pantai
2. Relokasi Tambak Udang
3. Konservasi Mangrove
4. Sterilisasi Gumuk Pasir
5. Penyediaan Infrastruktur Dasar
6. Peningkatan Kelembagaan Pengelola Wisata/Desa
7. Pengembangan budaya/atraksi seni
8. Pengembangan Destinasi Wisata dan Kuliner
9. Penyediaan Sarana & Prasarana Transportasi

KAWASAN PANTAI SELATAN GK

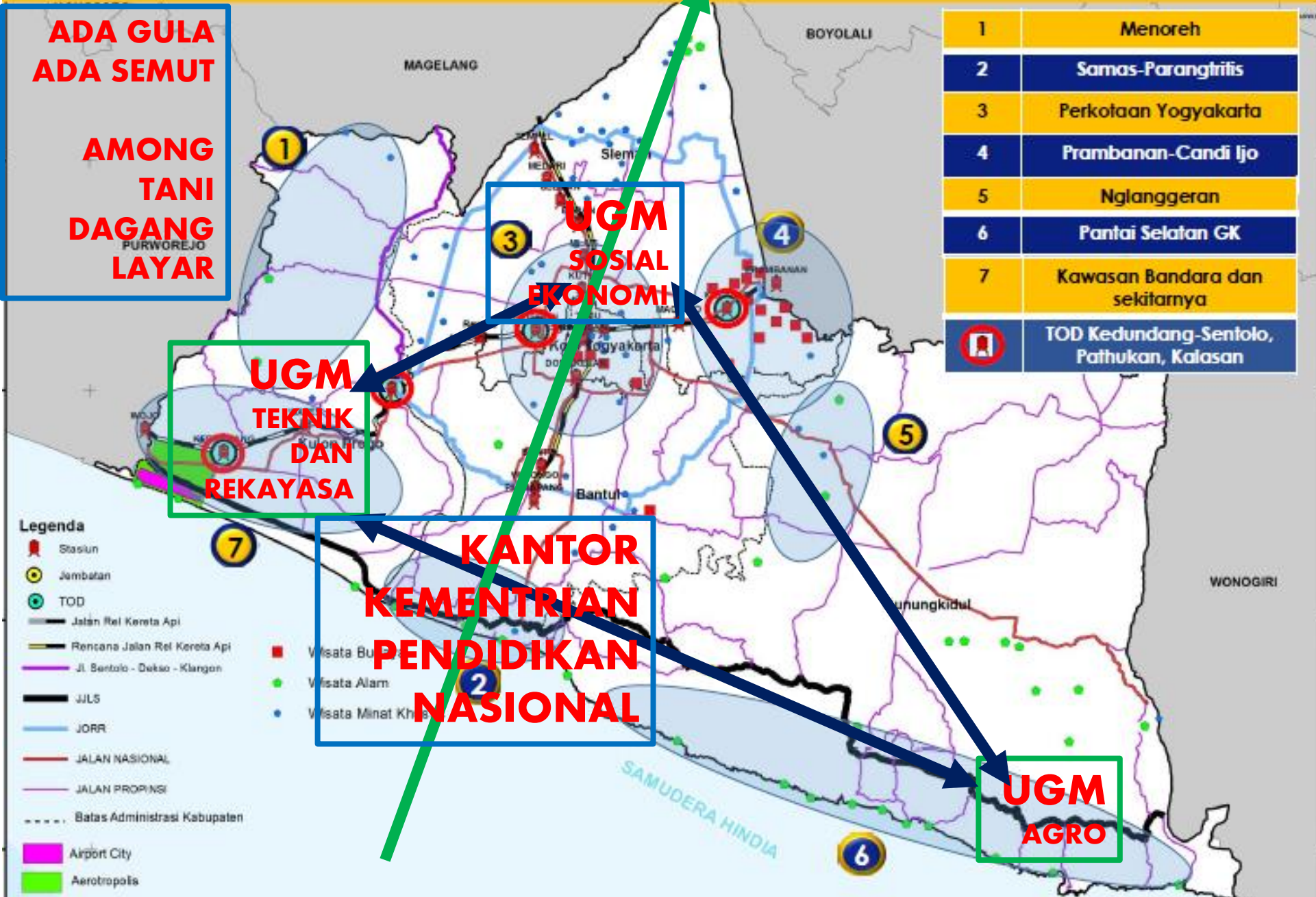
1. Penertiban Sempadan Pantai
2. Penyediaan Infrastruktur Dasar
3. Pengembangan Destinasi Wisata
4. Peningkatan Kelembagaan Pengelola Wisata/Desa
5. Pengembangan budaya/atraksi seni



2 KAWASAN PRIORITAS DAN DESTINASI WISATA

**ADA GULA
ADA SEMUT**


**AMONG
TANI
DAGANG
LAYAR**



- UI pindah ke Depok
- ITB pindah ke Jatinangor
- UGM?????

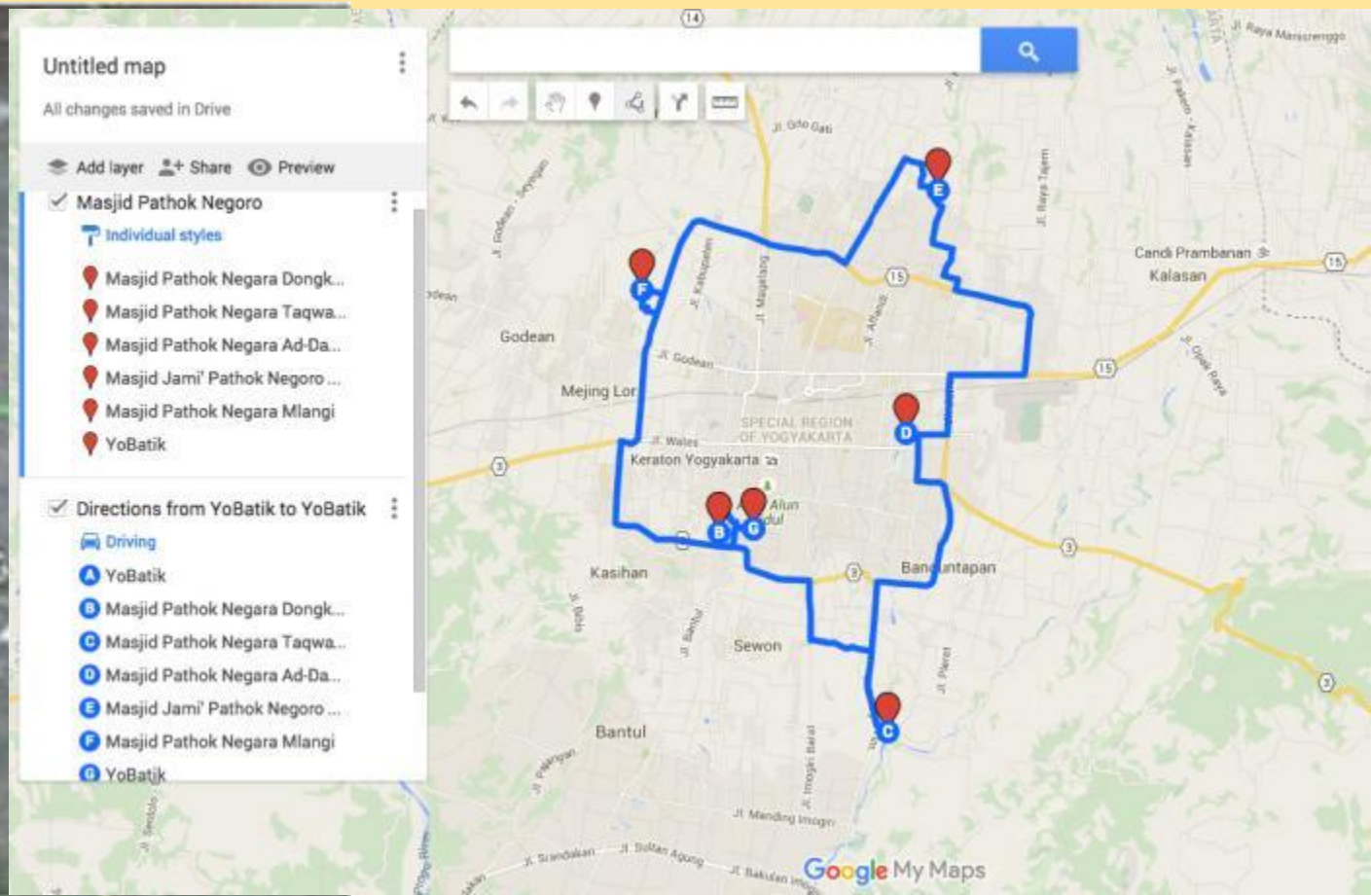
Kawasan
Prioritas,
Pendidikan,
dan
Pariwisata

8 (delapan) Nilai keunggulan yang mendasari Keistimewaan Tata Ruang DIY

1. nilai ekologi (geo heritage, gumuk pasir, dll)
2. nilai arkeologi (kws candi2 di DIY)
3. nilai filosofi kota (Krapyak-Kraton-Tugu)
4. nilai keanekaragaman budaya dunia (Indische, Chinese, Jawa)
5. nilai Historis/revolusi  **Masjid Pathok Negoro, Selokan Mataran**
6. nilai pendidikan
7. nilai seni tradisi dan kontemporer; dan
8. nilai komunitas kampung dan komunitas anak muda

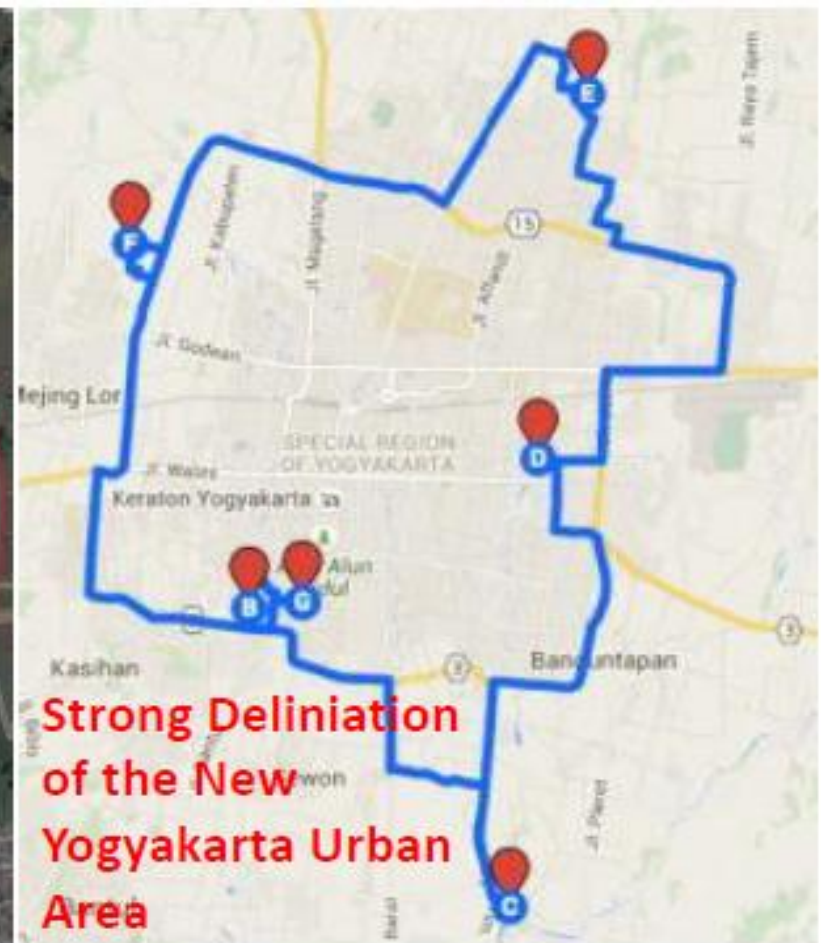
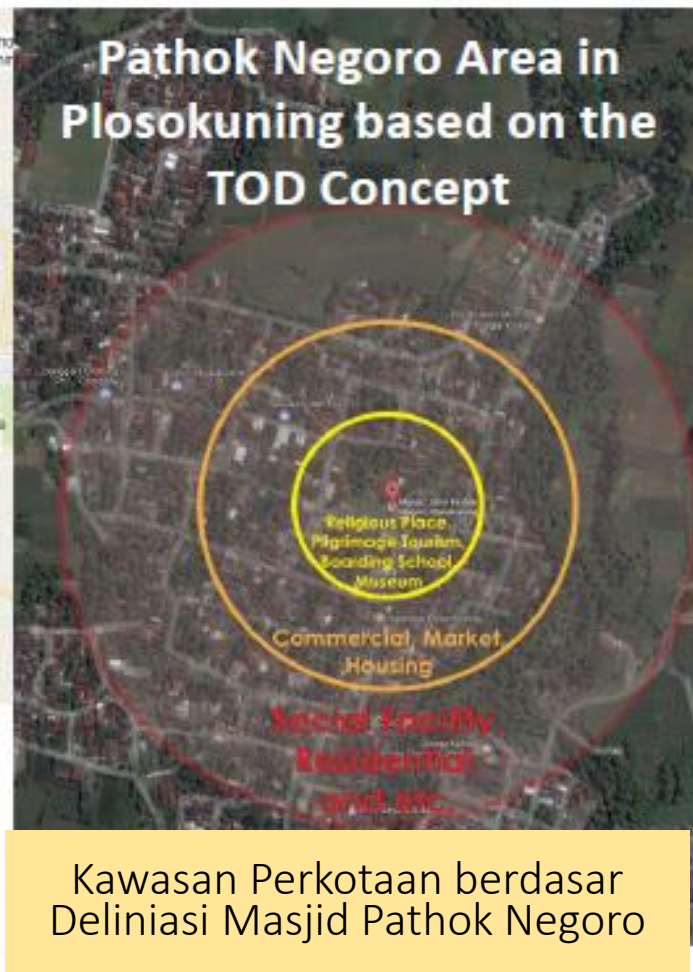
Masjid Pathok Negoro dan Selokan Mataran tidak masuk dalam 8 keunggulan

Masjid Pathok Negoro dan Selokan Mataran perlu masuk dalam 8 keunggulan Dasar Tata Ruang Keistimewaan





Pengaturan Jalur/Jaringan kurang memperhatikan keberadaan masjid pathok negoro, Padahal masjid Pathok Negoro menjadi salah satu dasar bagi Tata Ruang Keistimewaan

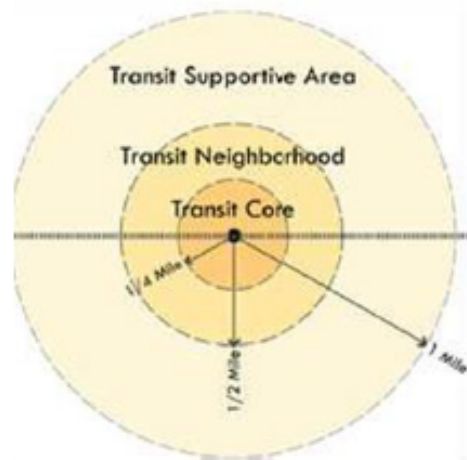


the World Heritage Site, and other areas with distinctive spatial structures, building patterns, townscapes, special characteristics and built forms including city skylines, roof profiles and landmarks (Holmes, 2003)

Struktur kota dapat ditinjau dari dua aspek, yaitu struktur sosial ekonomi kota dan struktur jaringan kota.

<http://www.radarplanologi.com/2015/10/teori-struktur-ruang-kota.html>

Area Model of the Pathok Negoro Islamic Center & TOD



1. Islamic Center

- a. Museum
- b. Mosque
- c. Grave Yard
- d. Education & Laboratorium

1. Pathok
Negoro
Islamic Center

THEORY

2. Mixed Use

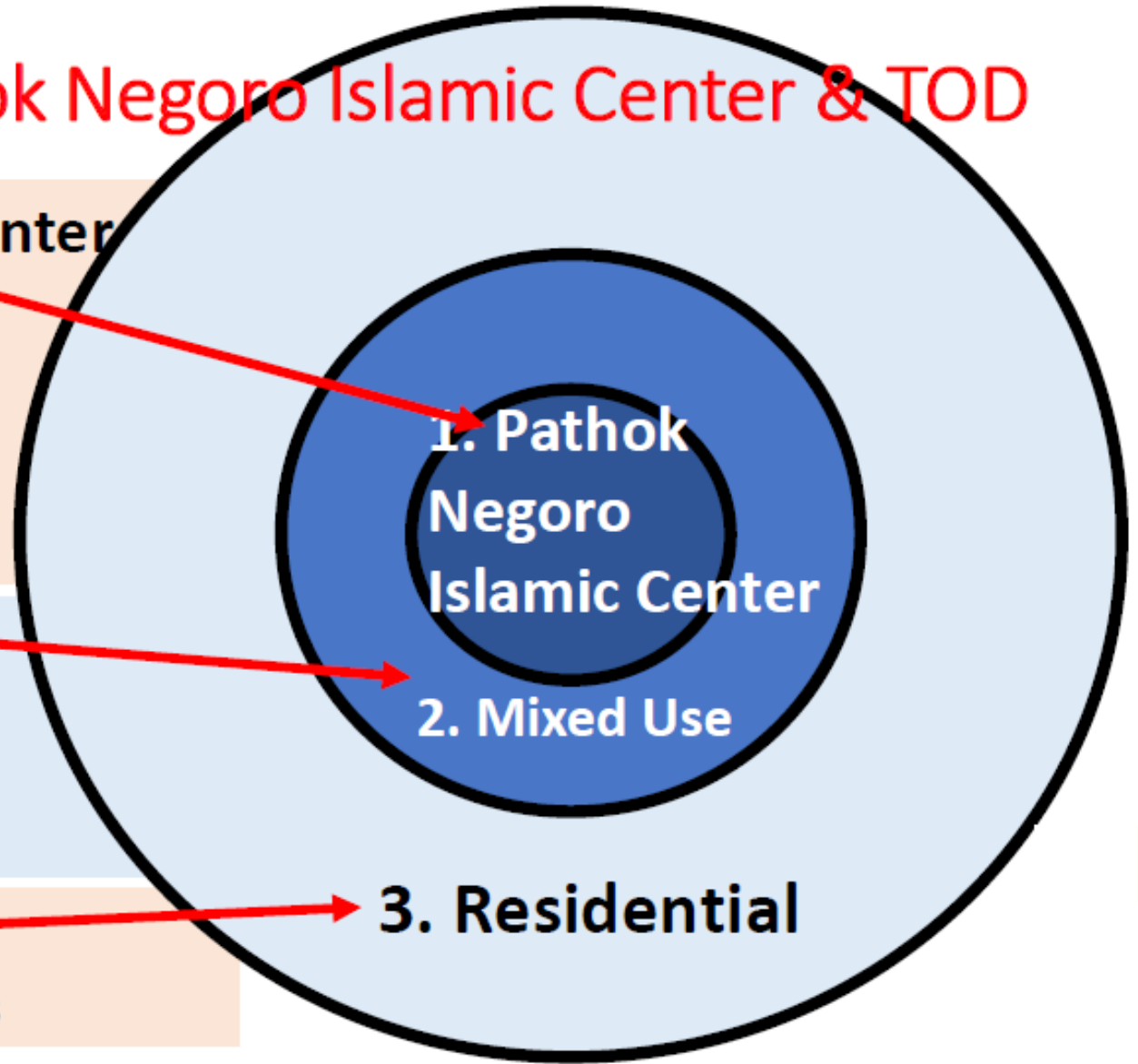
- Students Borading House
- Commercial n Social Facilities
- Residential n Socio-Cultural Facilities

2. Mixed Use

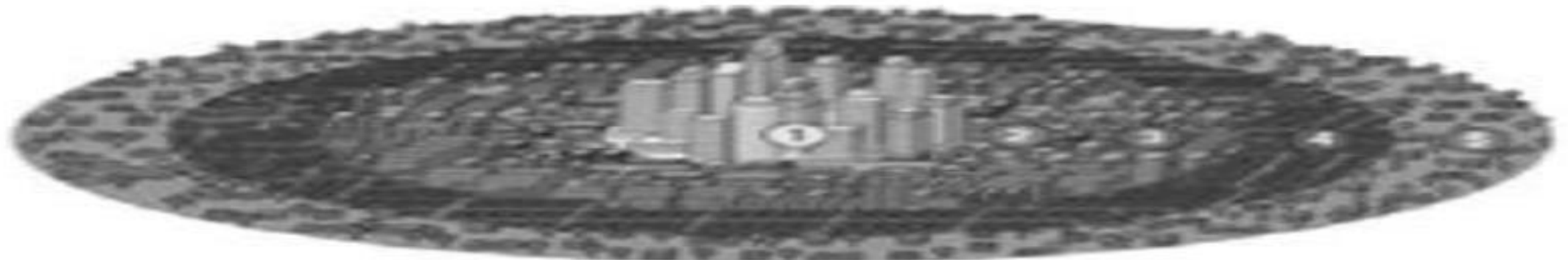
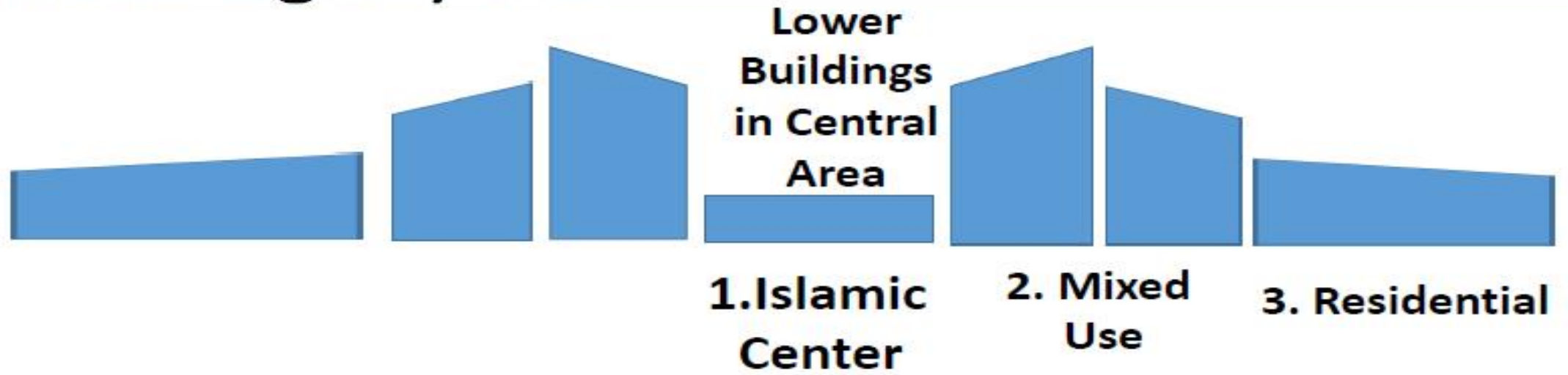
3. Residential

Local residents & Soscial Facilities

3. Residential

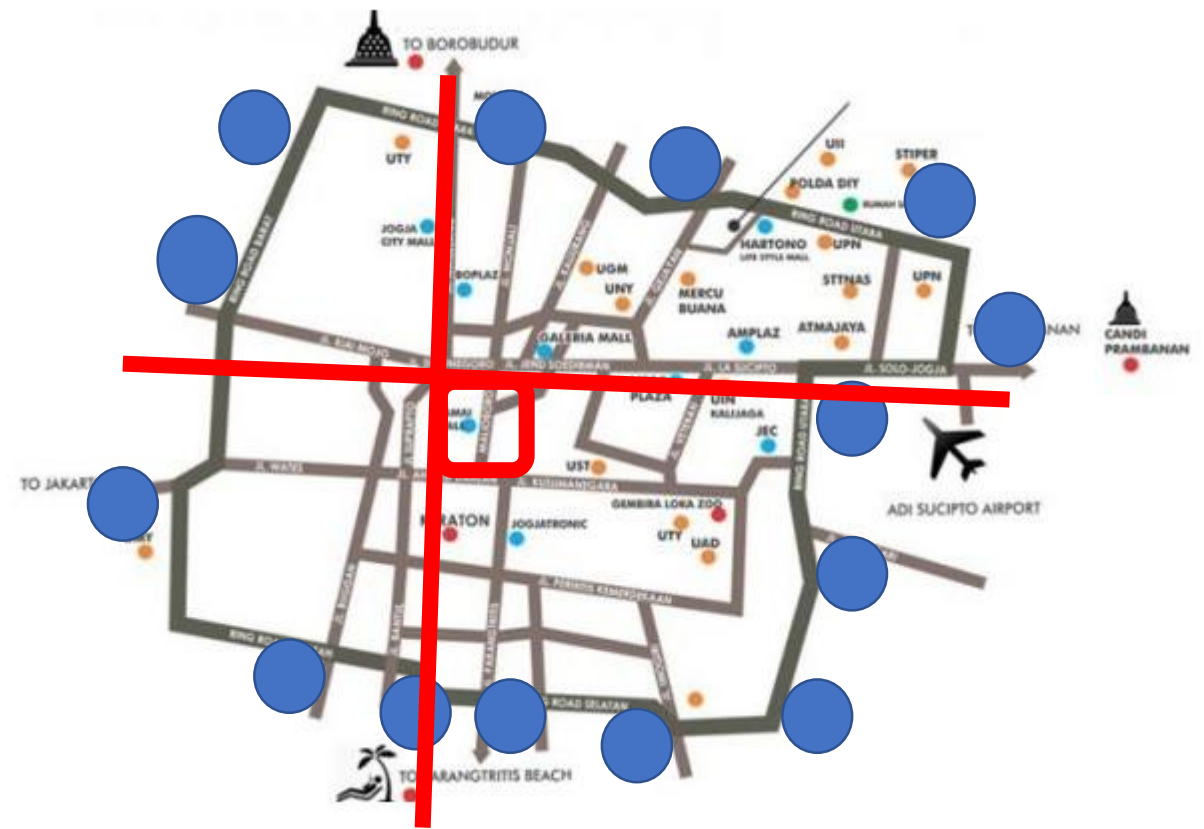
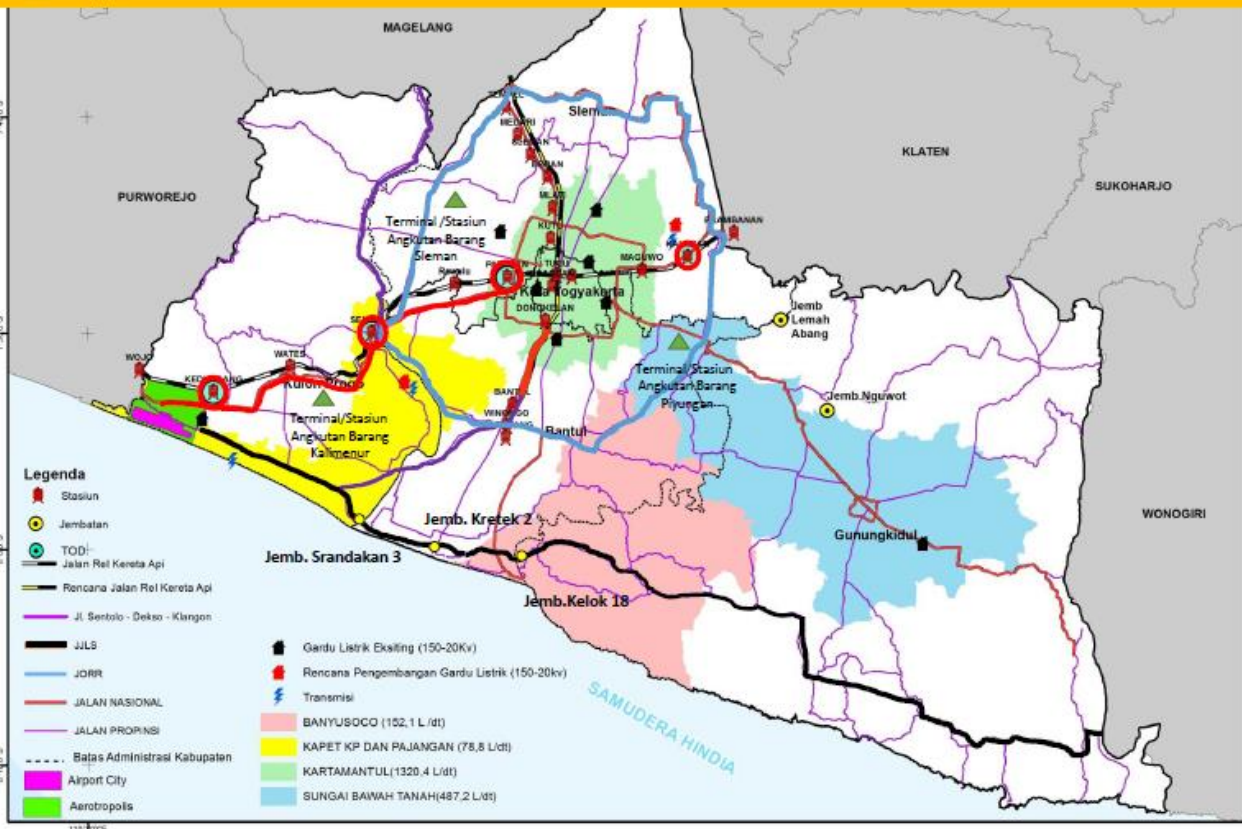


Building Skyline





Higher Buildings in Central Area

1 INFRASTRUKTUR PENDUKUNG KAWASAN PRIORITAS



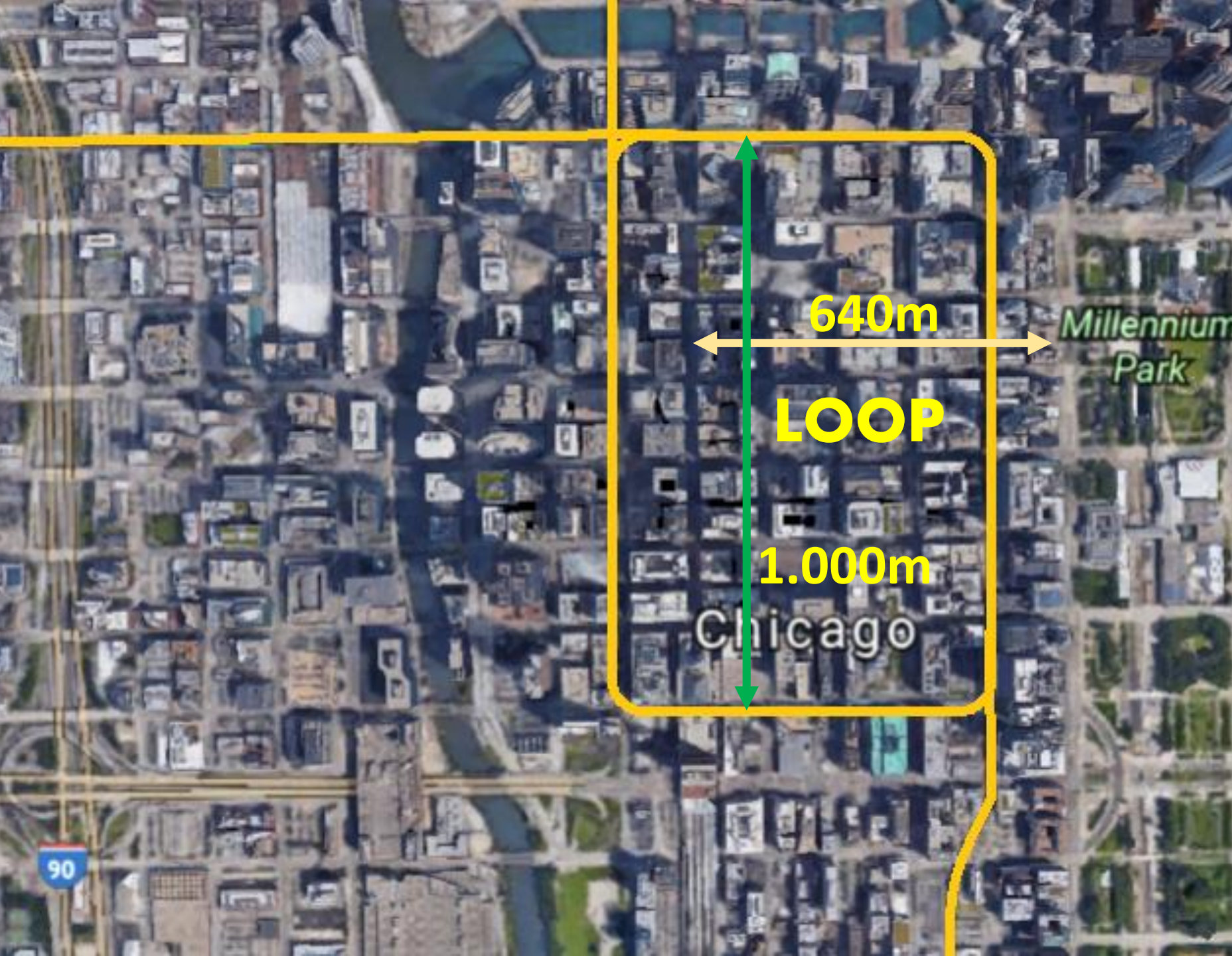
Pengembangan Kawasan Perkotaan dan Transportasi

 Park and Ride

 Kereta Api atau Alternatif Lain

 Ring Road

 Loop (Kereta Api atau Alternatif lainnya)



Loop
Transportasi
publik
(kereta api)
kota Chicago

401 S LaSalle St Chicago, Illinois

It is believed the origin of the term Loop is derived from the cable car turning loops in the downtown area, and especially those of two lines that shared a loop, constructed in 1882, bounded by Adams, Wabash, Wells, and Lake.[3][4] Other research has concluded that "the Loop" was not used as a proper noun until after the 1895–97 construction of the Union elevated railway loop.[5]



compact city

Given our limited land, planning for a compact city is critical. This

strategy enables us to make the best use of our land, allow for more efficient provision of facilities, and maximise the use of our transport infrastructure. By building more homes and amenities around major MRT stations, residents can benefit from greater convenience to public transport and ready amenities nearby. This will translate to greater travel convenience, lower car usage, and more social interaction and bonding. More than 10,000 housing units of more than 30 storeys will be injected in vacant land around MRT stations like Commonwealth, Queenstown, and Bishan in the next decade and beyond.

Even though our living environments are likely to become denser, quality living environments will continue to be planned for. There will be more ground level open spaces and parks, and community spaces at intermediate levels to facilitate community bonding. Good design and landscaping can also offer visual relief.

housing for all

A sustainable city is also one that offers a good quality of life for all. A key aspect of this is in ensuring that housing is available and affordable. Land is set aside for a variety of housing types to meet different needs and aspirations. This ranges from affordable and quality high-rise public housing, where over 80 per cent of the population lives, to private housing that includes landed properties and high-rises.

quality living

It is not just about providing good housing but it is also about creating a total good quality

living environment around where we live. The planning of residential towns takes into account not only the physical layout and architecture of housing blocks but also how schools, shops, medical facilities, parks, places of worship, and offices are within easy access. Towns are also well-served by public transport and road networks. These housing estates have since transformed Singapore's landscape. Many of the older estates have been rejuvenated to meet the needs of residents.

Coming up, Jurong Lake, East Coast, and Hougang will be given makeovers under the Housing Development Board's *Remaking Our Heartlands* programme.

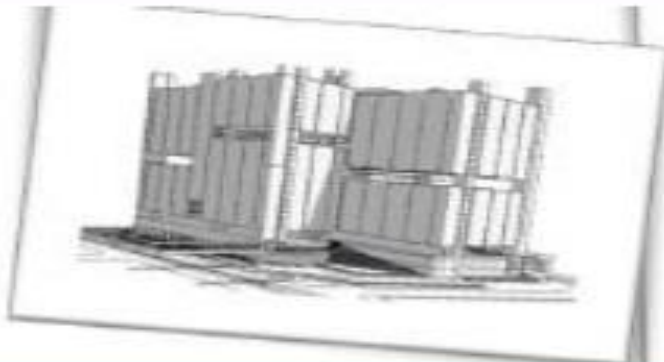
Our population is also ageing. By 2050, about one in four of our population will be aged 65 and above, up from one in ten today. Caring for and supporting the needs of the elderly will become even more important. Adequate housing, healthcare, community, and leisure facilities will be provided in tandem with the growing population to meet the needs and aspirations of both the young and the old.

Potensi PERCEPATAN Pembangunan Rumah Vertikal di DIY

Suparwoko, PhD – UII

LATAR BELAKANG - PERMASALAHAN

- Penduduk perkotaan meningkat terus
 - Kebutuhan hunian meningkat
 - Penyediaan hunian selalu kurang
- Land Consolidation and Land Banking tidak populer, cenderung KURANG BERHASIL (gagal?)



POTENSI: Lahan Pasar, Tanah Khas Desa, Sultan Ground

- **Backlog perumahan** sampai dengan 2010 adalah sebanyak **13,6 juta unit**
- Kebutuhan rumah setiap tahun sebanyak 800,000 unit **)
- Kapasitas membangun rumah sebanyak 400,000 units per tahun**), terdiri dari 250,000 unit**) yang dibangun pengembang Dan 150,000 unit**) yang dibangun oleh swadaya masyarakat.
- Terdapat **tambahan backlog rumah setiap tahun sebanyak 400,000 unit.**

KEMENTERIAN PERUMAHAN RAKYAT
REPUBLIK INDONESIA

RUSUNAWA JOGJA: Peminat membeludak, harga bakal ...

industri.bisnis.com/.../rusunawa-jogja-peminat-membeludak-harga-bakal...

22 Jan 2013 - YOGYAKARTA—Masyarakat Kota *Jogja* yang berminat menghuni ... Dia mengakui tingginya *minat* masyarakat *Jogja* untuk dapat menghuni *Rusunawa* yang ...

Regional | 15 Dec 2015 | 19:18 WIB 9 Jenis Pelayanan Ini Bikin ...

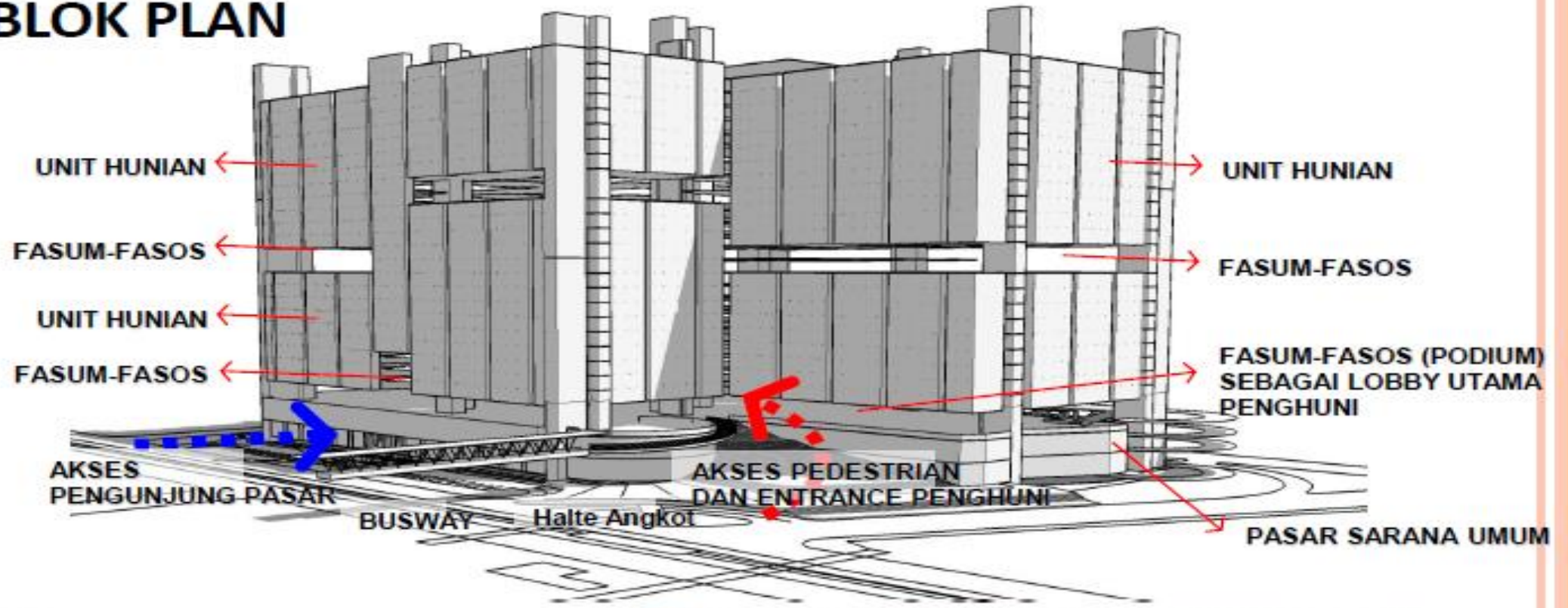
RUSUNAWA SOLO : Peminat Tinggi, Satu Unit ... - Solopos

www.solopos.com/2015/.../rusunawa-solo-peminat-tinggi-satu-unit-diper...

16 Jun 2015 - Solopos.com, SOLO—*Minat* masyarakat Kota Bengawan untuk tinggal di rumah susun ... Toto menerangkan hingga 2015 terdapat delapan *Rusunawa* di Solo. ...

Antrian Gebyar Dirgantara (Sunartono/JIBI/Harian *Jogja*).

BLOK PLAN



Potensi Pasar untuk Rusunawa/mi di perkotaan Yogyakarta

- Pasar Kranggan $100\text{m} \times 60\text{ m} = 6.000\text{m}^2$
 - Pasar Pingit $90\text{m} \times 50\text{ m} = 4.500\text{m}^2$
- Pasar Demangan $85\text{m} \times 55\text{ m} = 4.575\text{m}^2$
 - Pasar Telo $60\text{m} \times 70\text{ m} = 4.200\text{m}^2$
- Pasar Beringharjo $70\text{m} \times 350\text{m} = 24.500\text{m}^2$
 - Pasar Kolombo $50\text{m} \times 90\text{m} = 4.500\text{m}^2$
 - Pasar Gamping 1.300m^2

Model Pengembangan Hunian Vertikal di Pasar Pingit



- Berdasarkan Perda Tata Bangunan, Luas tanah pasar Pingit 3.000m² memiliki:
- Tinggi Bangunan 32m atau 8-10 lantai
- KDB Maksimum 80%
- KLB Maksimum 4,8

8

Kawasan Budidaya Penuh (Ekonomi, Sosial dan Budaya) Perdagangan dan Jasa F.1. Intensitas Pemanfaatan Ruang Tinggi (Ruas)

LT	TB	KDB	KLB
40 – 100	18	90	2,4
101 – 200	20	90	3,0
201 – 400	24	80	3,5
401 – 1000	26	80	3,9
> 1000	32	80	4,8

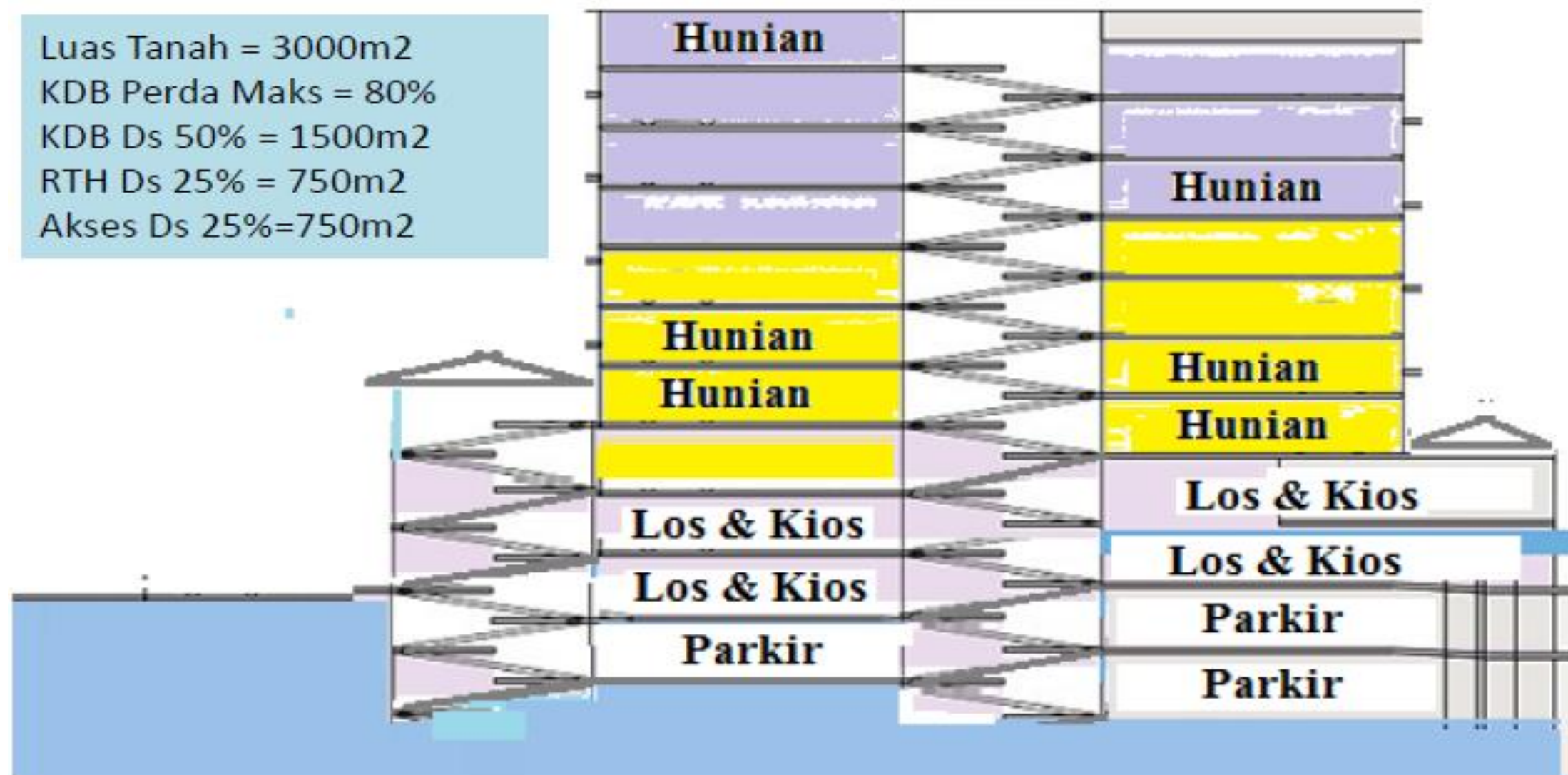
9

Kawasan Budidaya Penuh (Ekonomi, Sosial dan Budaya) Perdagangan dan Jasa F.1. Intensitas Pemanfaatan Ruang Tinggi (Ruas)

LT	TB	KDB	KLB
40 – 100	18	90	2,7
101 – 200	20	90	3,6
201 – 400	24	80	3,5
401 – 1000	26	80	3,9
> 1000	32	80	4,8

Hunian Vertikal di atas Pasar

Luas Tanah = 3000m²
KDB Perda Maks = 80%
KDB Ds 50% = 1500m²
RTH Ds 25% = 750m²
Akses Ds 25%=750m²



Melbourne Central Station

Shopping - Retail



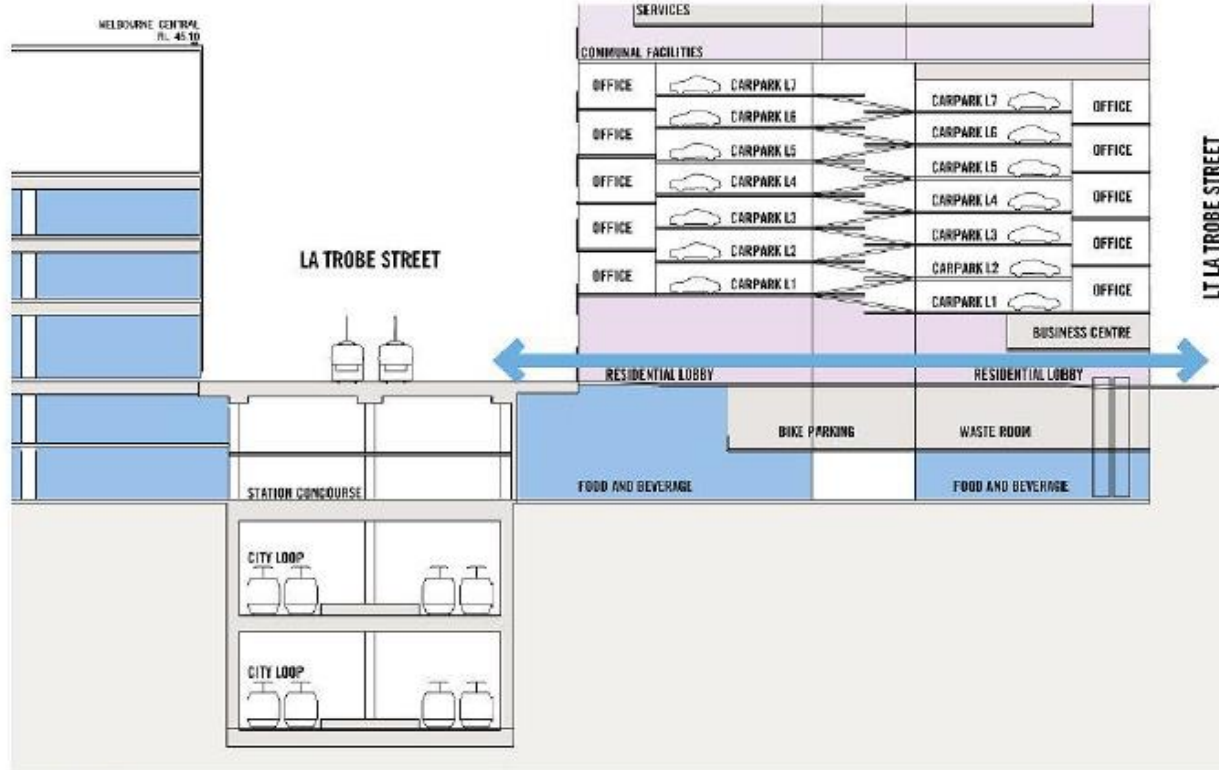
Residential, Offices n Parking



Heritage



Subway Train Station



SECTION
INCREASED CONNECTIVITY THROUGH PERMEABLE GROUND LEVEL

Community based Vertical Housing



Master Plan Hunian Vertikal Code
Jembatan Sarjito (1,5 ha)
KDB 50%
(Tugas Akhir Mhs)



Apartemen – Hunian
Kelas Menengah Kebawah
Lt 5-8

Rusun – Hunian Kelas
Menengah Kebawah Lt 2-4

FASUM-FASOS
Lantai 1





BARAMUNDA BUS TERMINAL - MIXED USE DEVELOPMENT

the existing bus terminal on 14.43 acres has been converted to a mixed-use development, with **60% allotted for the bus terminal, and 40% for commercial use.** The commercial zone with 7 Lac Sq. Ft. of built up area is located on the portion of the site facing the main road for better salability and to create a visible landmark. The space constitutes a shopping mall, 3 star hotel and residential apartments.



Schmidt Hammer Lassen Architects has won the international competition to design a new mixed-use development in the heart of Stockholm, Sweden: Hästen 21. The new development will comprise **retail, office and residential spaces**, creating a “central artery” for the area with a strong visual presence adapted to the history and skyline of the existing city

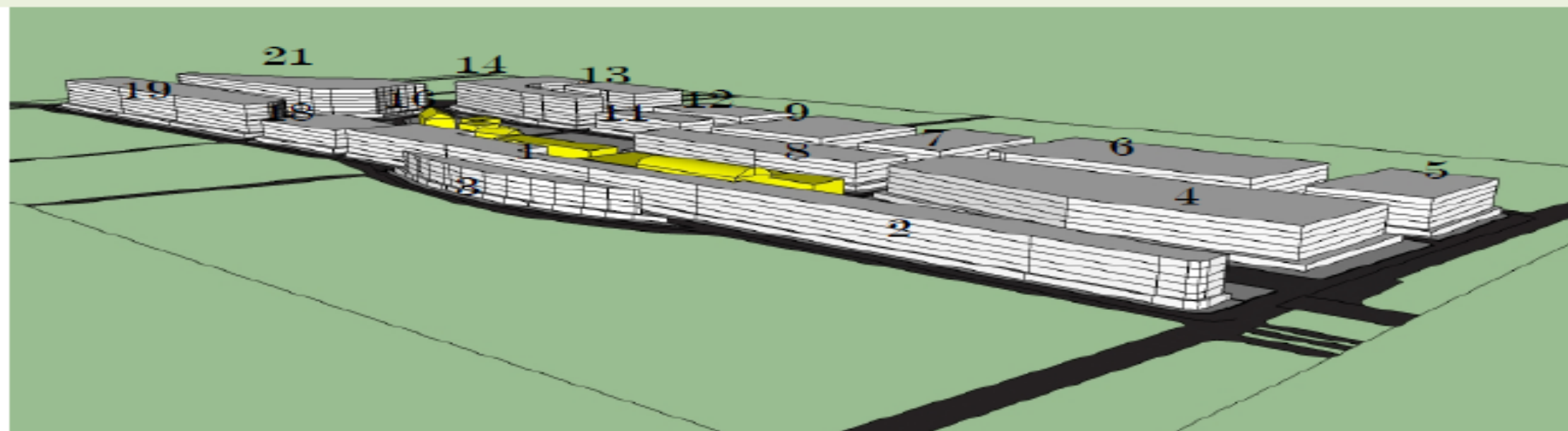
Jombor Terminal, Shopping Centre, Transit Hotel & Apartment



N

dali

Tugu TOD



Site 1	Commercial Facility of Train Station	Site 11	Stack House & Its Facilities 3-5 Floor
Site 2	Retail Shop House (Ruko) Building	Site 12	Stack House & Its Facilities 3-5 Floor
Site 3	City Park and Commercial Facility	Site 13	Dwelling low Intensity of 2-3 Floor
Site 4	Hotel & Its Facility	Site 14	Dwelling low Intensity of 2-3 Floor
Site 5	Retail Shop House (Ruko) Building	Site 15	City Park as additional KLB
Site 6	Rental Office & Its Facilities	Site 16	Train Warehousing
Site 7	Rental Office & Its Facilities	Site 17	City Park
Site 8	Apartment & its Facilities	Site 18	Retail Shop House (Ruko) Building
Site 9	Apartment & its Facilities	Site 19	Mall building & its Facilities
Site 10	City Park as additional KLB	Site 20	City Park

Site 21 | Hotel & Its Facility



Akses antar lantai 1,5m

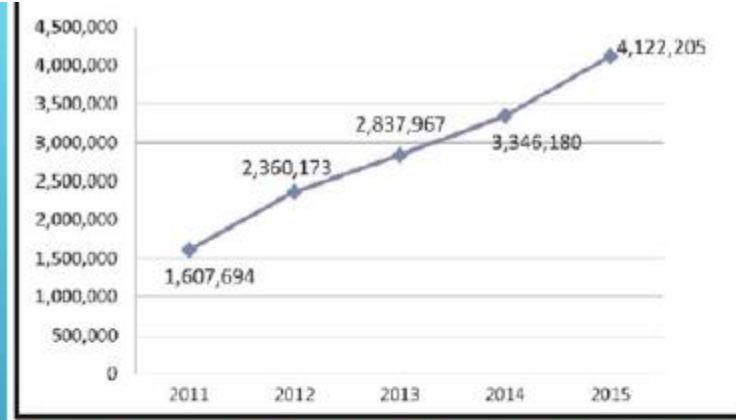
Sultan Ground – Kopertis-V Yk





- ▶ Tourism was Increasing
- ▶ Potential city gateway location
- ▶ Unclear cultural message

□ BACKGROUND



Gate-ways and arterial routes provide strong visual messages about **the city character, image, and identity** (Holmes, 2003)



Sense of courage
Jogosuro



keeping from distress
and danger
Jogoboyo



Used to be guarded by
young soldiers
TarunaSura

**HISTORICAL
Element**

Brave Guardian
Madyasura



- Legend:**
- 1. Tugu Monument
 - 2. Beringin
 - 3. Andong (Horse-drawn Carriage)
 - 4. Mountain Puppets
 - 5. Mount Merapi
 - 6. Sultan Palace
 - 7. Pedicab
 - 8. Malioboro Street Lamp



DESIGN APPROARCH Public Park



Culinary



**Stalls &
Souvenirs**

**Domestic
Social &
Economic
Facilities**



A DRAFT OF THE DESIGN PROPOSAL – FOR THE NORTH YOGYAKARTA CITY GATEWAY



Kesimpulan

Land Sales

- State owns the majority of land
- URA is the main land sales agent
- Land is released to meet planning objectives



Integrated Planning: Multi-Agency Effort



JUMLAH PERSIL SG DIY DALAM KEGIATAN WASDAL 2014-2015



Letak SG DIY Dalam RTRW DIY



Prioritas Pembangunan Tata Ruang Keistimewaan DIY berbasis Tanah SG dan PK

Key Principles & Planning Strategies

1. Think long term
2. Integrated Planning across agencies
3. Transparency in planning & development process
4. Effective implementation
5. Flexibility - Regular review of plans