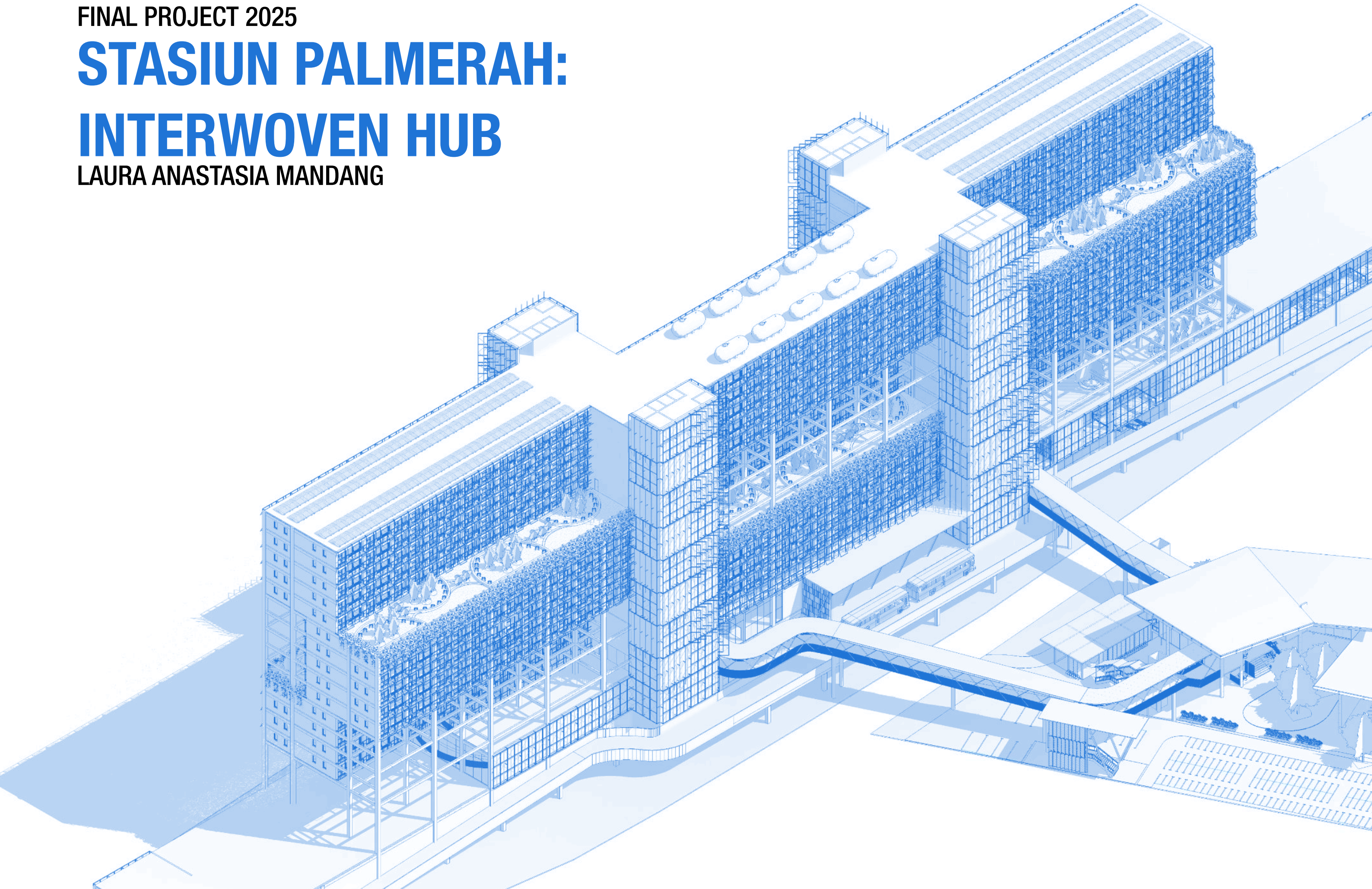


FINAL PROJECT 2025

STASIUN PALMERAH: INTERWOVEN HUB

LAURA ANASTASIA MANDANG



INTRODUCTION: STASIUN PALMERAH

Busy Stream, No Seam

Palmerah Station is one of the busiest train stations, but its current infrastructure fails to accommodate the high passenger flow efficiently. Most public transport users arriving at the station still rely on additional transport modes, such as buses or ojek online to reach their final destinations. However, the lack of organized waiting areas for buses and pickup points causes congestion in front of the station. This situation highlights inefficiencies in traffic management and transport connectivity around the station.



detikNews Rabu, 10 Mei 2023 10:30 WIB

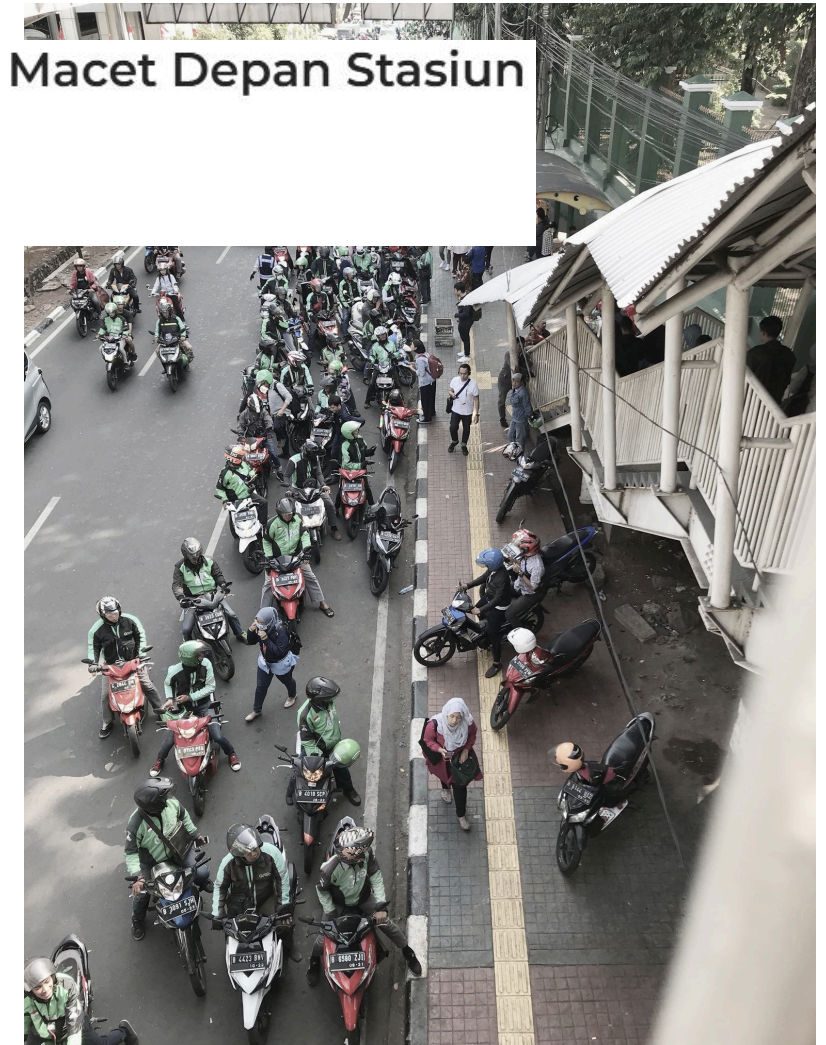
Potret Kemacetan di Palmerah, Setiap Pagi Selalu Begini

Jalan Palmerah Timur tepatnya di samping Stasiun Palmerah macet parah. Pemandangan ini terlihat setiap hari saat jam berangkat dan pulang kerja.



Ojol Dan Opang Bikin Macet Depan Stasiun Palmerah

Megapolitan

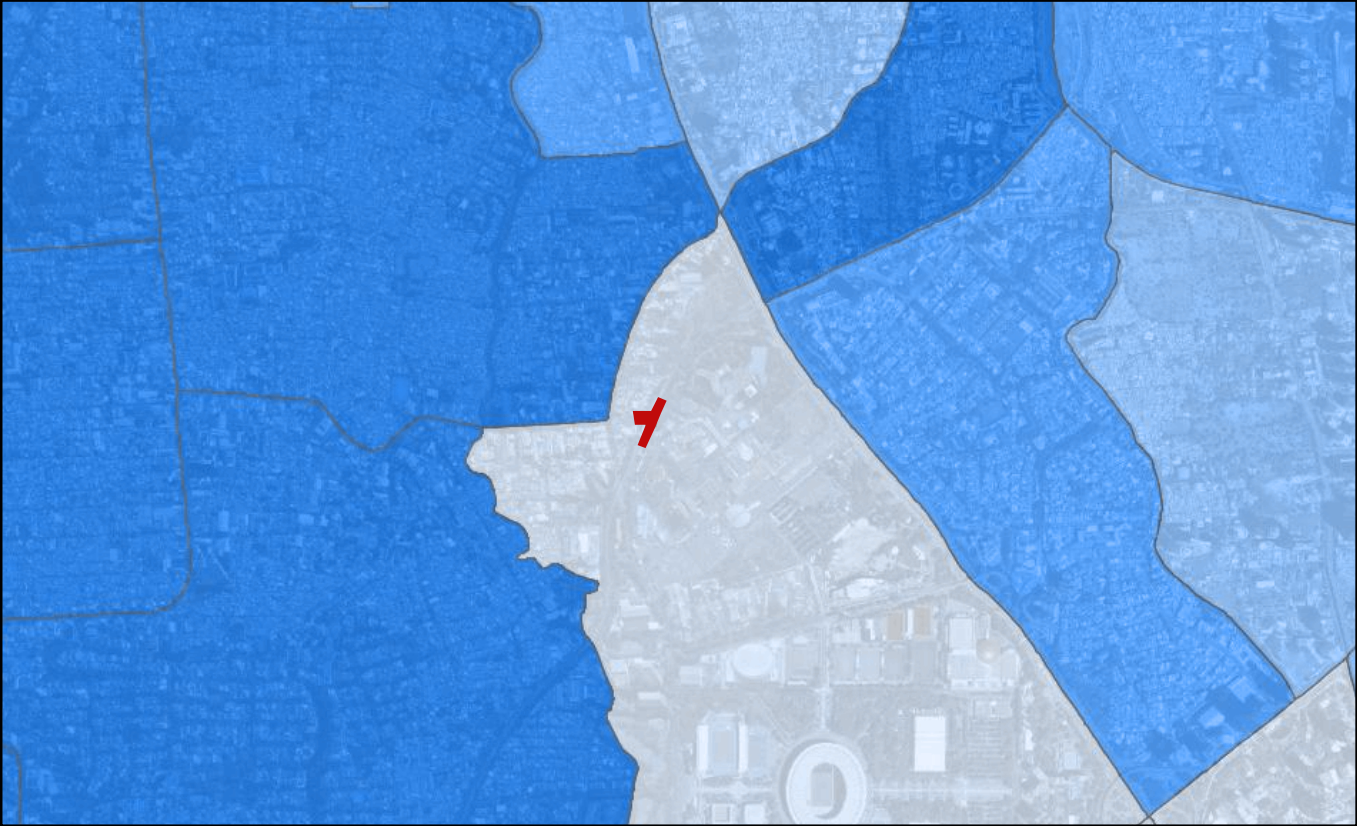
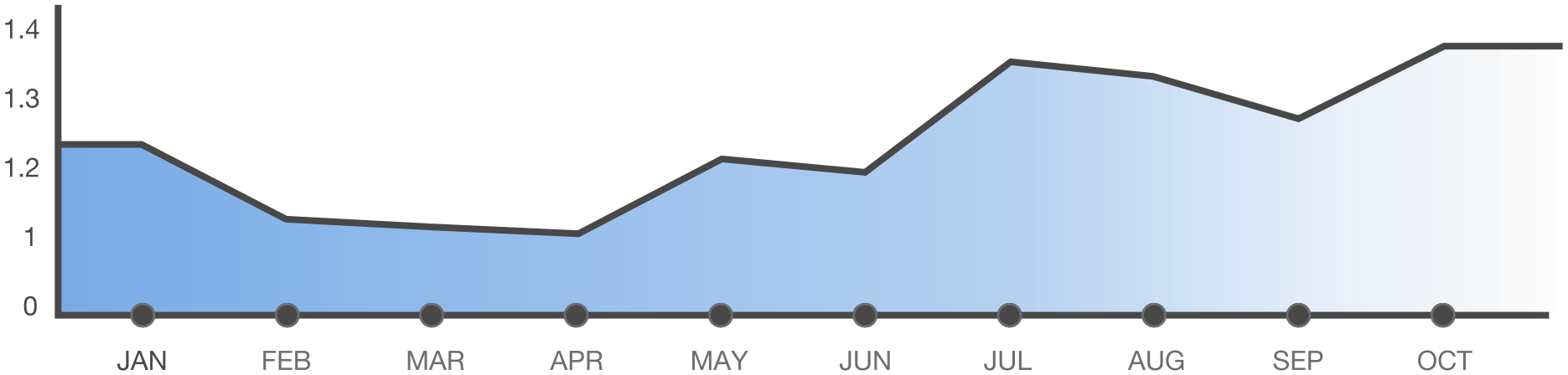


Kemacetan di ruas jalan sekitar Stasiun Palmerah, Jakarta Barat, kerap menjadi sebuah kebiasaan. Salah satu faktor kemacetan itu disebabkan oleh sejumlah ojek online yang berhenti dan menunggu penumpang di ruas jalan tersebut.

Data Pengguna Stasiun Palmerah (2024)

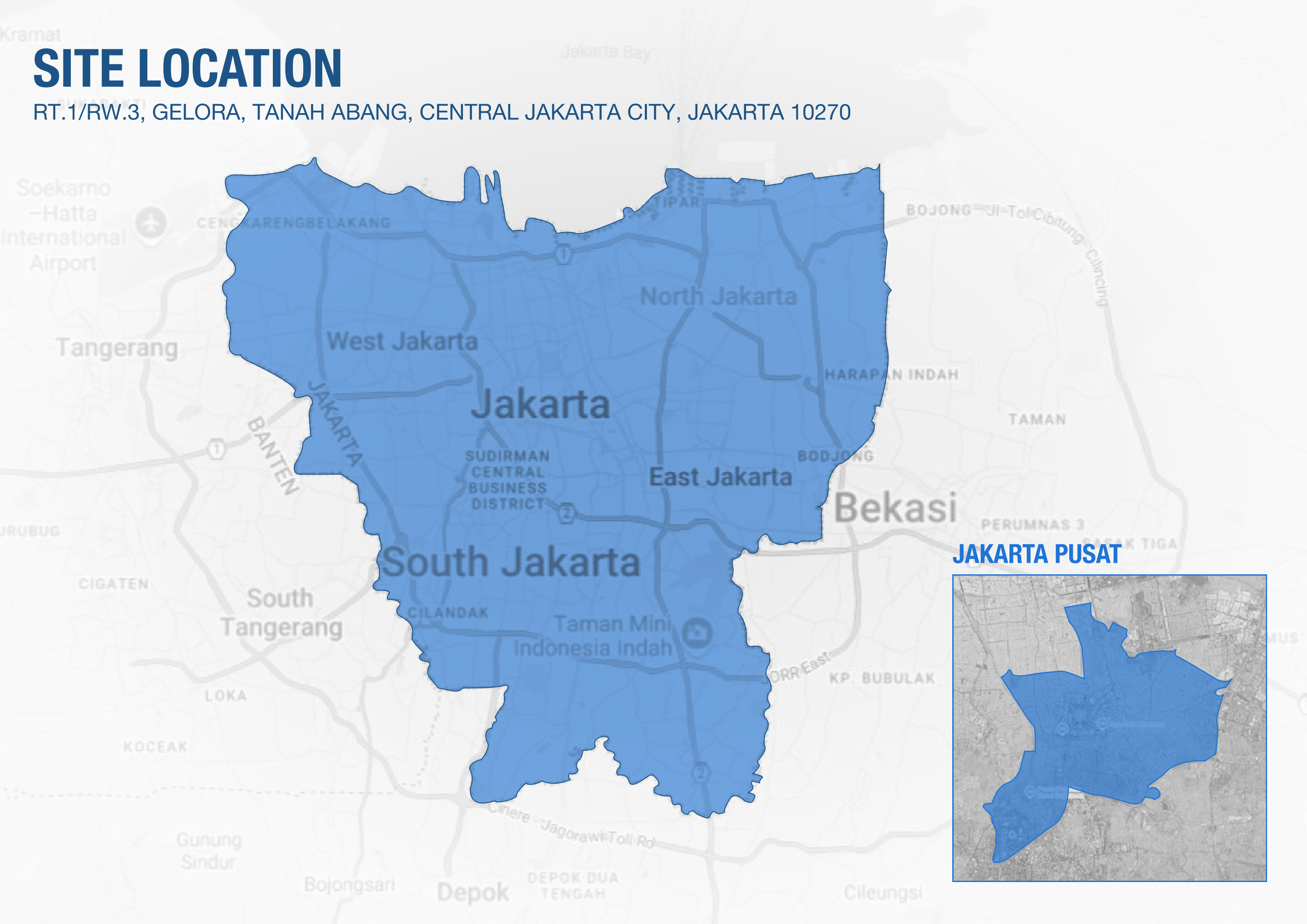
BULAN	GATE IN	GATE OUT	TOTAL
JANUARI	591.656	641.170	1.232.826
FEBRUARI	554.714	587.490	1.142.204
MARET	545.492	588.603	1.134.095
APRIL	496.730	534.497	1.031.227
MEI	584.042	626.490	1.210.532
JUNI	574.547	622.453	1.197.000
JULI	648.076	694.376	1.342.452
AGUSTUS	637.151	689.898	1.327.049
SEPTEMBER	603.472	656.646	1.260.118
OKTOBER	668.513	716.482	1.384.995
NOVEMBER	-	-	-
DESEMBER	-	-	-
TOTAL	5.904.393	6.358.105	12.262.498

Palmerah Station records a high volume of users, with a total of **5,904,393** tap-ins as of October 2024. Tap-in users increased from **591,656** in January to **668,513** in October (a rise of **12.99%**), while tap-outs grew from **641,170** to **668,513** (an increase of **4.27%**)



SITE LOCATION

RT.1/RW.3, GELORA, TANAH ABANG, CENTRAL JAKARTA CITY, JAKARTA 10270



JAKARTA PUSAT

PALMERAH



AREA: 18.809 m²

KDB = 55% = 10.344,95 m²

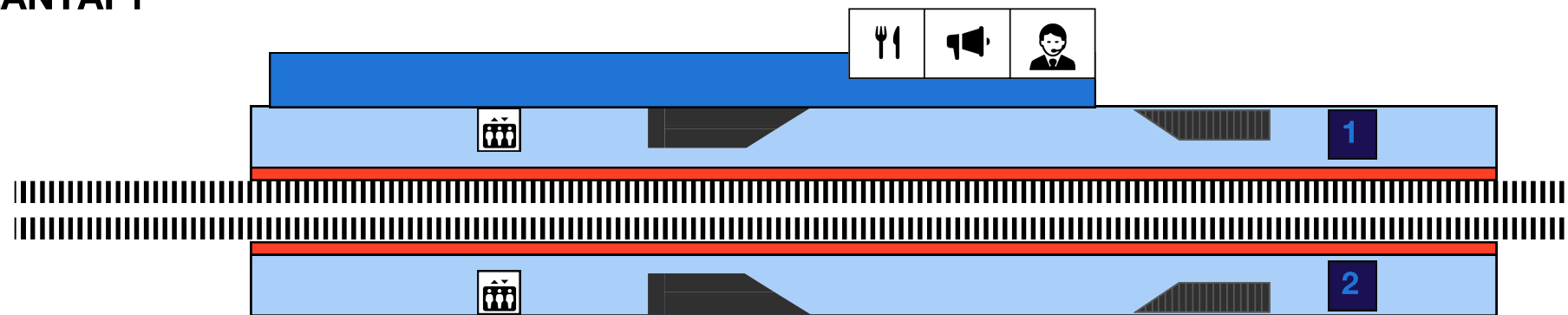
KTB = 11.285,4 m²

KDH = 3.761,8 m²

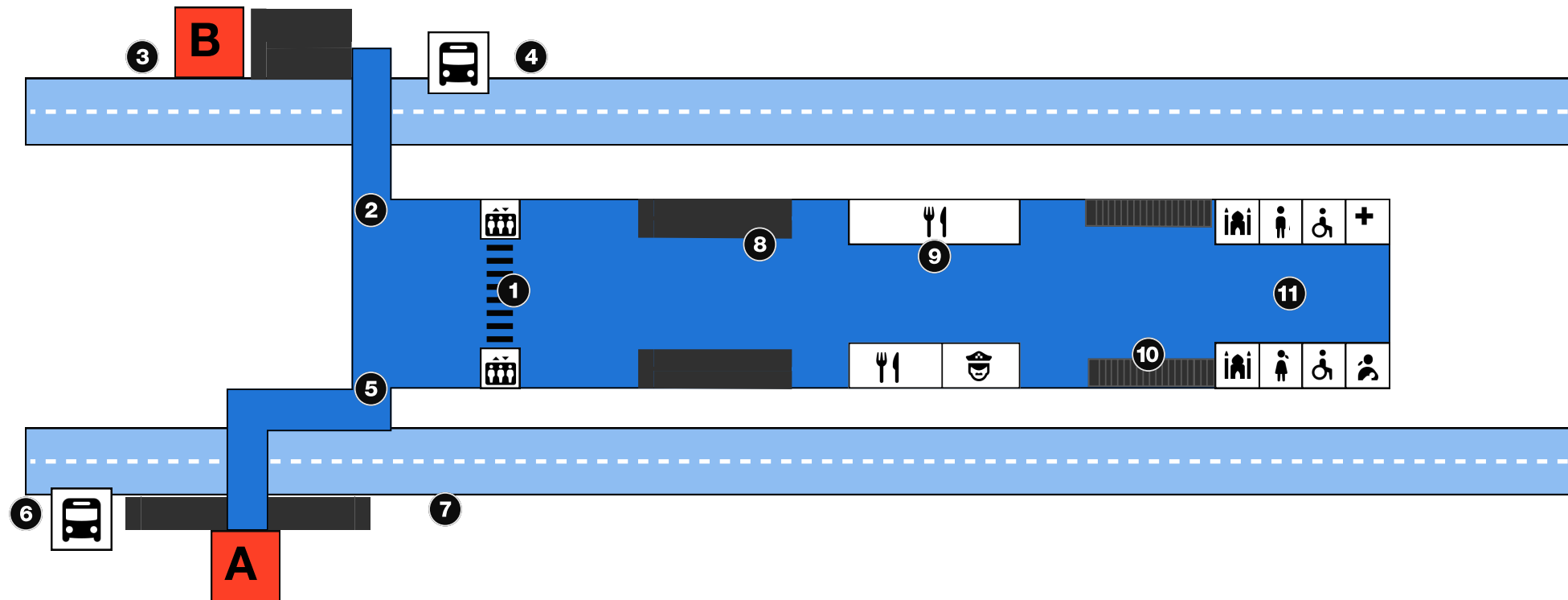
KLB = 104.243,86 m²

PALMERAH STATION: EXISTING

LANTAI 1



LANTAI 2

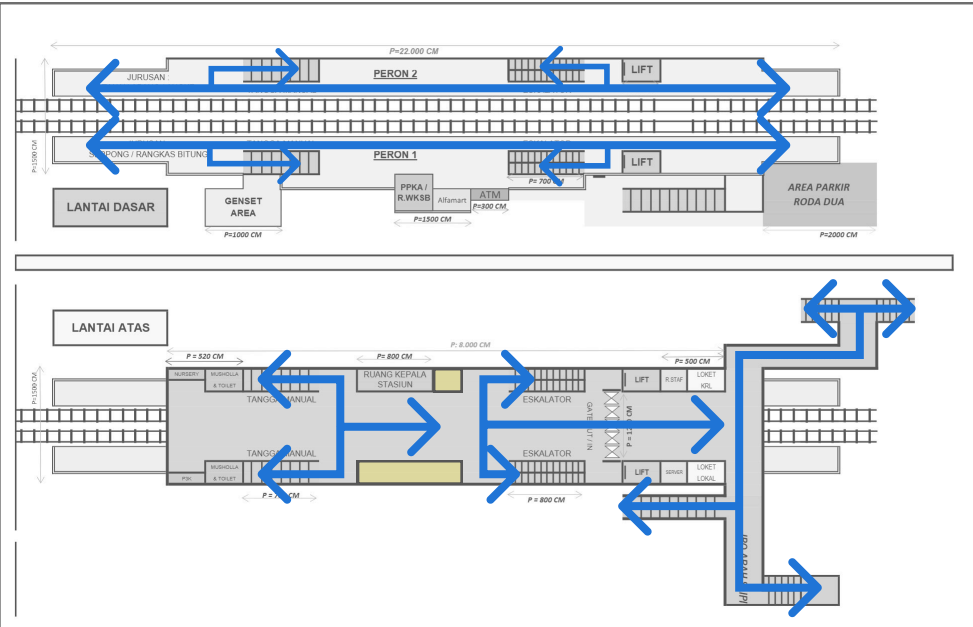


- Palmerah Station was chosen for its strategic location and crucial role in supporting public mobility through KRL services.
- The building consists of two floors; the ground floor accommodates train tracks, platforms, and supporting facilities such as a minimarket and parking area. The second floor is designed for user circulation, providing facilities such as ticket counters, restrooms, and a prayer room (mushola).
- Two pedestrian bridges (JPO) connect the station to Senayan and Slipi, serving nearby office and residential areas, including access to the TransJakarta bus stop.
- The absence of a designated pick-up/drop-off area causes traffic congestion due to vehicles, especially motorcycles, stopping indiscriminately. This issue worsens during peak hours due to the high volume of users and vehicles.

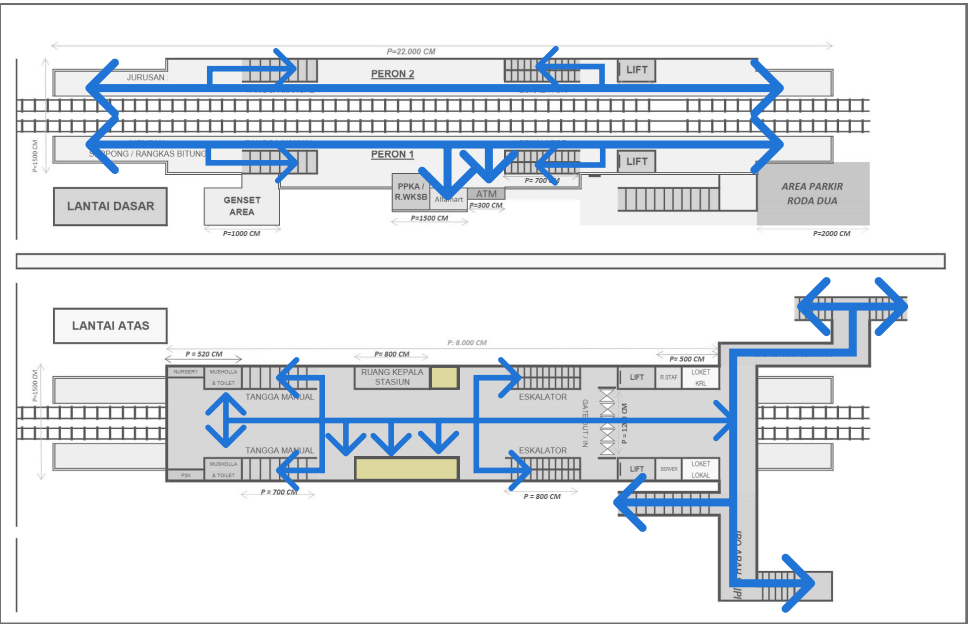


USER SEGMENTATION: MOVEMENT

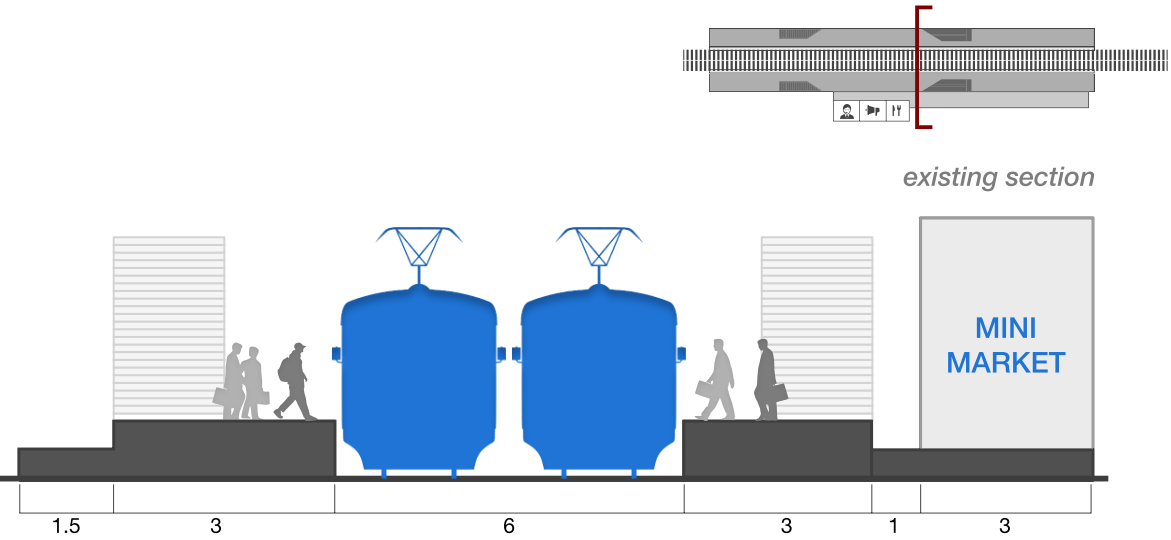
PLATFORM WIDTH



- Regular Commuter Users:
- Rely on trains as their primary mode of transportation for work or education.
 - Movement Pattern: Efficient and focused on catching the train schedule, heading directly to the platform without stopping at supporting facilities.
 - Use the station during peak hours and avoid interaction with supporting facilities.



- Non-Regular Commuter Users:
- Includes tourists, families, long-distance travelers, or those with specific destinations.
 - Movement Pattern: More flexible, not bound to a strict schedule, and more likely to interact with supporting facilities (food, drinks, seating areas).
 - Use the station on weekdays, avoid peak hours, and engage more with supporting facilities.



$$b = \frac{0.64 \text{ m}^2/\text{orang} \times V \times LF}{I}$$

$$b = \frac{0.64 \text{ m}^2/\text{orang} \times V \times LF}{I}$$
$$b = \frac{0.64 \text{ m}^2/\text{orang} \times 3349 \times 80\%}{220 \text{ meter}}$$
$$b = 7.794 \text{ meter}$$

BULAN	RATA-RATA HARIAN	
	GATE IN	GATE OUT
JANUARI	19.086	20.683
FEBRUARI	19.128	20.258
MARET	17.597	18.987
APRIL	16.558	17.817
MEI	18.840	20.209
JUNI	19.152	20.748
JULI	20.906	22.399
AGUSTUS	20.553	22.255
SEPTEMBER	20.116	21.888
OKTOBER	21.565	23.112
	TOTAL	40.186
	RATA-RATA PERJAM	6.698

- Platform Width Discrepancy:
- Formula: The calculated platform width based on passenger volume is 7.794 meters, while the existing platform width is only 3.5 meters and 1.5 meters.
 - Impact: This discrepancy results in high congestion, especially during peak hours, with significant crowding in the platform area.

- User Complaints:
- Interviews: Regular users complain about platform overcrowding while waiting for trains, particularly due to the absence of safety barriers between the railway tracks and the platform.
 - Risk: This congestion poses safety and comfort risks, as passengers are forced to squeeze in while boarding or alighting from trains.

- Need for Platform Expansion:
- Increasing Passenger Volume: As the number of train users continues to rise, platform expansion is crucial to prevent discomfort and improve movement efficiency.
 - Benefits of Expansion: A properly sized platform can facilitate smoother passenger circulation and reduce the risks associated with overcrowding.

EXISTING ISSUE



Ojek Online waiting recklessly

The lack of designated pick-up and drop-off points for online motorcycle taxis leads to chaotic conditions around the station. Drivers often wait in unauthorized areas, blocking vehicle lanes and pedestrian pathways, creating congestion and safety hazards for both passengers and commuters.



Poor TransJakarta circulation

Inefficient circulation and inadequate bus lane design disrupt the smooth operation of TransJakarta services. Buses often get stuck in mixed traffic due to the absence of clear priority lanes, causing delays and reducing the reliability of public transportation for daily commuters.



Heavy traffic

The surrounding area experiences severe traffic congestion, especially during peak hours. The combination of unregulated vehicle flow, insufficient road capacity, and a lack of integration between different transportation modes results in long travel times and an overall inefficient urban mobility system.

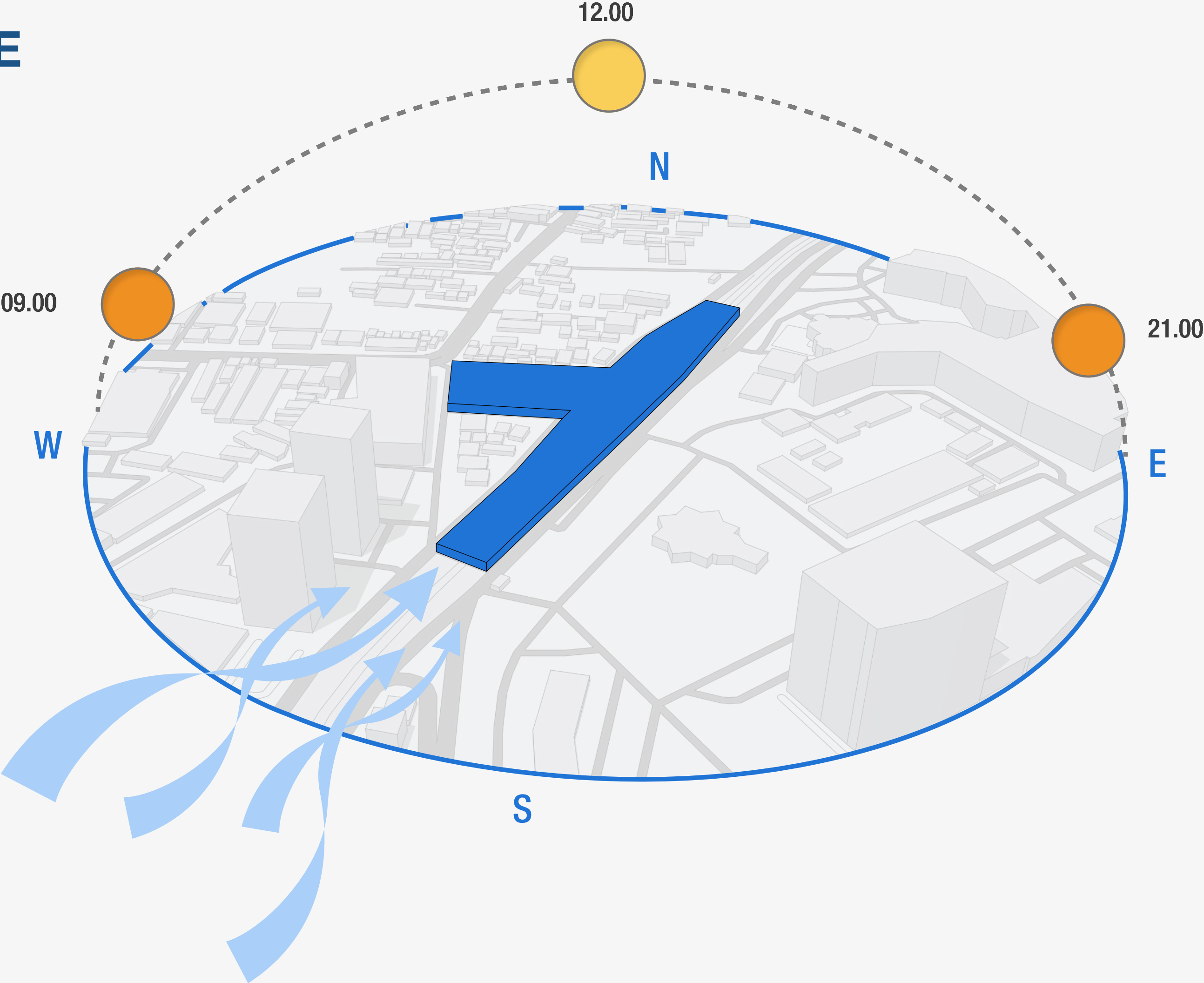


No safe and comfortable pedestrian pathways

Sidewalks around the station are narrow, poorly maintained, and often obstructed by parked motorcycles and street vendors. With no safe crossings or shaded walkways, pedestrians are forced to walk alongside vehicular traffic.

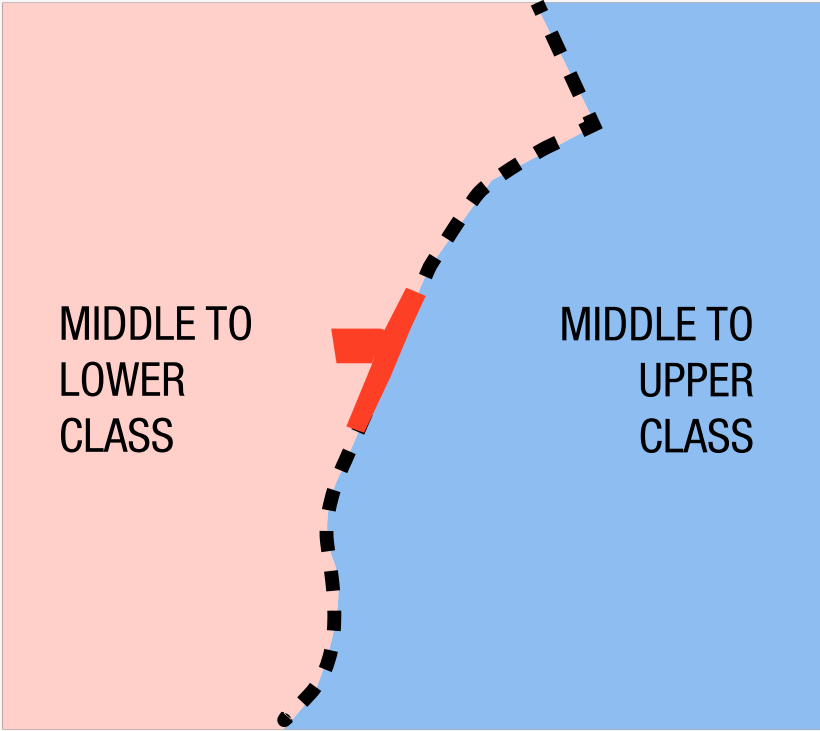
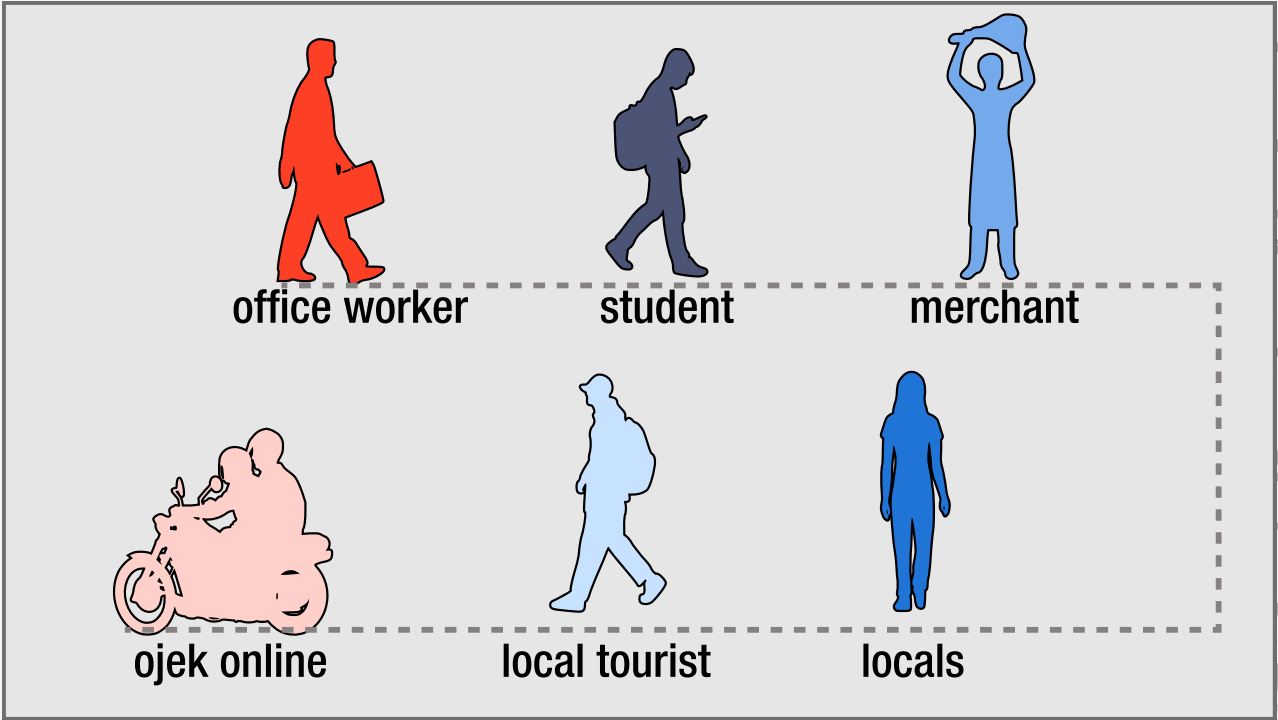


CLIMATE



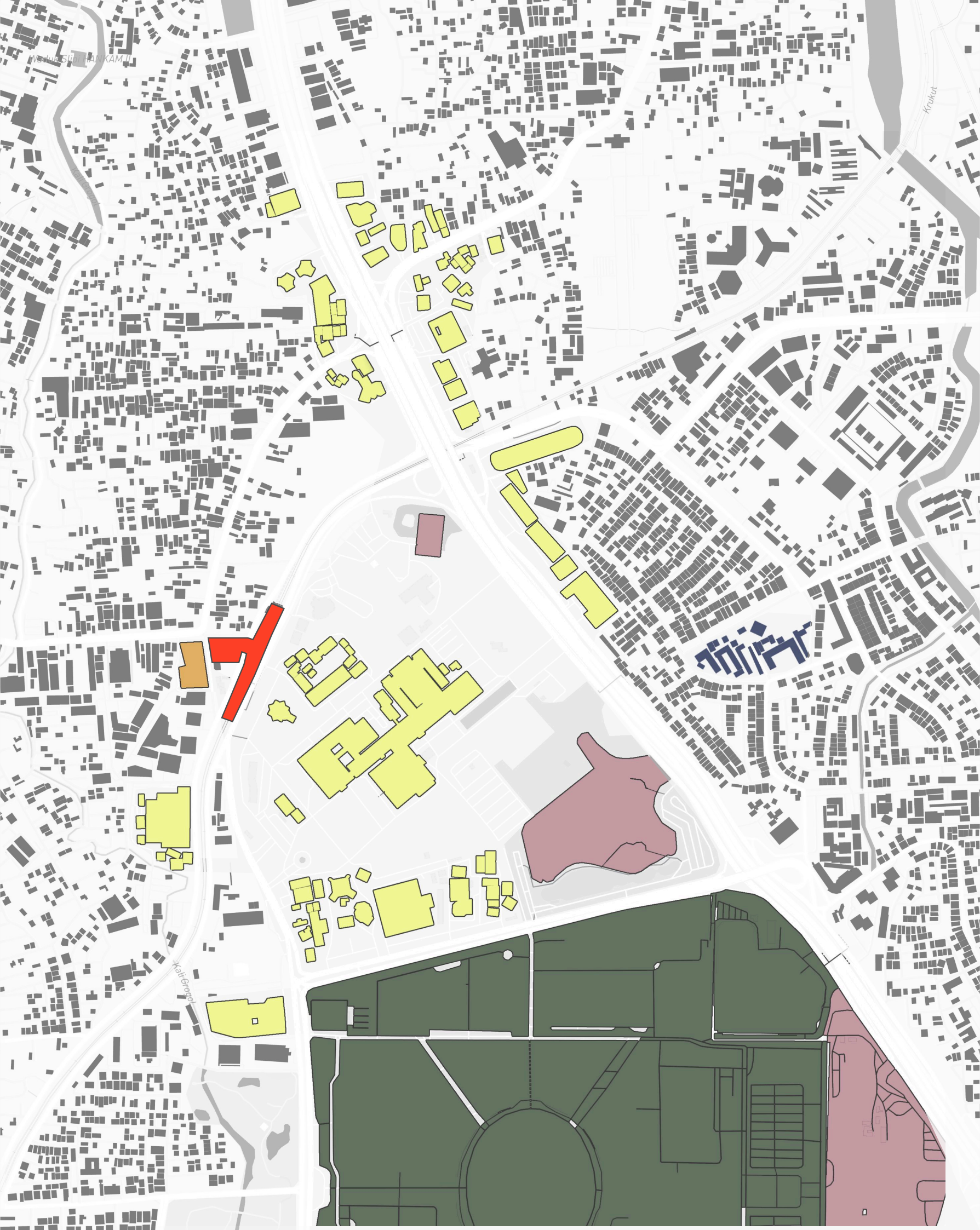
DIMENSI SOSIAL:

ECONOMY AND SOCIAL THRESHOLD



LEGEND

- OFFICE
- COMMERCIAL
- GBK AREA
- TRADITIONAL MARKET
- EDUCATION
- RESIDENTIAL

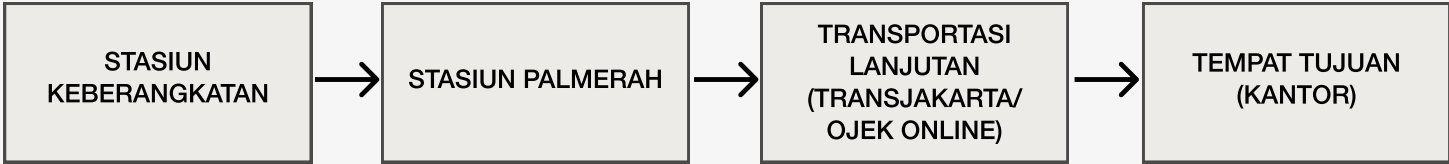


ACTIVITIES : HUMAN MOVE WEEKDAY

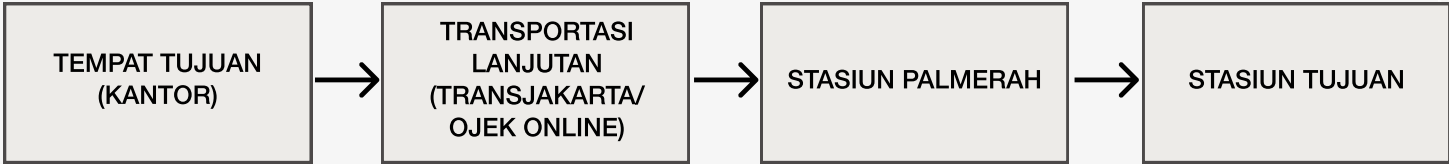


MOVEMENT

KEBERANGKATAN



PULANG



LEGEND

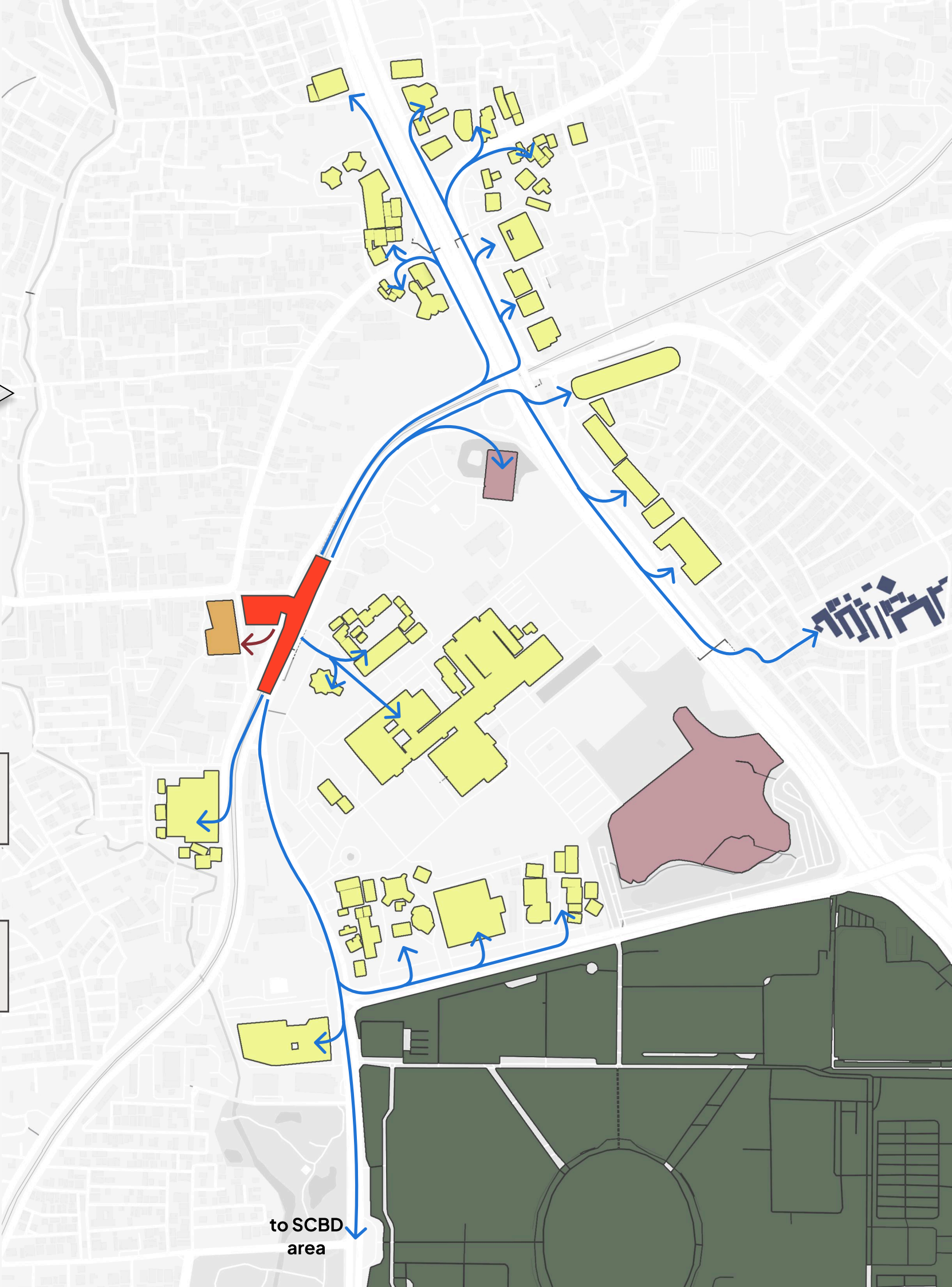
- OFFICE

COMMERCIAL

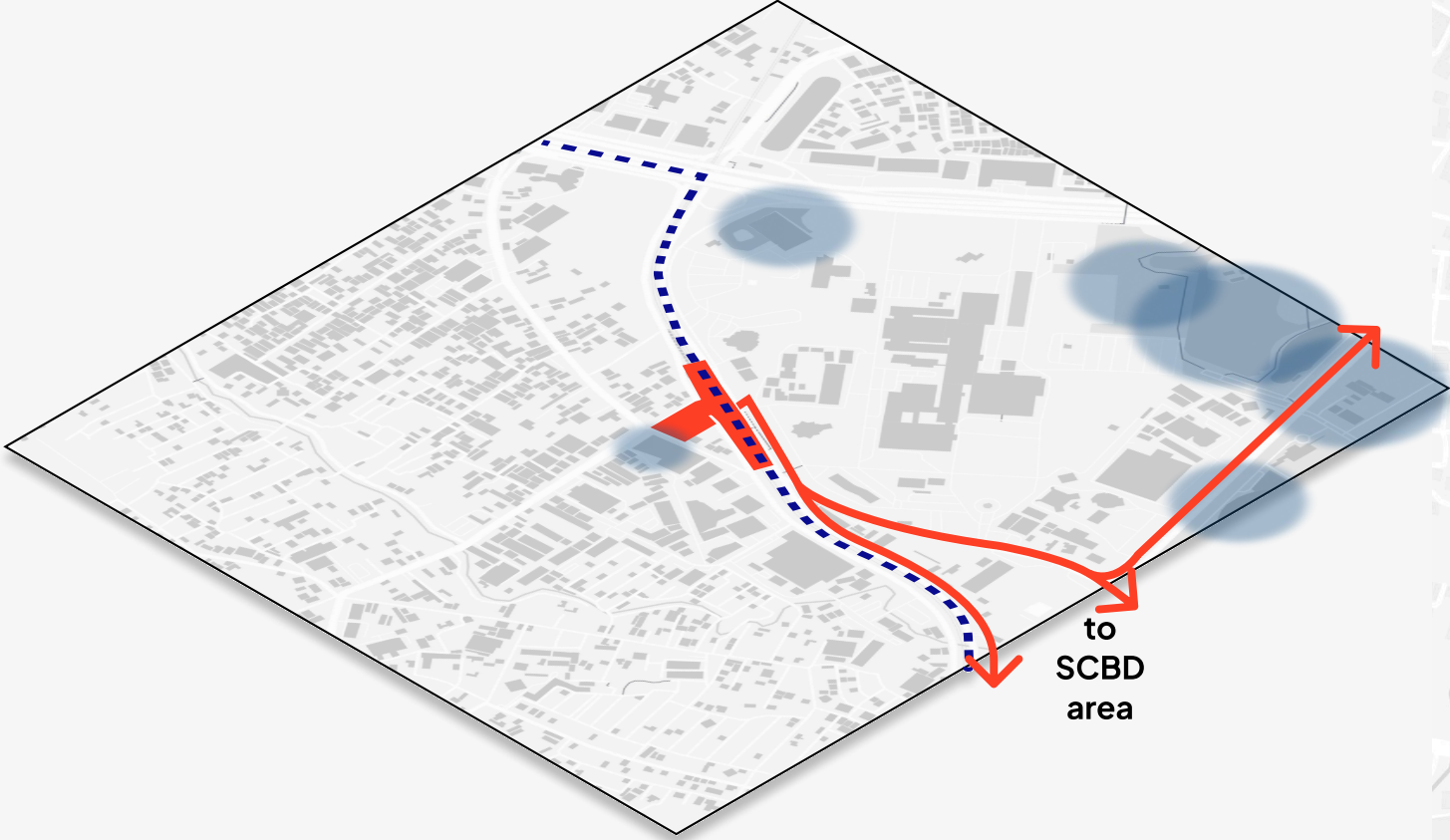
GBK AREA
- TRADITIONAL MARKET

EDUCATION
- OFFICE WORKER, STUDENT

PEDAGANG, LOCAL TOURIST

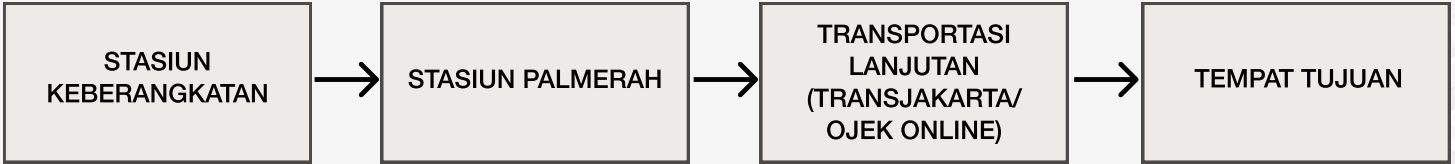


ACTIVITIES : HUMAN MOVE WEEKEND

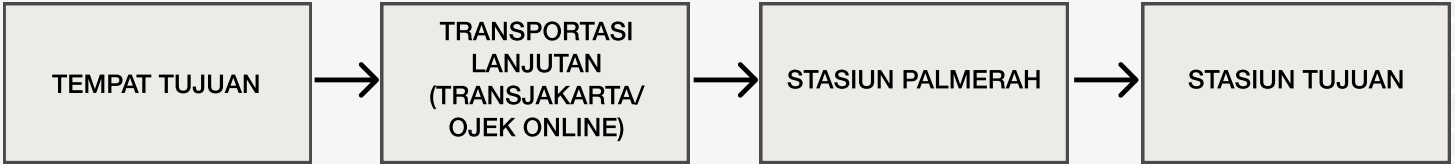


MOVEMENT

KEBERANGKATAN



PULANG



LEGEND

OFFICE

COMMERCIAL

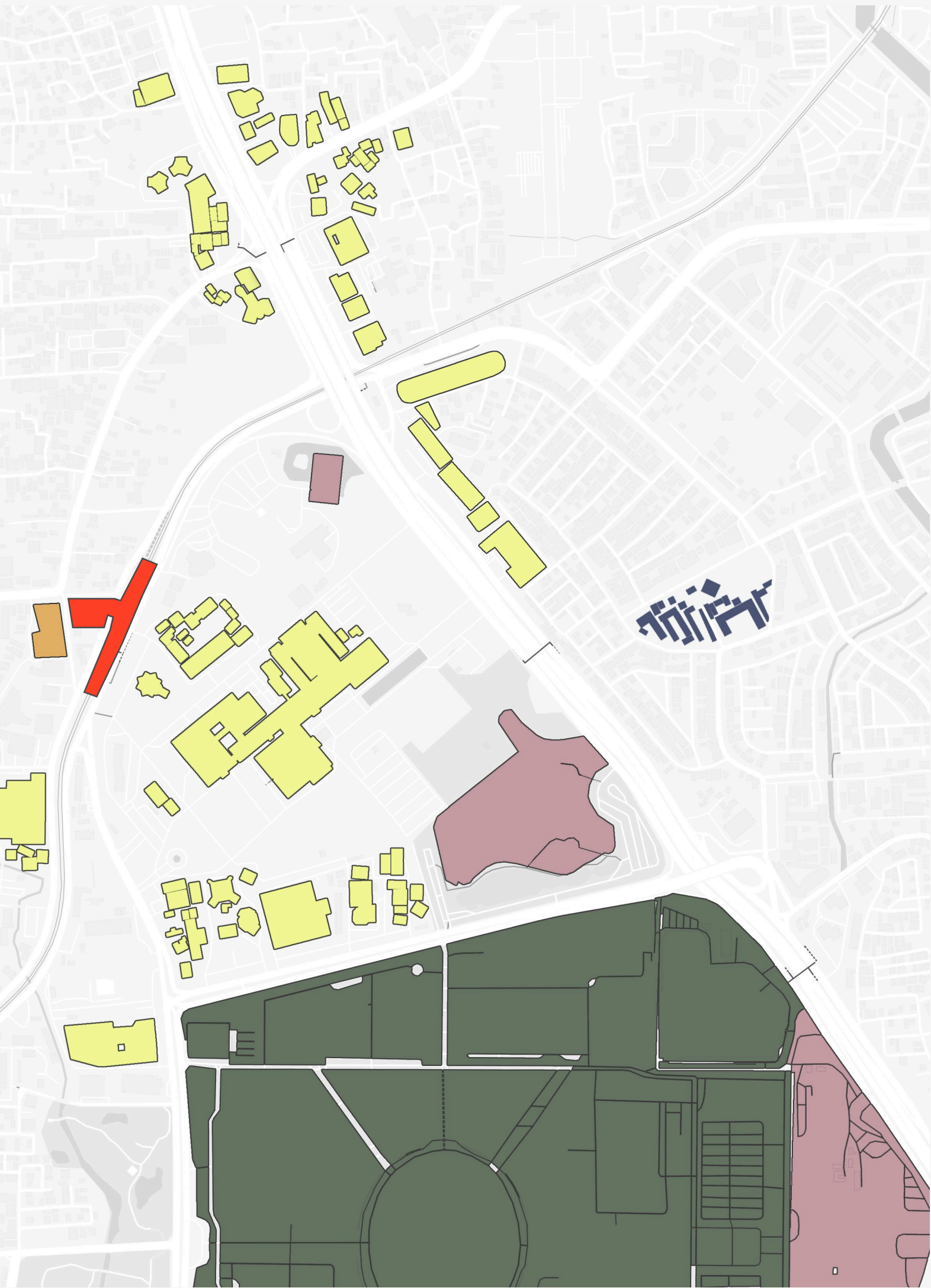
GBK AREA

TRADITIONAL MARKET

EDUCATION

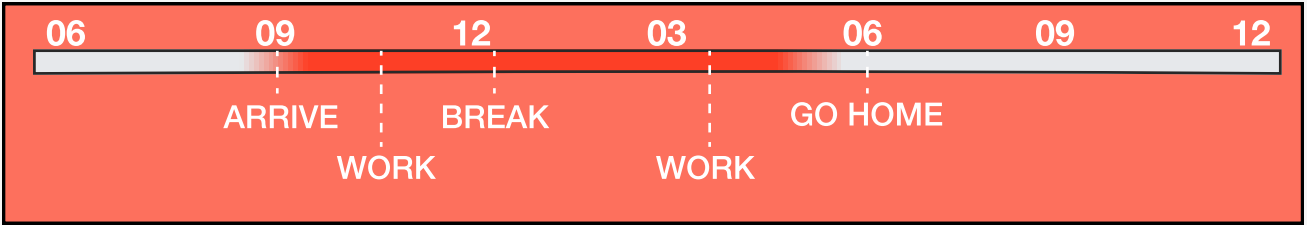
PEDAGANG, LOCAL TOURIST



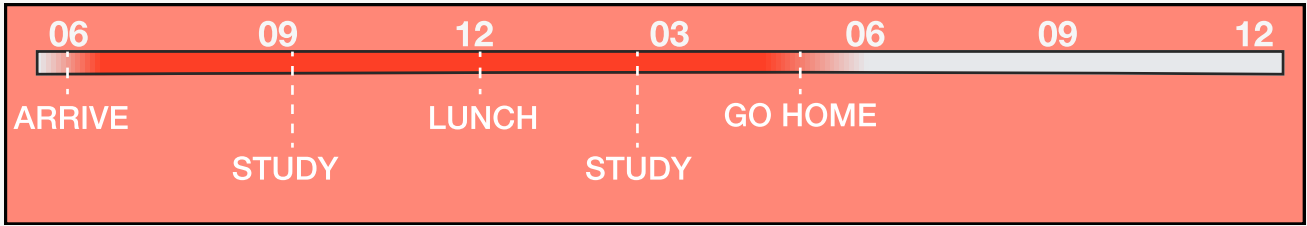


ACTIVITIES : TIMELINE

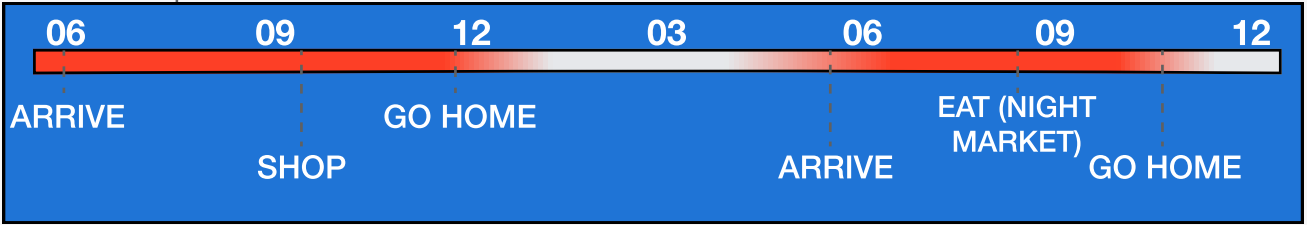
Office



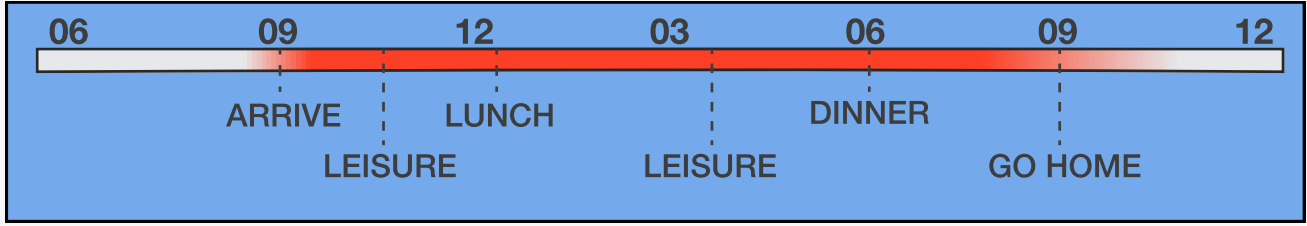
Education



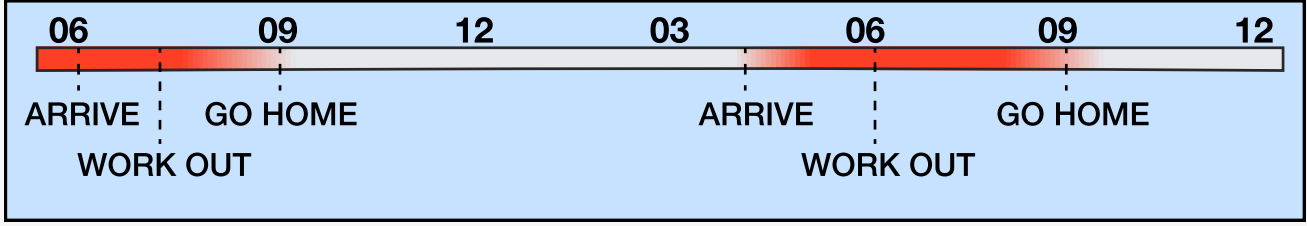
Pasar Palmerah



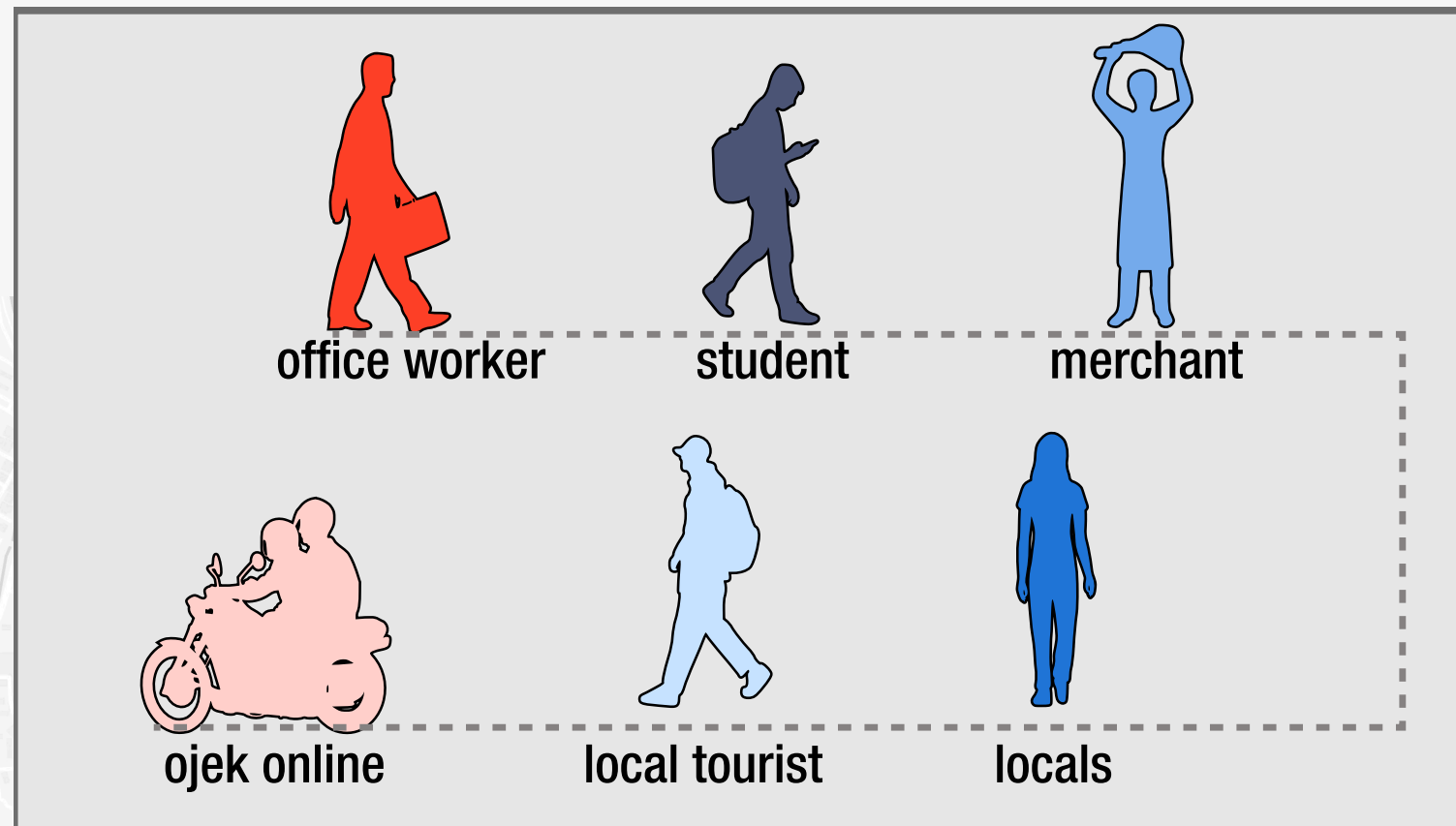
Commercial



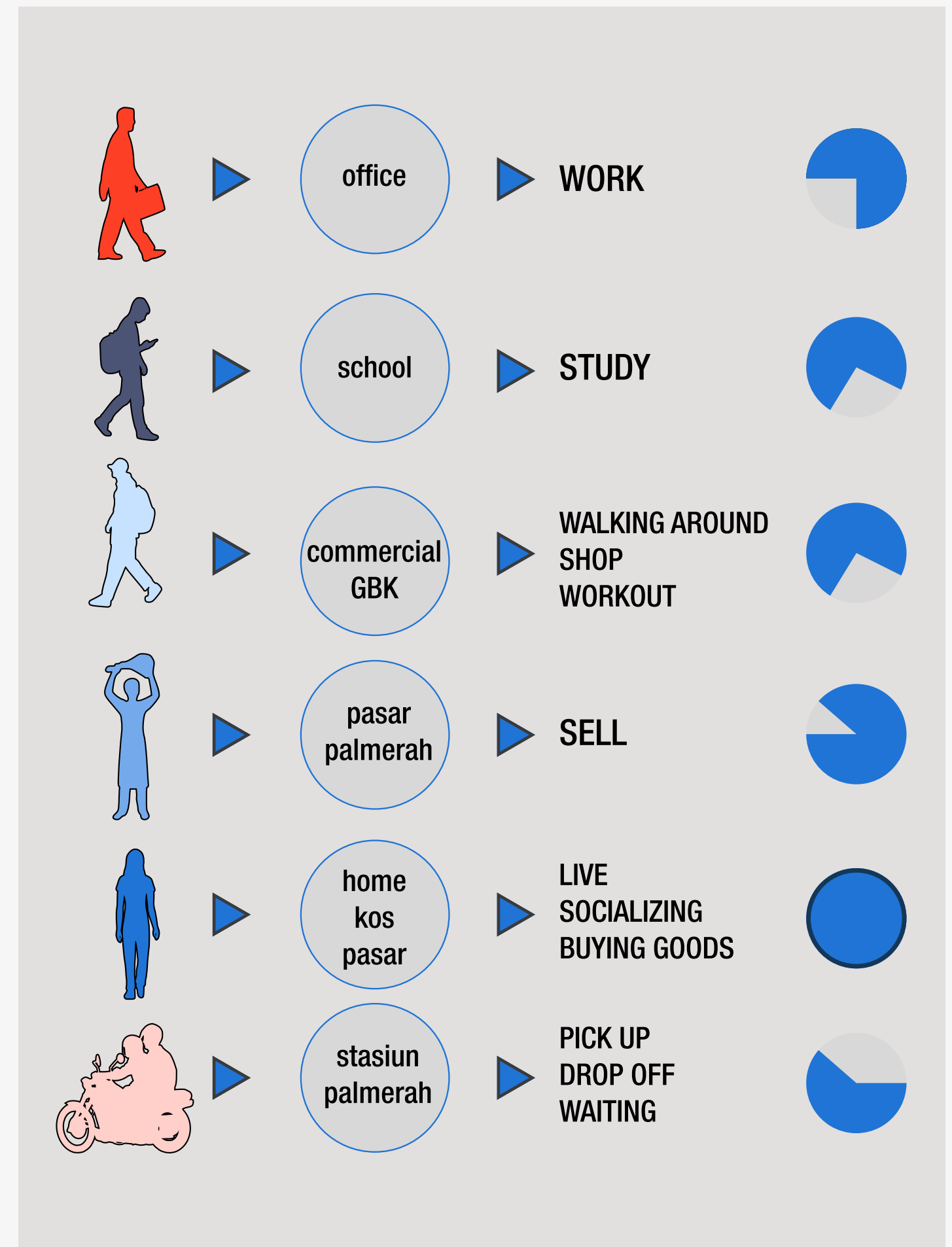
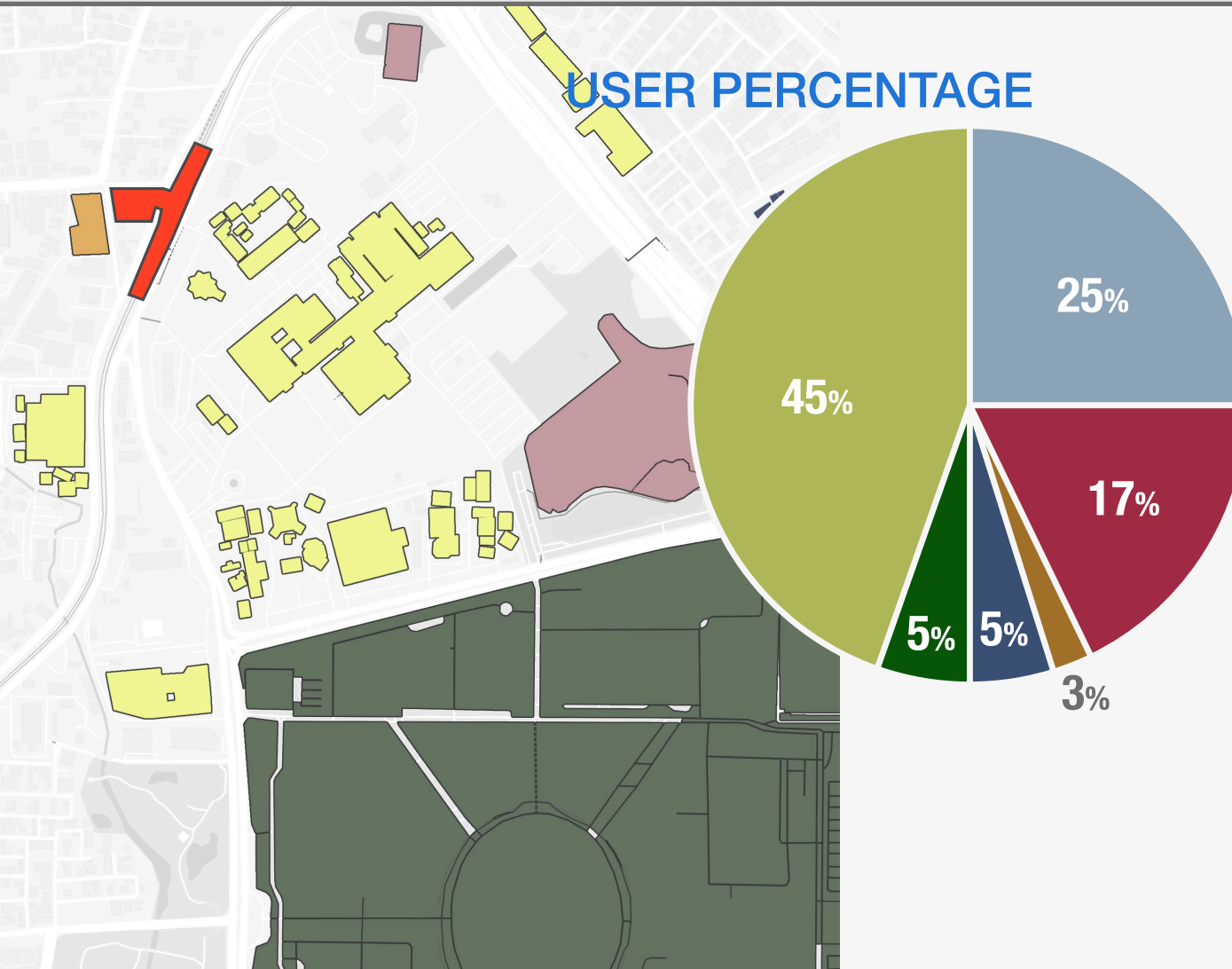
Area GBK



USER



USER PERCENTAGE



PRINCIPLES OF URBAN TRANSPORTATION & KEY APPLICATIONS OF TOD STANDARD BY ITDP

01: WALK ●

Walking is the most **natural, healthy, clean, efficient, affordable, and inclusive** mode of travel for short distances and an essential component of every transit journey.

Walking distances to site

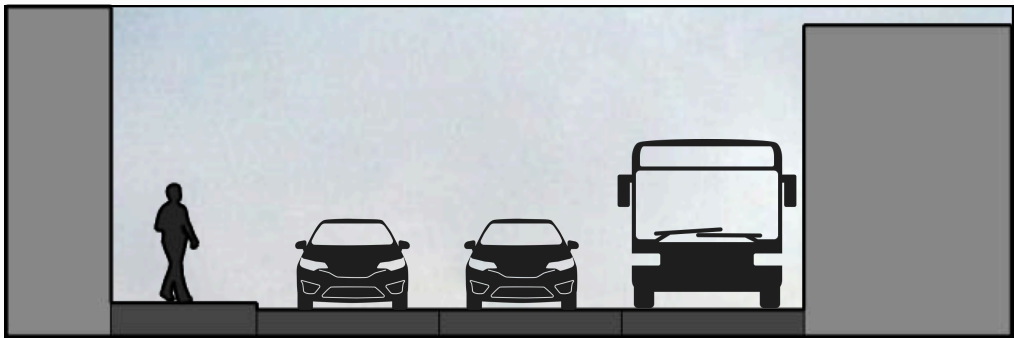
stasiun palmerah (0 m)	0 mins	shelter palmerah gojek (26 m)	1 mins
halte ps palmerah (63 m)	1 mins	gedung DPR MPR (1.2 km)	17 mins
halte st palmerah (850 m)	4 mins	area GBK (1.7 km)	24 mins

3 KEY TARGETS to make walking easily accessible and interesting

- SAFE, COMPLETE, & ACCESSIBLE PEDESTRIAN INFRASTRUCTURE FOR ALL**
The pedestrian environment around Palmerah Station lacks safety and accessibility. Narrow sidewalks, uneven surfaces, and frequent obstructions from parked motorcycles and street vendors force pedestrians to share space with vehicles, increasing the risk of accidents. The absence of designated pedestrian crossings further complicates mobility.
- ACTIVE AND LIVELY PEDESTRIAN INFRASTRUCTURE**
The station area is dominated by vehicular traffic and lacks engaging pedestrian spaces. The presence of informal vendors adds vibrancy but is currently unregulated, leading to clutter and inefficiency. A more organized and interactive pedestrian environment could enhance the overall experience and economic potential of the area.
- COMFORTABLE AND TEMPERATURE-CONTROLLED PEDESTRIAN INFRASTRUCTURE**
Walking around Palmerah Station is often uncomfortable due to Jakarta's hot climate and lack of shelter. Limited shading and exposure to traffic pollution reduce the appeal of walking as a primary mode of transport. Improving environmental conditions can make walking more attractive and sustainable.

02: CYCLE ●●

Cycling is the **second healthiest, most affordable, and inclusive** urban mobility mode. This mode combines convenient door-to-door routes with flexible schedules and speeds comparable to local transit services. Bicycles and other human-powered transport modes activate streets and expand transit station catchment areas.

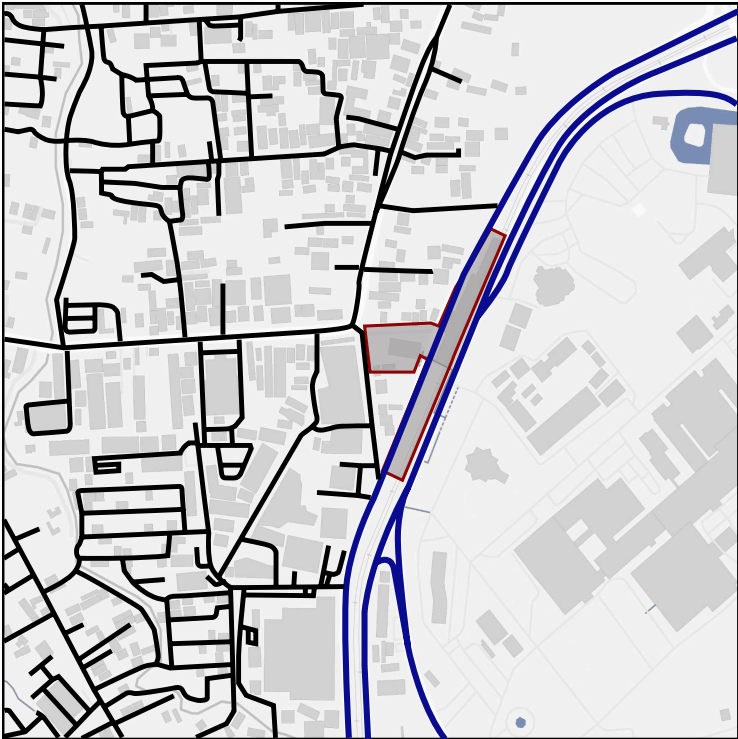


2 KEY TARGETS

- THE BICYCLE INFRASTRUCTURE NETWORK IS FULLY AVAILABLE AND SAFE**
The roads around Palmerah Station are already congested with private vehicles, TransJakarta buses, and motorcycles. Due to limited road space, **there is no room for dedicated bike lanes**, forcing cyclists to navigate unsafe and high-traffic areas. This discourages cycling as a viable transport option.
- BICYCLE PARKING AND STORAGE LOCATIONS ARE AVAILABLE IN SUFFICIENT NUMBERS AND ARE SECURE.**
Palmerah Station currently **lacks designated bicycle parking facilities**, making it inconvenient for cyclists to securely store their bikes. The absence of safe and monitored parking increases the risk of theft, further discouraging cycling as a commuting choice.

03: CONNECT

Short and direct walking and cycling require a dense and well-connected network of roads and sidewalks around the blocks.



Walking can be hindered by winding roads and dense networks. However, dense road and sidewalk networks, with varied routes, street corners, narrower streets, and slow vehicle speeds, make walking and cycling enjoyable, enhancing street activity and local commerce.

- ROADS WITH INTEGRATED PEDESTRIAN AND BICYCLE PATHS
- ROADS WITH INADEQUATE PEDESTRIAN PATHS AND NO BICYCLE PATHS

2 KEY TARGETS

SHORT, DIRECT, AND VARIED WALKING AND CYCLING ROUTES

The area surrounding Palmerah Station lacks safe and comfortable pedestrian and cycling infrastructure, making non-motorized travel inconvenient and unsafe. While the station connects different urban areas, it does not provide adequate facilities for smooth movement between them. Sidewalks are narrow, disconnected, and often obstructed by street vendors and parked motorcycles, forcing pedestrians to share roads with vehicles. Additionally, the existing road network in the station area lacks variation, creating longer and less diverse walking routes, discouraging active mobility.

THE WALKING AND CYCLING ROUTES ARE SHORTER THAN MOTOR VEHICLE ROUTES.

The current car-centric design of Palmerah Station prioritizes motorized transport, resulting in a road network where the shortest and most efficient routes are designed for vehicles, not pedestrians or cyclists. Walking and cycling routes are often indirect, requiring users to take detours due to missing infrastructure, lack of safe crossings, or barriers such as large intersections and highways. This discourages walking and cycling as viable first-mile/last-mile solutions, increasing dependency on motorcycles and cars.

04: TRANSIT

The access to rapid and frequent transportation, defined as rail-based or Bus Rapid Transit (BRT) transportation, is an integral part of the TOD concept and a prerequisite for TOD Standard recognition.

Public transportation around the site



TransJakarta



Ojek Online

Public Transportation distances to site

stasiun palmerah (KRL)	0 mins	shelter palmerah gojek (Ojek Online)	1 mins
halte ps palmerah (TransJakarta)	1 mins	halte st palmerah (TransJakarta)	4 mins

1 KEY TARGETS

HIGH-QUALITY PUBLIC TRANSPORTATION CAN BE ACCESSED BY WALKING

At Palmerah Station, public transportation options such as TransJakarta and online motorcycle taxis (ojek online) are accessible by walking, enhancing first-mile/last-mile connectivity. However, poor integration and lack of designated waiting areas create congestion and inefficiency. No dedicated spaces for transfers lead to disorderly pick-up/drop-off points, affecting passenger convenience and safety.

S

Strategic Location:

Located in central Jakarta, close to office areas, making it a primary transportation choice for workers and commuters.

Accessibility:
The station is connected to various public transportation modes.

High User Volume:
This station is frequently visited by passengers, highlighting its crucial role in urban mobility.

O

Integrated Transportation Development:
Potential to enhance connectivity with other transportation modes such as buses, online ride-hailing services, and MRT, improving passenger mobility.

Proximity to Landmarks:
Palmerah Station is close to various Jakarta landmarks, including GBK, JCC, the DPR/MPR building, and others.

W

Limited Space:
Parking areas and supporting facilities are insufficient to accommodate the high passenger volume.

Poor Passenger Circulation:
The station layout does not support efficient passenger flow, often leading to congestion.

Limited Facilities:
Waiting areas, signage, and public amenities are inadequate, especially during peak hours.

T

Traffic Congestion Around the Station:
The area surrounding the station often experiences congestion, mainly due to unorganized pick-up and drop-off points.

Surging Passenger Volume:
The continuous increase in passenger numbers without adequate infrastructure development may worsen overcrowding and reduce comfort.

so, whats the issue?

High Passenger Volume and Congestion

Lack of Integrated Transportation Modes

Insufficient Supporting Facilities

Non-Optimal Implementation of Transit-Oriented Development (TOD)

PALMERAH STATION: **WEAVING TRANSITIONS**

Palmerah is not merely a transit point. It is a space where mobility meets community — where transitions are not just about movement, but about growth. The design must become a bridge, not just a route; a place that doesn’t make people pause, but weaves them into the life of the city, not for arrival or departure, but for connection.

Walkable

Making walking and cycling a pleasant experience to encourage visitors to walk and cycle. Ensuring smooth, uninterrupted pedestrian flow and accessibility within the transit hub.

Integrated

Optimizing overall movement efficiency, including transport modes, traffic management, and multimodal integration.

Mobility Efficiency

Optimized transport connections (train, transjakarta, ojek online, jaklingko)

Transit Oriented Living

Creating an integrated urban space where transit, housing, and commerce coexist to support a dynamic and sustainable lifestyle without the need to travel far.

PARKING LOT

APARTMENT
COMMERCIAL

STASIUN
PALMERAH

HALTE
TRANSJAKARTA

OJEK ONLINE
SHELTER

PRIORITY LEVEL

LEVEL 1: MUST HAVE

TRANSIT

STASIUN PALMERAH
OJEK ONLINE SHELTER
HALTE TRANSJAKARTA

WALK

SKYWALK
PEDESTRIAN PATH
PEDESTRIAN CROSSING

LEVEL 2: FOR OPTIMAL DEVELOPMENT

CYCLE

BIKE STATION
BICYCLE PATH

CONNECT

PEDESTRIAN PATH
SKYWALK
INTEGRATED

COMPACT

TRANSIT ORIENTED
DEVELOPMENT
APARTMENT

LEVEL 3: GOOD TO HAVE

MIX

COMMERCIAL
PASAR PALMERAH

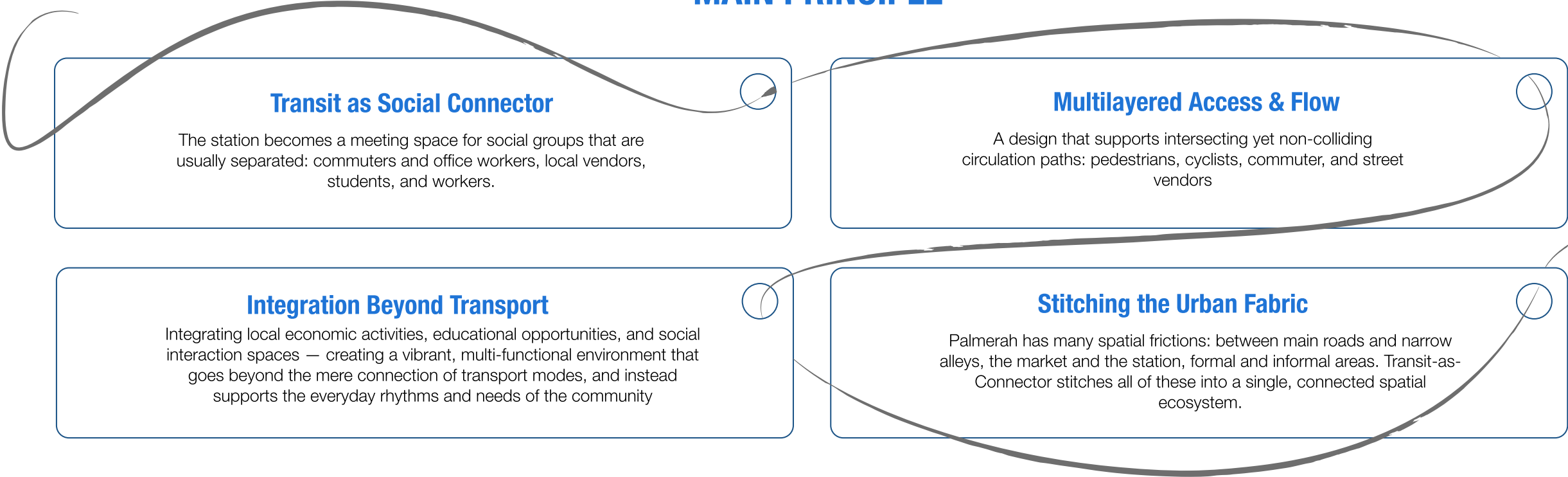
DENSIFY

APARTMENT

SHIFT

LIMITED PARKING
LOT

MAIN PRINCIPLE



PRECEDENT STUDY

01: CAKRA SELARAS WAHA STATION

Desain terinspirasi dari ASEAN Secretariat Building dan masterplan awal Kebayoran Baru.

Bangunan utama berada di sisi barat dan timur simpang:

- Sisi barat: denah segitiga, menghubungkan Halte CSW 1 (atas) dan CSW 2 (bawah). Menampung ruang rapat, pameran, komersial, mushala, toilet (termasuk difabel), eskalator.
- Sisi timur: menghubungkan Halte ASEAN MRT dengan Halte CSW 1 via lift dan tangga.

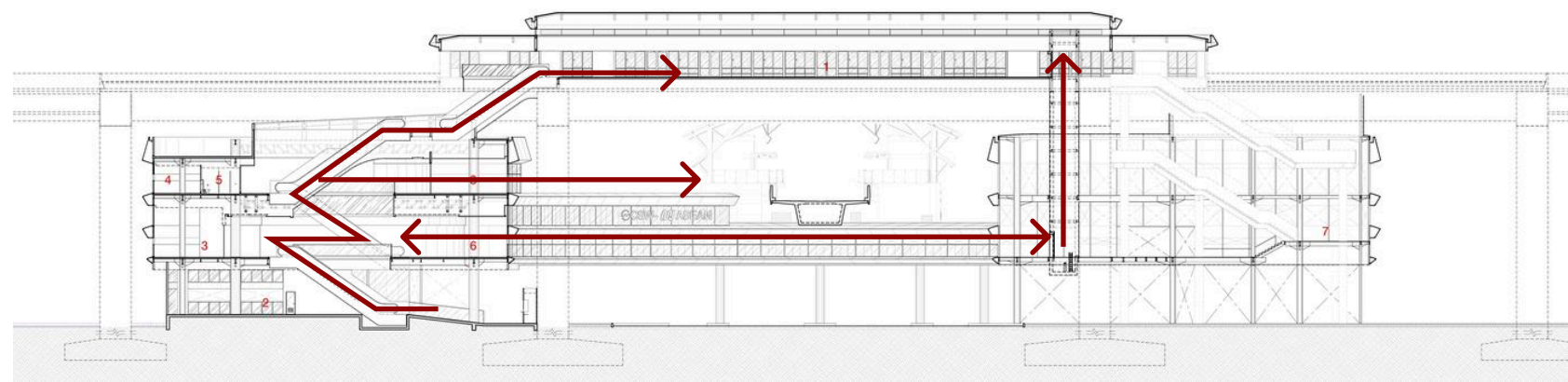
Keduanya terhubung oleh jembatan penghubung berbentuk cakra (cincin), yang juga mengarah ke Halte Kejaksaan Agung dan Stasiun ASEAN MRT.

Perempatan CSW (Centrale Stichting Wederopbouw) merupakan simpang strategis di Jakarta Selatan, berada di antara Bundaran Senayan dan Blok M.

Simpang ini mempertemukan:

- **Jalur MRT Jakarta (Lebak Bulus – Bundaran HI)**
- **Transjakarta Koridor 1 (Jakarta Kota – Blok M)**
- **Transjakarta Koridor 13 (Tendean – Ciledug)**

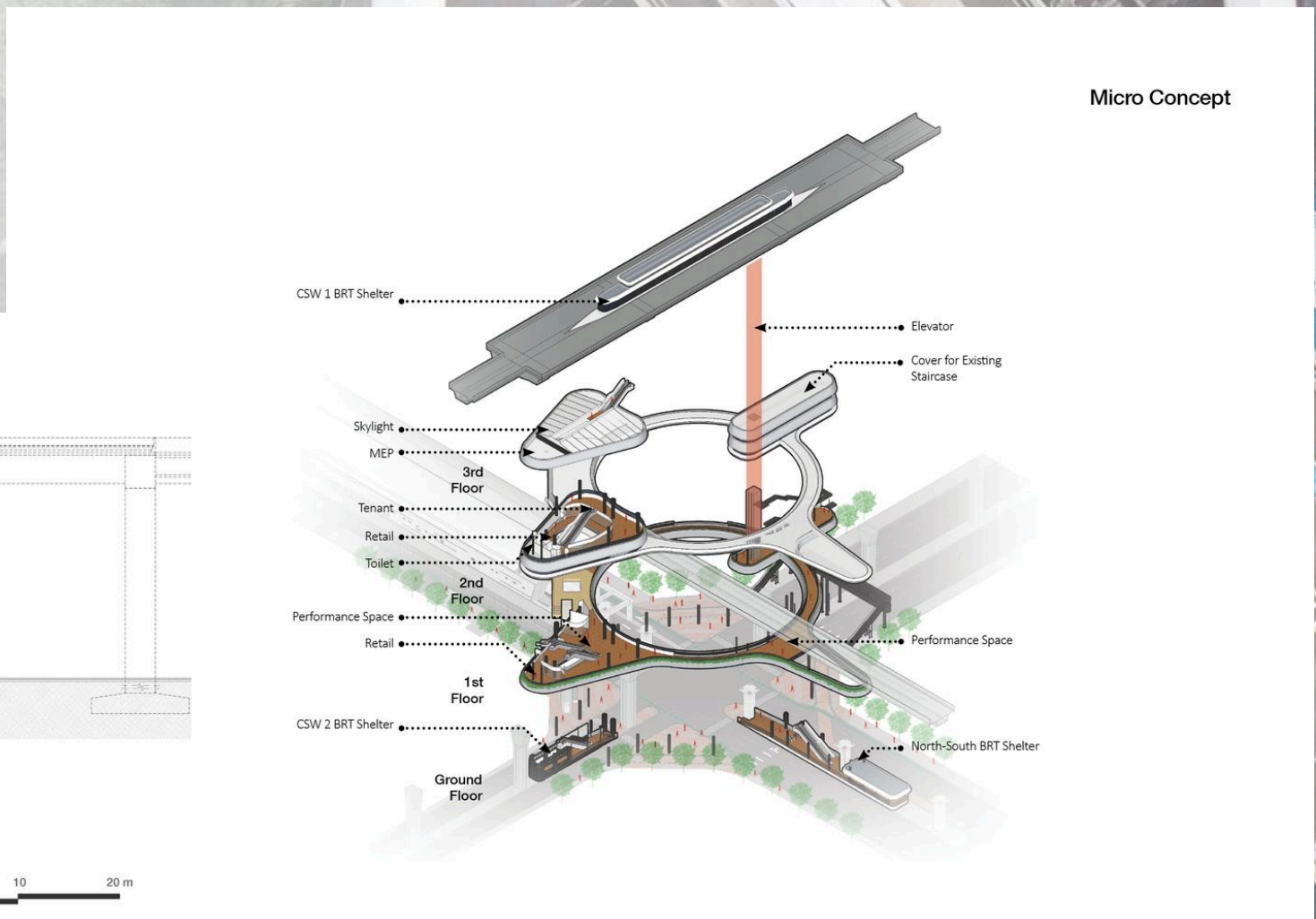
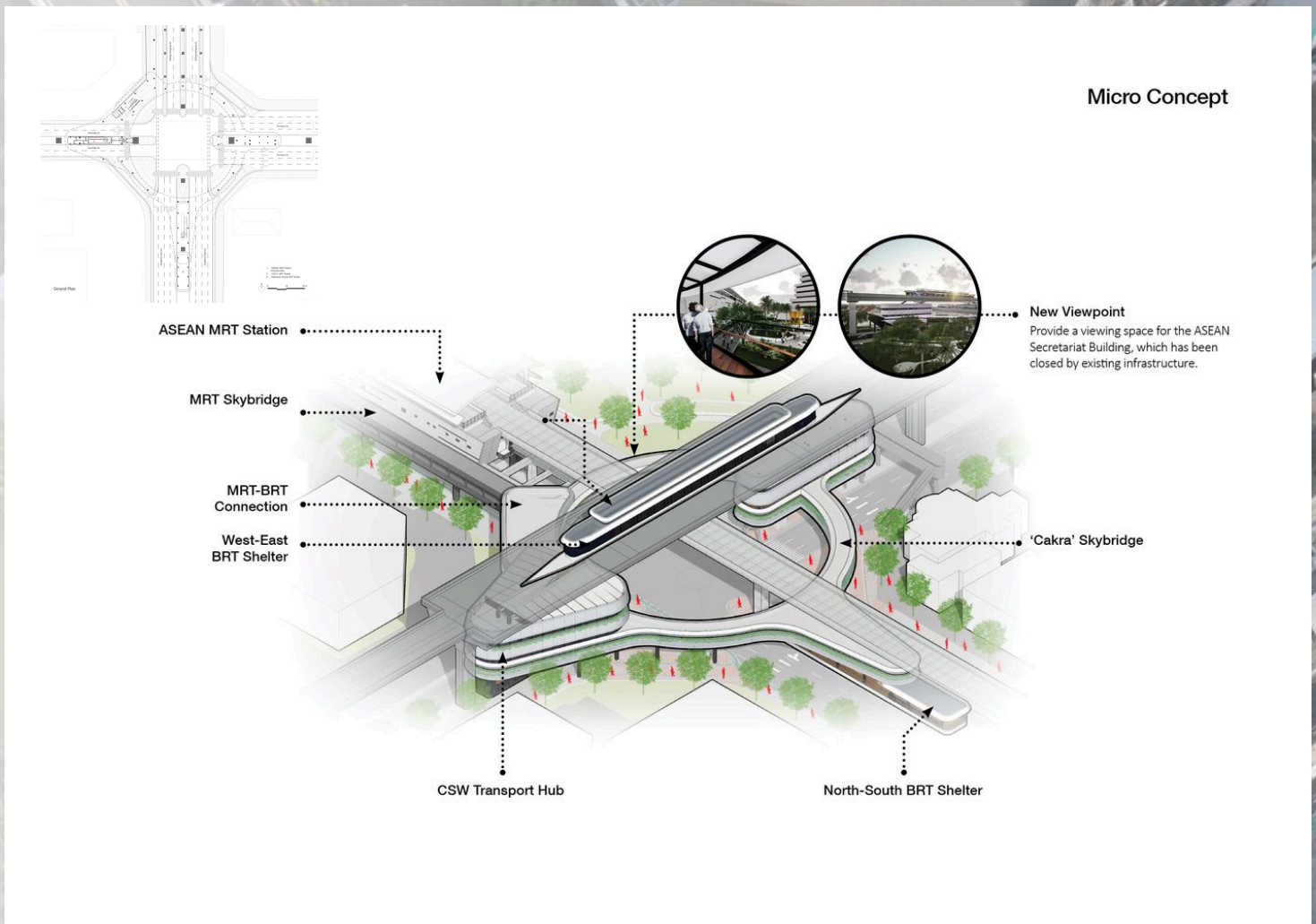
- Bangunan elevated pertama yang mengintegrasikan MRT dan BRT di Indonesia.
- Luas total: 3.200 m²
- Menyediakan akses inklusif dan universal, menjawab kebutuhan kaum difabel dan lansia.



1. 'CSW 1' BRT Shelter
2. 'CSW 2' BRT Shelter
3. Commercial Area
4. Prayer's Room
5. Toilet
6. 'Cakra' Transit Skybridge
7. Existing Emergency Stairs
8. Elevated Railway (MRT)

Section A-A'

0 10 20 m



02: STASIUN RAWA BUNTU DEVELOPMENT

Mengusung prinsip Transit-Oriented Development (TOD) yang berfokus pada efisiensi ruang, konektivitas transportasi, dan kenyamanan hidup.

Berlokasi strategis di koridor utama kota dengan akses mudah ke berbagai moda transportasi.

Terhubung langsung dengan Stasiun KRL di samping bangunan.

Memudahkan perpindahan antar moda transportasi secara cepat dan praktis.

Mixed-use building: Fungsi hunian dipadukan dengan fungsi komersial dan publik dalam satu kawasan.

Lantai dasar digunakan untuk plaza publik dan area komersial, sehingga penghuni dapat memenuhi kebutuhan sehari-hari tanpa harus bepergian jauh.

Lantai dua memiliki JPO (Jembatan Penyeberangan Orang) yang menghubungkan ke shelter ojek online dan area komersial.

Lantai tiga dialokasikan untuk jalur busway, memisahkan sirkulasi antar moda

- JPO di lantai dua memberikan akses pedestrian yang aman dan terarah ke shelter ojek online dan fasilitas sekitar.
- Sistem vertikal disiapkan secara efisien: akses transportasi publik bertingkat (KRL di samping, busway di lantai 3), menciptakan pola pergerakan yang terstruktur dan terintegrasi.

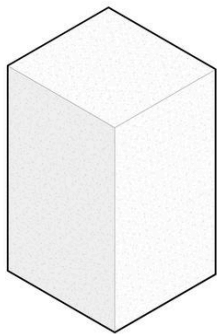


03: TAIYO SERVICE APARTMENT

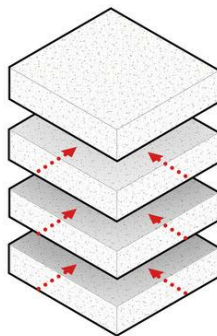
Taiyo Apartment terletak di An Thượng, kawasan yang dikenal sebagai area hiburan malam populer di dekat pantai Da Nang, Vietnam.

Highlight arsitektural utama adalah balkon-balkon yang didesain acak di tiap lantai.
Balkon-balkon ini berpadu dengan elemen tanaman hijau, menciptakan fasad yang dinamis, unik, dan menarik secara visual serta mereduksi panas matahari yang masuk ke bangunan
Garis-garis tajam dan sudut bangunan yang berani terinspirasi dari bentuk tebing alami Ngu Hanh Son, sebuah landmark alam terkenal di Da Nang.

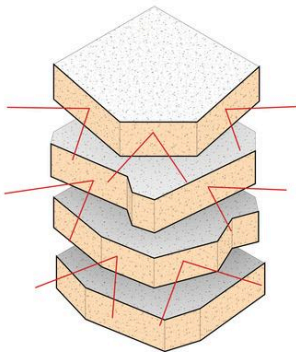
Terdapat 40 unit apartemen yang terbagi menjadi tiga tipe:
Studio
1 kamar tidur
2 kamar tidur



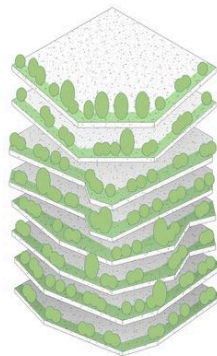
1. Full-size building block



2. Smaller layers divided



3. Dramatic slash for each layers - inspired by local marble mountain - give both the building and users various points of view



4. Integrated plants covering the balconies, reduce the impact of heat on the building

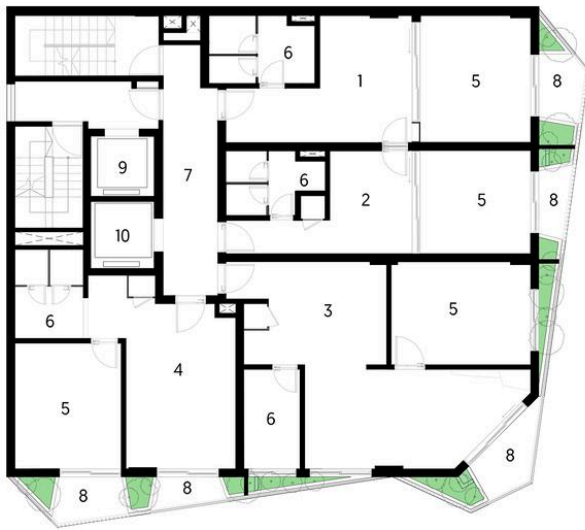


- 1. LARGE ROOM
- 2. BEDROOM 1
- 3. BEDROOM 2
- 4. BEDROOM 3
- 5. WC
- 6. STORAGE
- 7. CORRIDOR
- 8. BALCONY
- 9. ELEVATOR
- 10. ELEVATOR FOR GUEST



0 1 2 5

9TH FLOOR PLAN



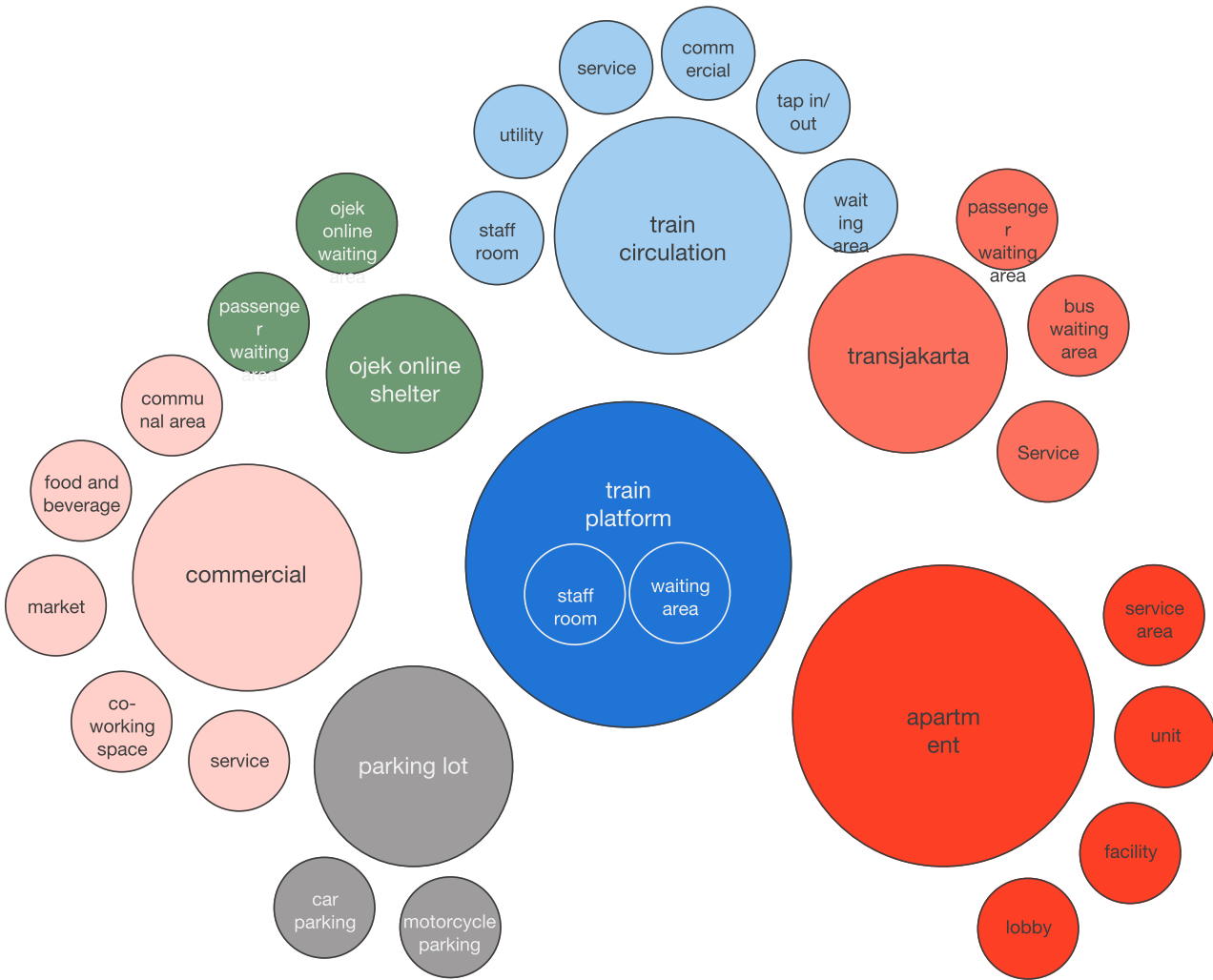
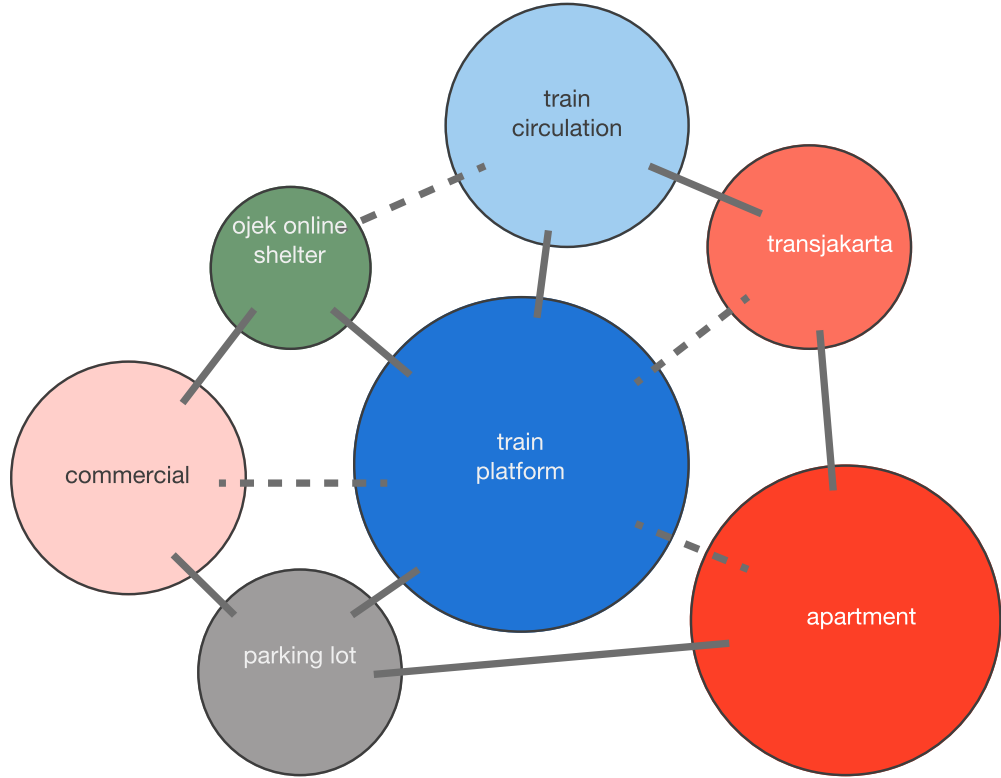
- 1. ROOM TYPE 1
- 2. ROOM TYPE 2
- 3. ROOM TYPE 3
- 4. ROOM TYPE 4
- 5. BEDROOM
- 6. WC
- 7. CORRIDOR
- 8. BALCONY
- 9. ELEVATOR
- 10. ELEVATOR FOR GUEST



0 1 2 5

6TH-7TH FLOOR PLAN

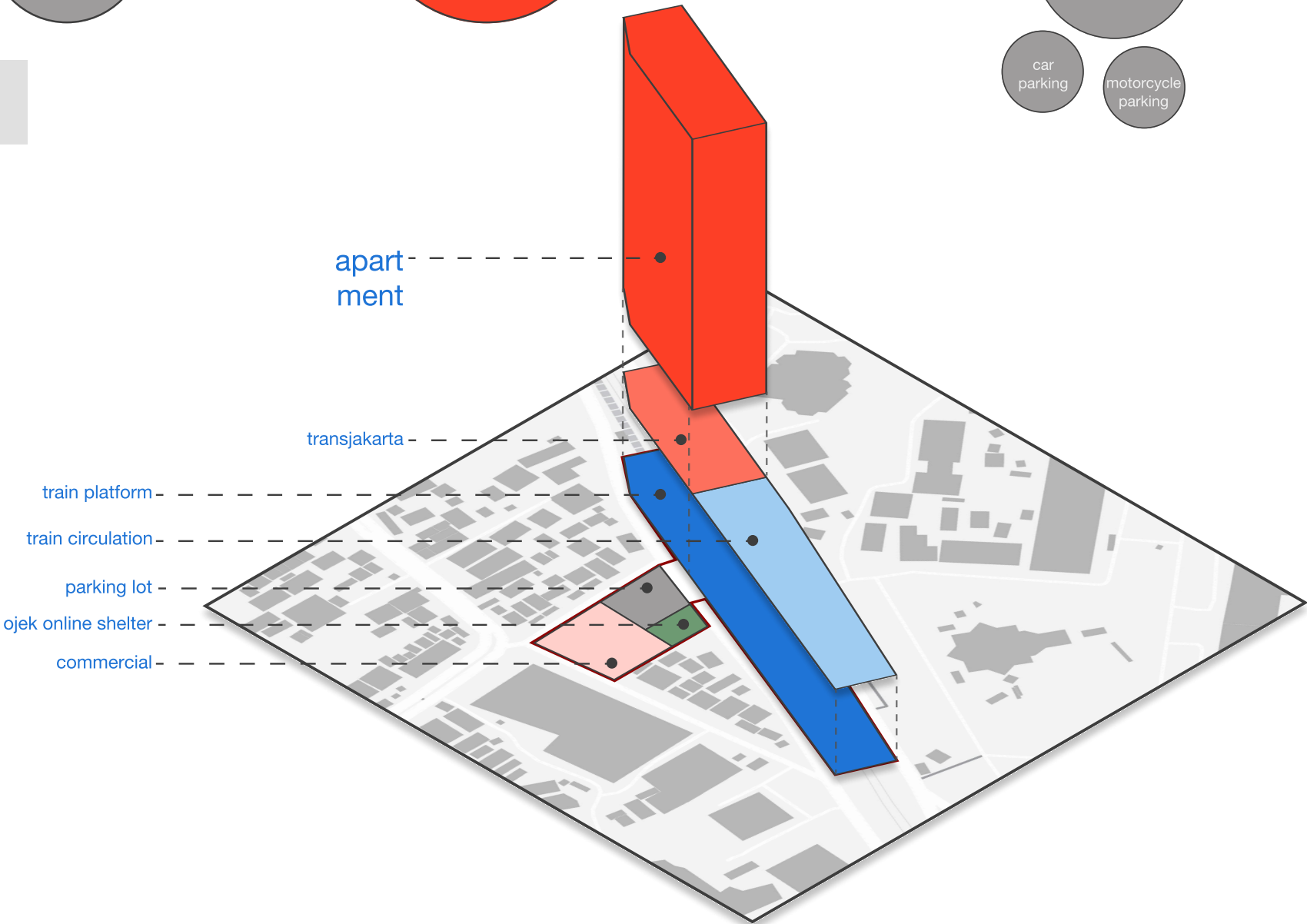
PROGRAMMING



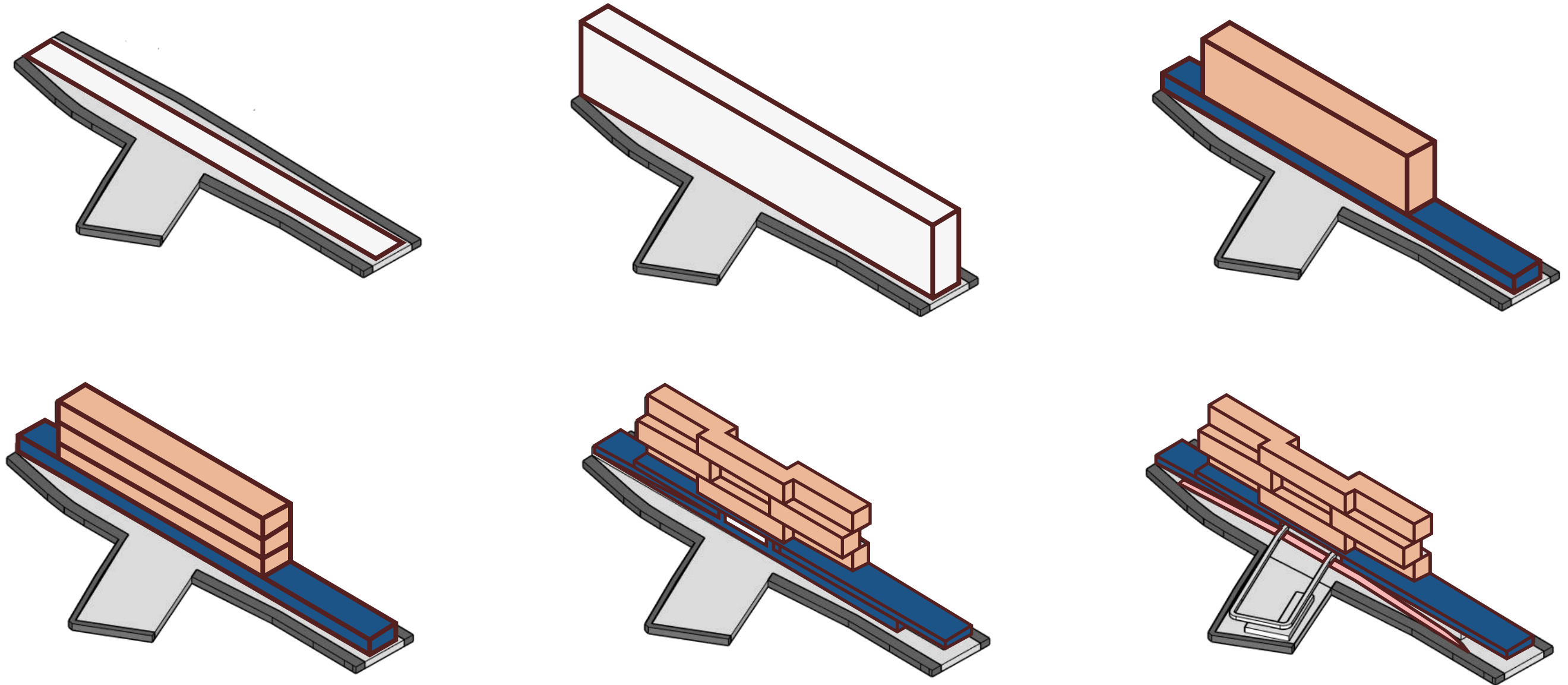
LEGEND

— must

- - - would be nice



Massing Evolution



Tahapan awal berupa pembentukan massa dasar tapak berbentuk persegi panjang sesuai kondisi eksisting. Massa dibagi vertikal antara fungsi stasiun di bawah dan apartemen di atas. Volume hunian dibagi tiga dan diolah dengan permainan bentuk untuk merespons orientasi matahari dan menghasilkan kanopi alami

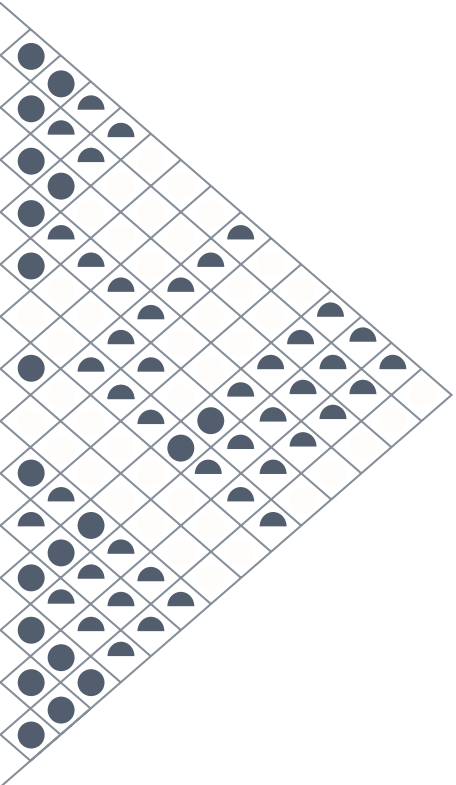



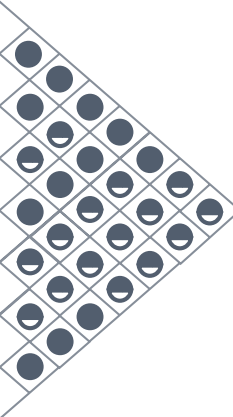
STUDI BESARAN RUANG



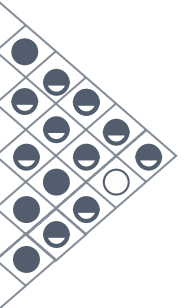

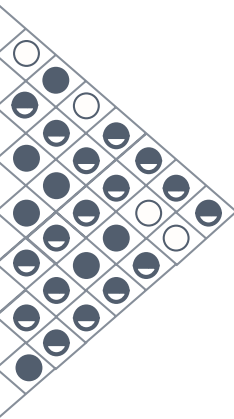


Zone	Place	Space	Room	User	Accessibility	Activity	Equipment	Area		Number	Total	Total Area
Semi Public	Train Circulation	Staff room	Station Master Room	Staff	Restricted	Working	Cabinet, Meja, Kursi	25	103	1	25	2105
			PPKA/WKSB Room	Staff	Restricted	Working	Cabinet, Meja, Kursi	18		1	18	
			Server Room	Staff	Restricted	Working	Cabinet, Meja, Kursi	24		1	24	
			Staff Room	Staff	Restricted	Working	Cabinet, Meja, Kursi	24		1	24	
			Locket	Staff & Visitor	Open	Selling Tickets	Cabinet, Meja, Kursi	12		1	12	
		Tap in/out	Tap in/out	Staff & Visitor	Open	Tap in/out	Tap in/out					
		Utility	Genset Area	Staff	Restricted	Controlling	Genset	38	62	1	38	
			MEP Room	Staff	Restricted	Controlling	Alat MEP	24		1	24	
		Commercial	Food and Beverages	Staff & Costumer	Open	Cooking, Serving, Paying	Kulkas, Lemari, Rak	16	40	6	96	
			Mini Market	Staff & Costumer	Open	Shopping	Kulkas, Lemari, Rak	12		1	12	
			ATM Center	Staff & Costumer	Open	Deposit and Withdraw	ATM	12		1	12	
		Waiting Area	Waiting Area	Visitor	Open	Waiting	Tempat duduk	1700	1700	1	1700	
		Service	Rest Room	Visitor	Open	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	40	120	1	40	
			Mushola	Visitor	Open	Pray	Alat ibadah	60		1	60	
			Mother's Room	Visitor	Open	Breastfeeding and Pumping	Wastafel, Meja, Kursi	20		1	20	
Semi Public	Train Platform	Staff Room	Staff Room	Staff	Restricted	Working	Cabinet, Meja, Kursi	24	1497	1	24	1497
		Waiting Area	Waiting Area	Visitor	Open	Waiting	Tempat duduk			1		
		Platform	Platform	Visitor	Open	Circulation	-	1473		1	1473	
Semi Public	Halte TransJakarta	Passenger Waiting Area	Passenger Waiting Area	Visitor	Open	Waiting	Tempat duduk	1160	1296	1	1160	1296
		Bus Waiting Area	Bus Waiting Area	Staff & Visitor	Open	Waiting	-	96		1	96	
		Service	Rest Room	Visitor	Open	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	40		1	40	
Public	Ojek Online Shelter	Ojek Waiting Area		Visitor	Open	Waiting		24	24	1		50
		Passenger Waiting Area		Visitor	Open	Waiting		32	32	1		

Zone	Place	Space	Room	User	Accessibility	Activity	Equipment	Area		Number	Total	Total Area
Private	Apartemen	Lobby	Receptionist	User, Staff	Open	Registration	Meja registrasi, Kursi	1,5	111,5	1	111,5	8523,5
			Restroom	User	Limited	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	40				
			Drop off Area	User	Open	Waiting	Tempat duduk	70				
		Unit Studio	K. Tidur	User	Limited	Rest	Kasur, Laci	9	18	180	3240	
			K. Mandi	User	Limited	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	3,75				
			Dapur	User	Limited	Cooking	Kitchen Set	3,75				
			Teras	User	Limited	Relaxing	Kursi	1,5				
		Unit 2 BR	K. Tidur Utama	User	Limited	Rest	Kasur, Laci	8,5	34	144	4896	
			K. Tidur Anak	User	Limited	Rest	Kasur, Laci	6				
			K. Mandi	User	Limited	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	3,75				
			Dapur	User	Limited	Cooking	Kitchen Set	3,75				
			R. Tamu	User	Limited	Dining, Relaxing, Socialize	Meja, Kursi, Sofa	10,5				
			Teras	User	Limited	Relaxing	Kursi	1,5				
		Facility	Community Area	User	Limited	Relaxing, Relaxing, Socialize	Meja, Kursi	25	75	1	25	
			Gym	User	Limited	Workout	Peralatan Gym	50		1	50	
		Service Area	Garbage Room	User	Limited	Throw garbage	Tempat Sampah	1,5	172,5	20	30	
			Storage Room	Staff	Restricted	Storage	Lemari	18		1	18	
			Control Room	Staff	Restricted	Controlling	-	18,3		1	18,3	
			Security Room	Staff	Restricted	Controlling	Meja, Kursi	10,2		1	10,2	
			Technical Support Room	Staff	Restricted	Controlling	Meja, Kursi	80		1	80	
			Staff Room	Staff	Restricted	Prepare, Rest	Trafo	32,5		1	32,5	
			Laundry Room	Staff	Restricted	Laundry	Alat Laundry	10		1	10	
			Janitor	Staff	Restricted	Storage	Lemari, Peralatan bersih-bersih	2		1	2	

Zone	Place	Space	Room	User	Accessibility	Activity	Equipment	Area		Number	Total	Total Area
Public	Commercial	Communal Area	Communal Area	Visitor	Open	Relaxing, Walking, Socialize	Tempat Duduk	47	47	1	47	825
		Food and Beverages	Retail	Staff, Visitor	Open	Cooking, Serving, Paying	Meja Kasir, Meja, Kursi	38	38	10	380	
		Market	Market	Visitor	Open	Shopping	Meja Kasir, Meja, Kursi	12	12	16	192	
		Co-working Space	Co-Working Space	Visitor	Open	Working, Meeting	Meja, Kursi	52	52	1	52	
		Service	Rest Room	Visitor	Open	Washing, Defacate, Urinate	Wastafel, Toilet, Urinoir	40	154	1	40	
			Mushola	Visitor	Open	Pray	Alat ibadah	60		1	60	
			Staff Room	Staff	Restricted	Working	Meja, Kursi	52		1	52	
			Janitor	Staff	Restricted	Storage	Lemari, Peralatan bersih-bersih	2		1	2	
Semi Public	Parking Lot	Car Parking		Visitor	Open	Parking	-	12,5	14,9	40	500	2290
		Motorcycle Parking		Visitor	Open	Parking	-	1,4		350	490	
		Bicycle Parking		Visitor	Open	Parking	Bike Rack	1		30	30	
Private		Car Parking (Apartment)		User	Limited	Parking	-	12,5	14,9	60	750	
		Motorcycle Parking (Apartment)		User	Limited	Parking	-	1,4		350	490	
		Bicycle Parking (Apartment)		User	Limited	Parking	-	1		30	30	

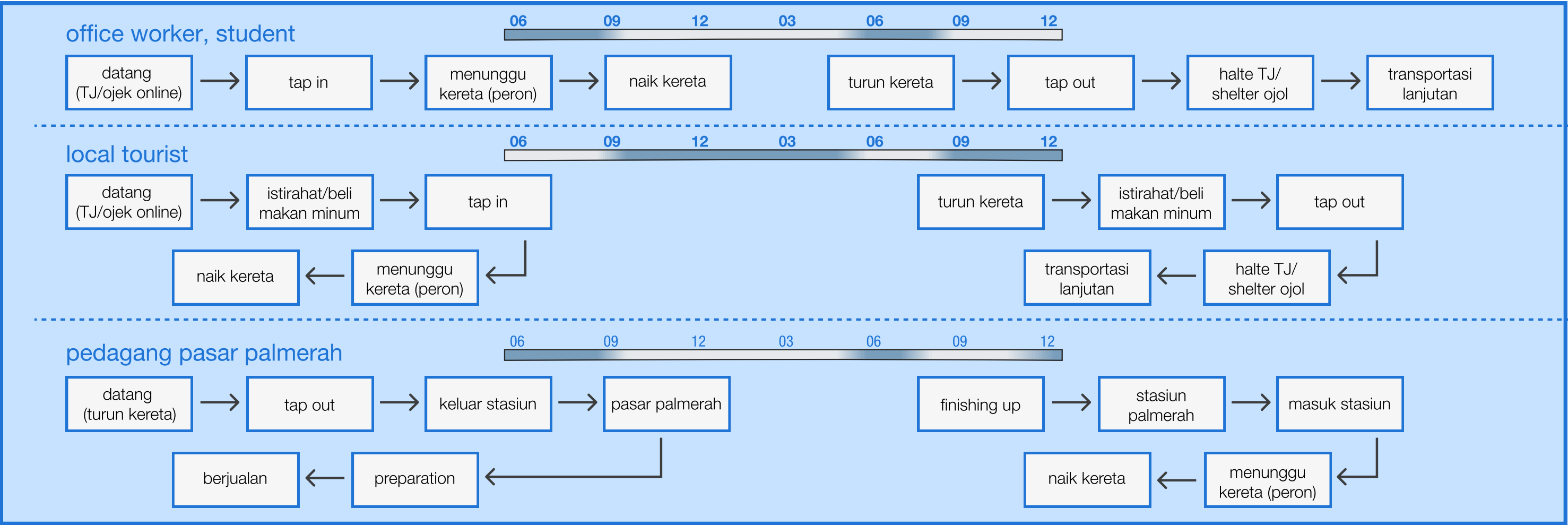
STUDI BESARAN RUANG

Train Circulation	Semi Public	Station Master Room			
		PPKA/WKSB Room			
		Server Room			
		Staff Room			
		Locket			
		Tap in/Out			
		Genset Area			
		MEP Room			
		Food and Beverages			
		Mini Market			
		ATM Center			
		Waiting Area			
		Restroom			
		Mushola			
		Mothers Room			
Train Circulation	Semi Public	Staff Room			
		Waiting Area			
		Platform			
Halte TransJakarta	Semi Public	Passenger Waiting Area			
		Bus Waiting Area			
		Rest Room			
Ojek Online Shelter	Public	Ojek Waiting Area			
		Passenger Waiting Area			
Commercial	Communal Area	Public	Communal Area		
	FnB		Retail		
	Market		Market		
	Co-Working Space		Co-Working Space		
	Service Area		Restroom		
			Mushola		
			Staff Room		
			Janitor		

Apartement	Lobby	Public	Receptionist	
			Restroom	
			Drop off Area	
Apartement	Unit Studio	Private	Bedroom	
			Bathroom	
			Kitchen	
			Terrace	
Apartement	Unit 2 BR	Private	Master Bedroom	
			Bedroom	
			Bathroom	
			Kitchen	
			Living Room	
			Terrace	
Apartement	Facility	Public	Community Area	
			Gym	
Apartement	Service Area	Private	Garbage Room	
			Storage Room	
			Control Room	
			Security Room	
			Technical Support Room	
			Staff Room	
			Laundry Room	
			Janitor	
Parking Lot	Semi-Public		Car Parking	
			Bicycle Parking	
			Motorcycle Parking	
	Private		Car Parking (Apartement)	
			Bicycle Parking (Apartement)	
			Motorcycle Parking (Apartement)	

USER ACTIVITY

COMMUTER

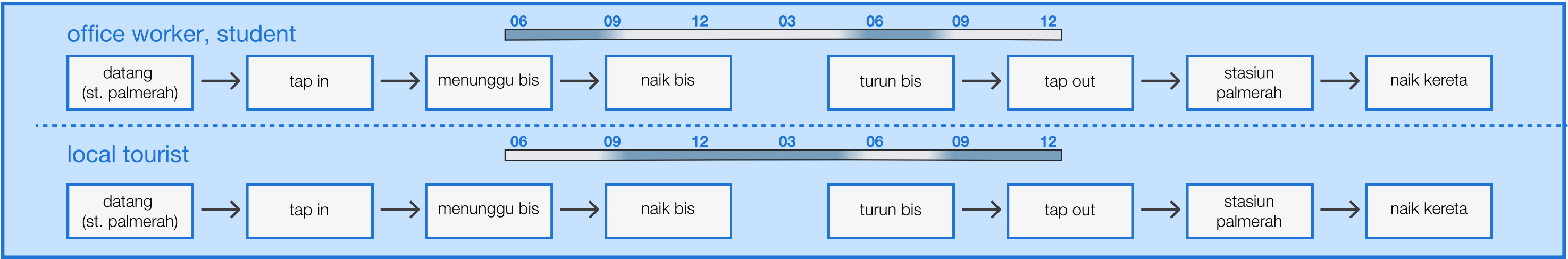


APARTMENT

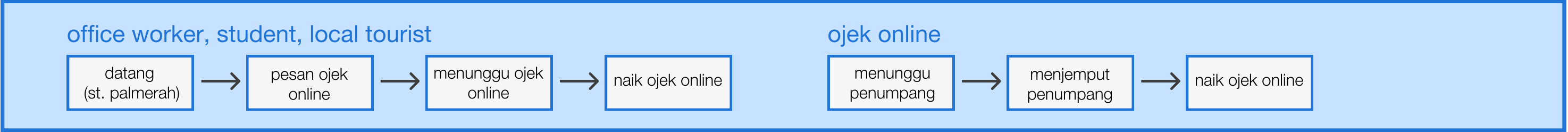


USER ACTIVITY

HALTE TRANSJAKARTA

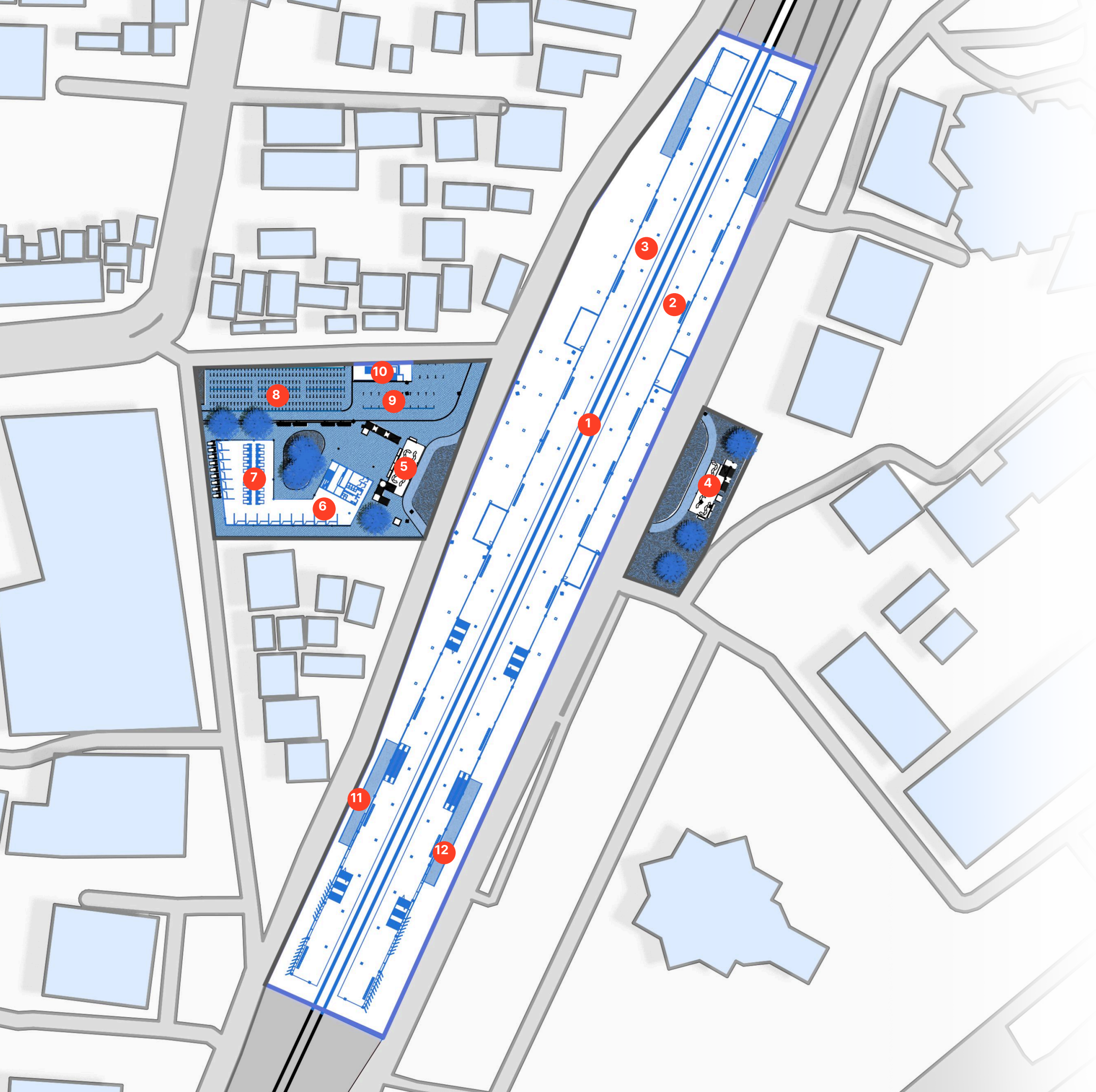


SHELTER OJEK ONLINE



COMMERCIAL



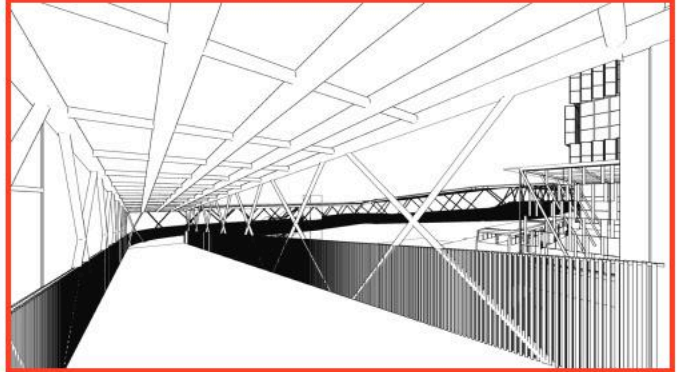
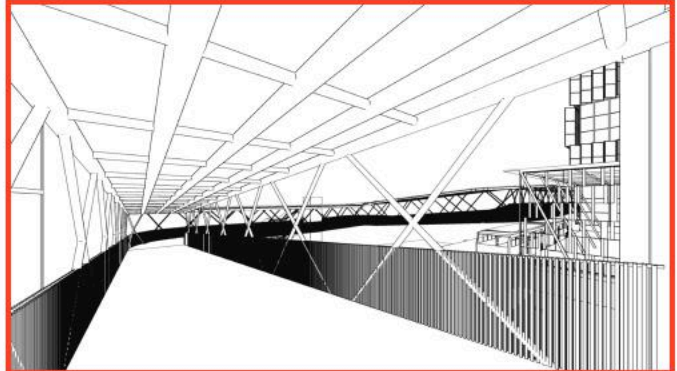

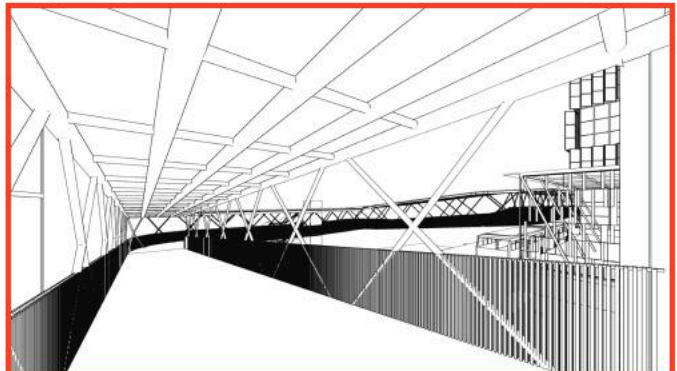


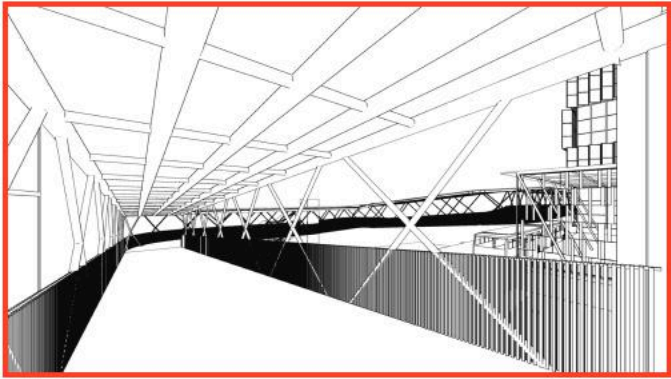
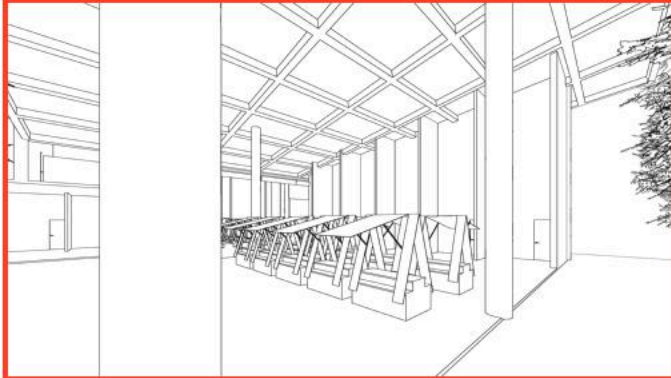
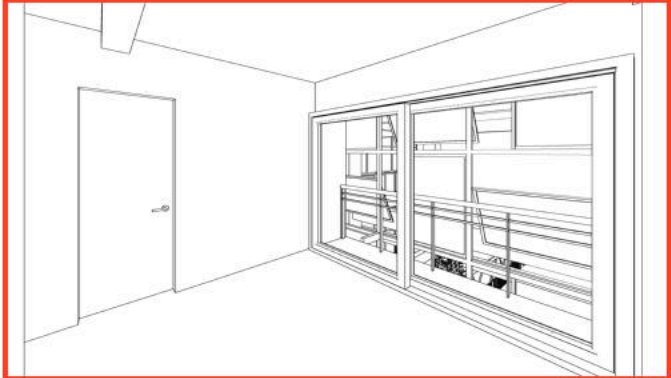
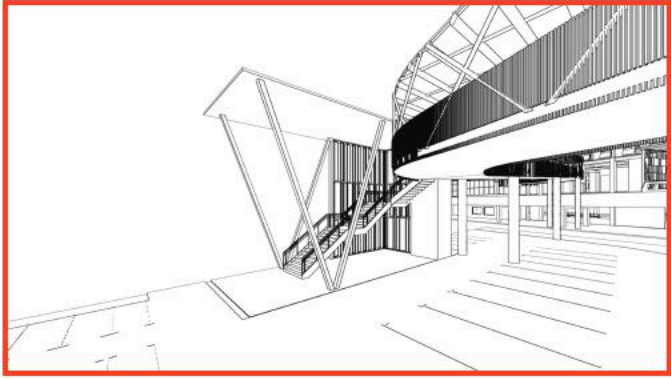
Site plan didesain dengan tiga zona utama: zona transportasi (stasiun, halte, ojek online), zona hunian (apartemen), dan zona komersial (retail, pasar). Integrasi vertikal dan horizontal antara ketiganya memastikan sirkulasi pengguna yang efisien dan saling terintegrasi

LEGEND

1. TRAIN PATH
2. TRAIN PLATFORM
3. TRAIN PLATFORM
4. OJEK ONLINE SHELTER
5. OJEK ONLINE SHELTER
6. COMMERCIAL AREA
7. PASAR PALMERAH
8. MOTORCYCLE PARKING
9. CAR PARKING
10. APARTMENT ENTRANCE
11. RAMP TRANSJAKARTA
12. RAMP TRANSJAKARA

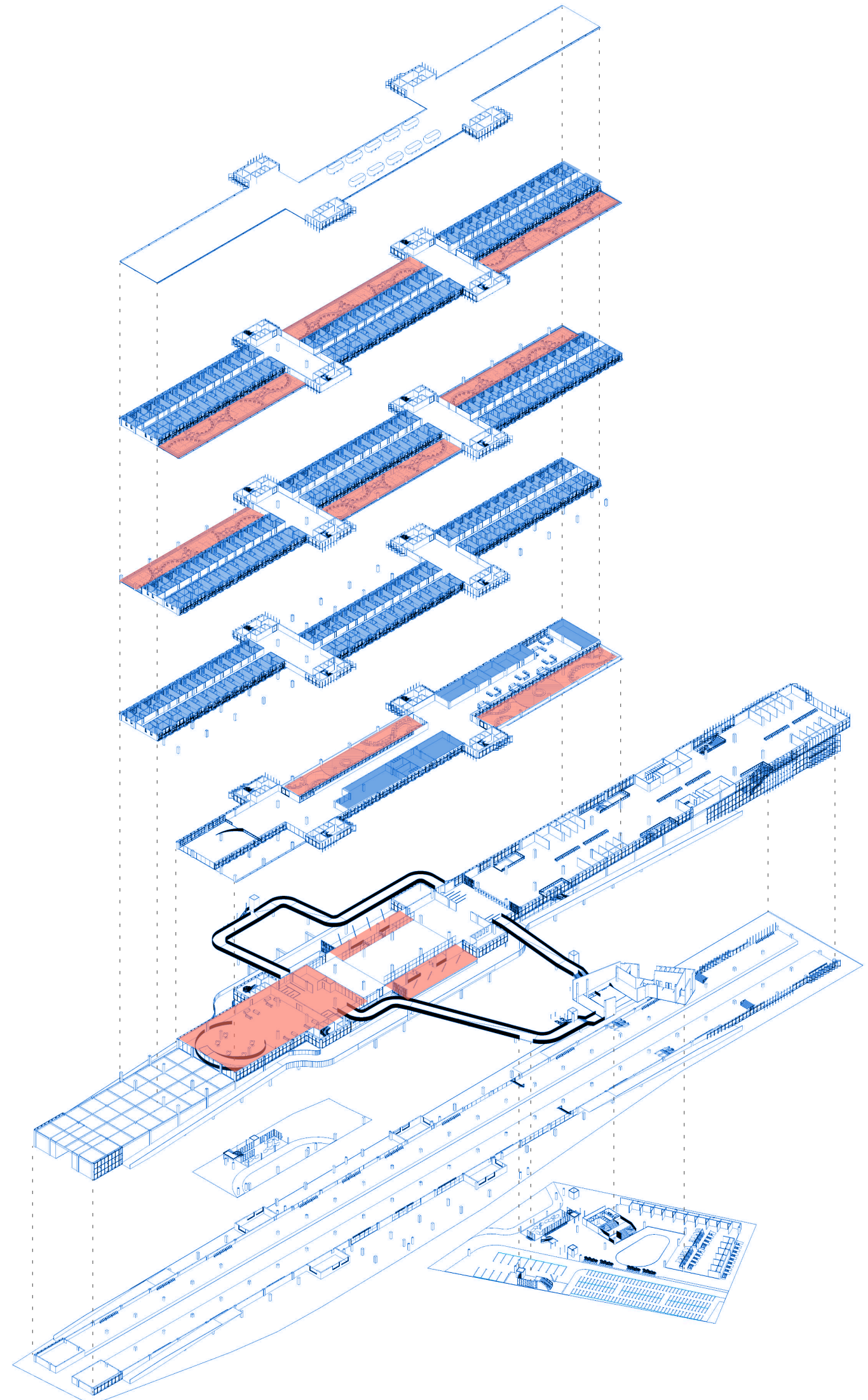
TOD IMPLEMENTATION ON DESIGN

TRANSIT	<p>Menjamin bahwa stasiun atau halte mudah diakses dalam radius berjalan kaki (biasanya 400–800 meter), dengan fasilitas yang mendukung kemudahan naik-turun penumpang</p>	<p>Konektivitas antara stasiun kereta api, halte TransJakarta, dan Ojek Online Shelter</p>	
WALK	<p>Menciptakan lingkungan yang nyaman, aman, dan menyenangkan untuk pejalan kaki dan minim hambatan.</p>	<p>Akses skybridge yang membuat berjalan menjadi nyaman dan aman</p>	
CYCLE	<p>Menyediakan infrastruktur yang aman dan nyaman untuk pesepeda sebagai moda transportasi utama atau pendukung.</p>	<p>Bike shelter di ojek online shelter, dekat trotoar pejalan kaki</p>	
CONNECT	<p>Menyediakan jaringan jalan dan jalur pejalan kaki yang terhubung dan efisien, memudahkan mobilitas antarmoda dan akses ke fasilitas publik.</p>	<p>Area pejalan kaki, skybridge yang menjadi connector antara 3 fungsi bangunan (ojek online shelter, stasiun, dan commercial)</p>	

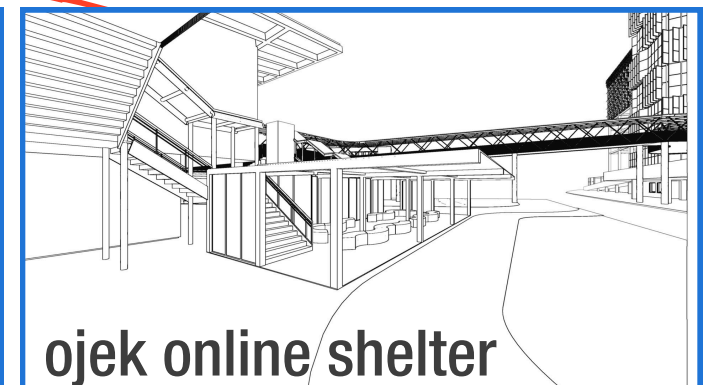
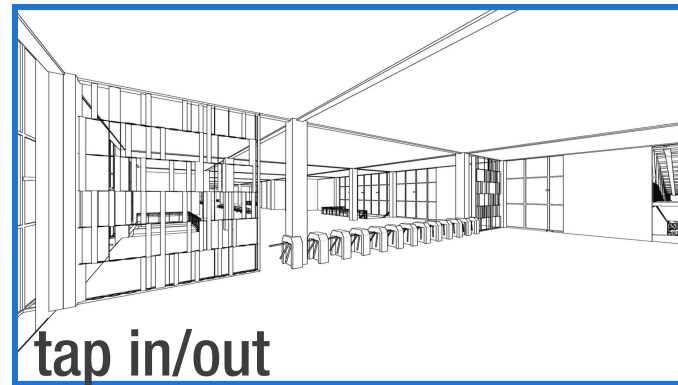
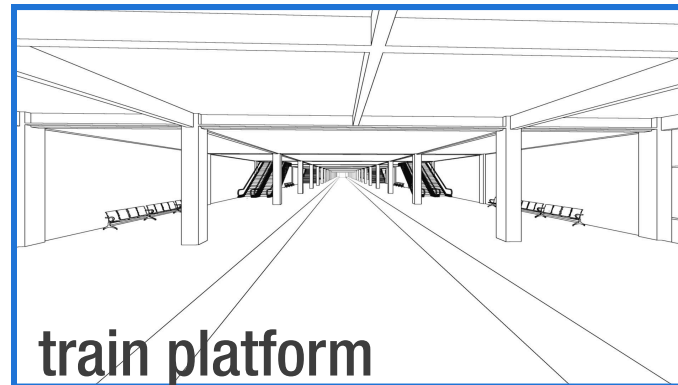
COMPACT	<p>Menghindari penyebaran kota yang tidak terkendali (urban sprawl) dengan memadatkan aktivitas ke dalam satu kawasan.</p>	<p>Integrasi berbagai moda transportasi (stasiun, halte, dan ojek online), apartemen dalam kawasan stasiun (3 fungsi bangunan yang menyatu pada 1 tapak)</p>	
MIX	<p>Menghadirkan beragam fungsi dalam satu kawasan untuk mengurangi kebutuhan perjalanan jauh.</p>	<p>Commercial Area, Pasar Palmerah</p>	
DENSIFY	<p>Meningkatkan kepadatan hunian, aktivitas, dan bangunan di sekitar simpul transportasi agar pemanfaatan moda transportasi publik lebih optimal.</p>	<p>Apartemen pada kawasan stasiun</p>	
SHIFT	<p>Mengurangi dominasi kendaraan pribadi dan mendorong penggunaan transportasi publik serta moda ramah lingkungan.</p>	<p>Tempat parkir terbatas</p>	

FUNCTION

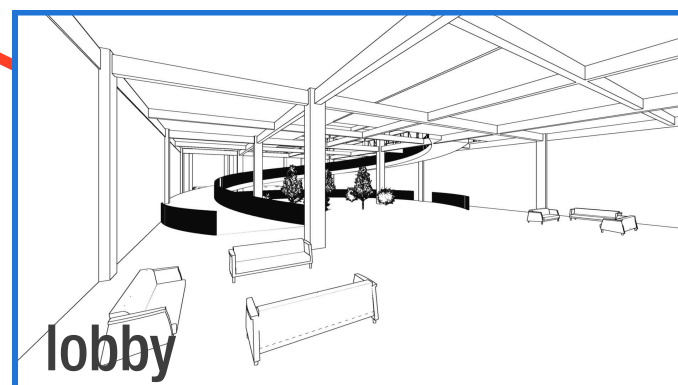
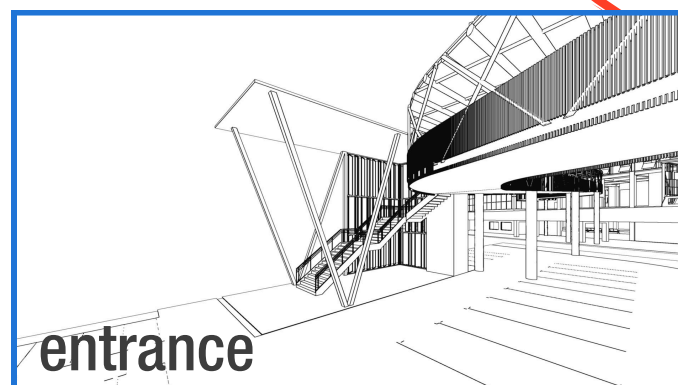
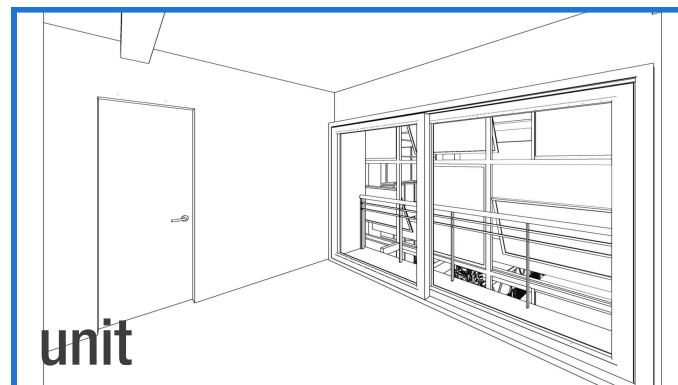
ROOF	SOLAR PANEL LIFT CONTROL SYSTEM TOREN	MAINTENANCE
LT 11	APARTMENT UNIT GREEN AREA GARBAGE ROOM	LIVING
LT 6	APARTMENT UNIT GREEN AREA GARBAGE ROOM	LIVING
LT 2	APARTMENT UNIT GARBAGE ROOM	LIVING
LT 1 APARTMENT	GYM MEETING ROOM STUDIO COMMUNAL SPACE GREEN COMMUNAL SPACE MINIMARKET	SOCIALIZING BUYING THINGS WORKOUT RELAXING
LT 2	STASIUN PALMERAH RETAIL HALTE TRANSJAKARTA SKYBRIDGE LOBBY APARTMENT WORKING SPACE	COMMUTING TRANSITION WAITING WORK/STUDY
LT 1	PERON STASIUN OFFICE OJEK ONLINE SHELTER ENTRANCE APARTMENT PARKING LOT COMMERCIAL AREA	COMMUTING TRANSITION RELAXING SOCIALIZING



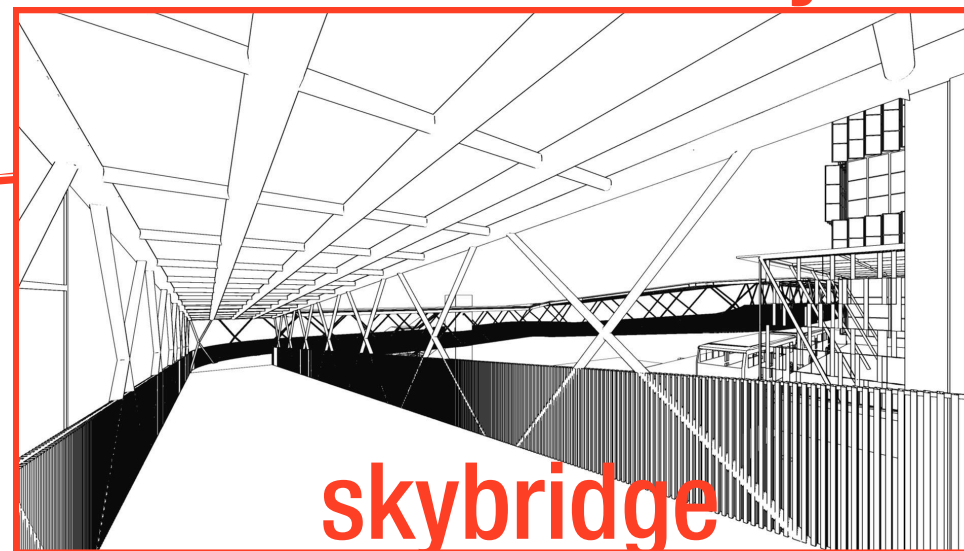
commuting



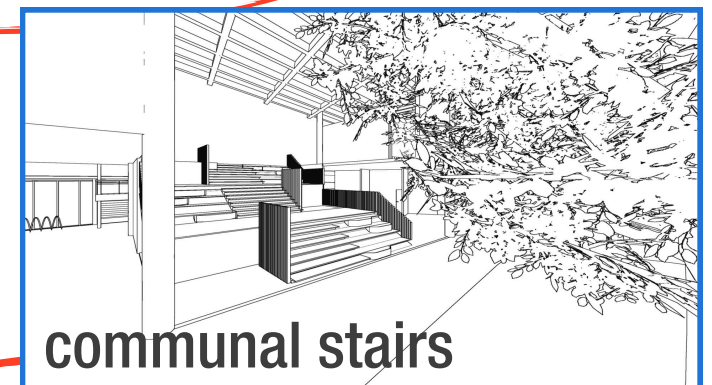
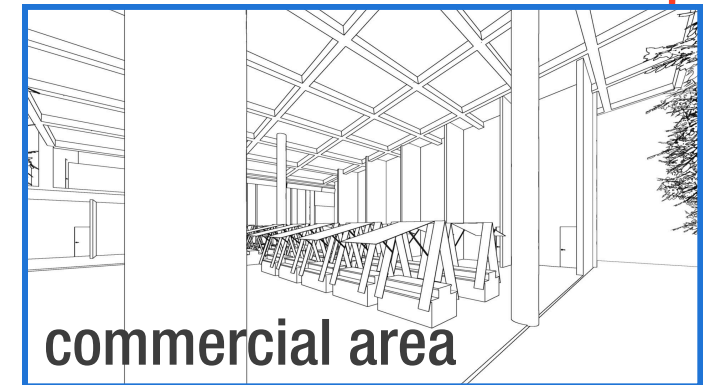
apartment



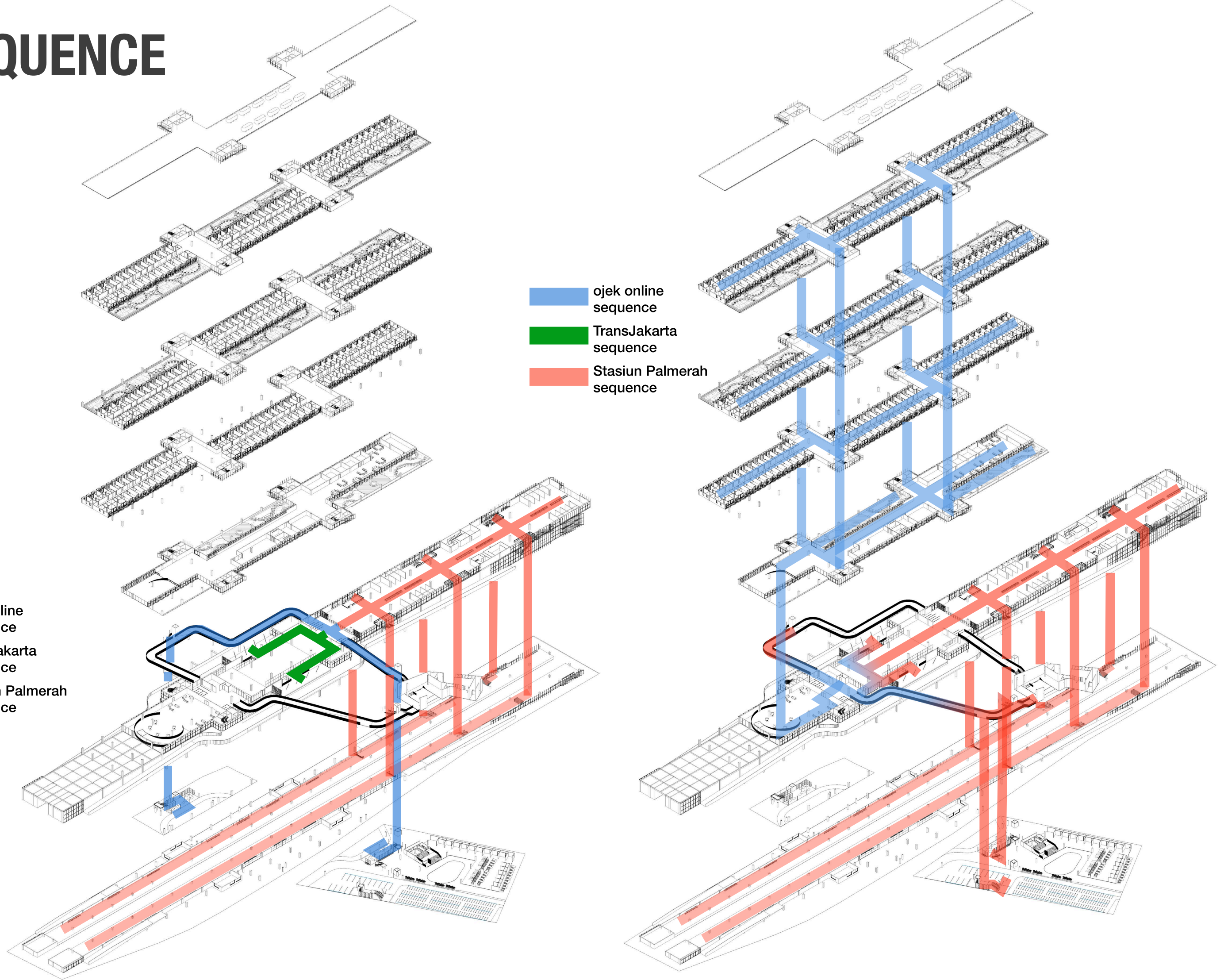
all connected by



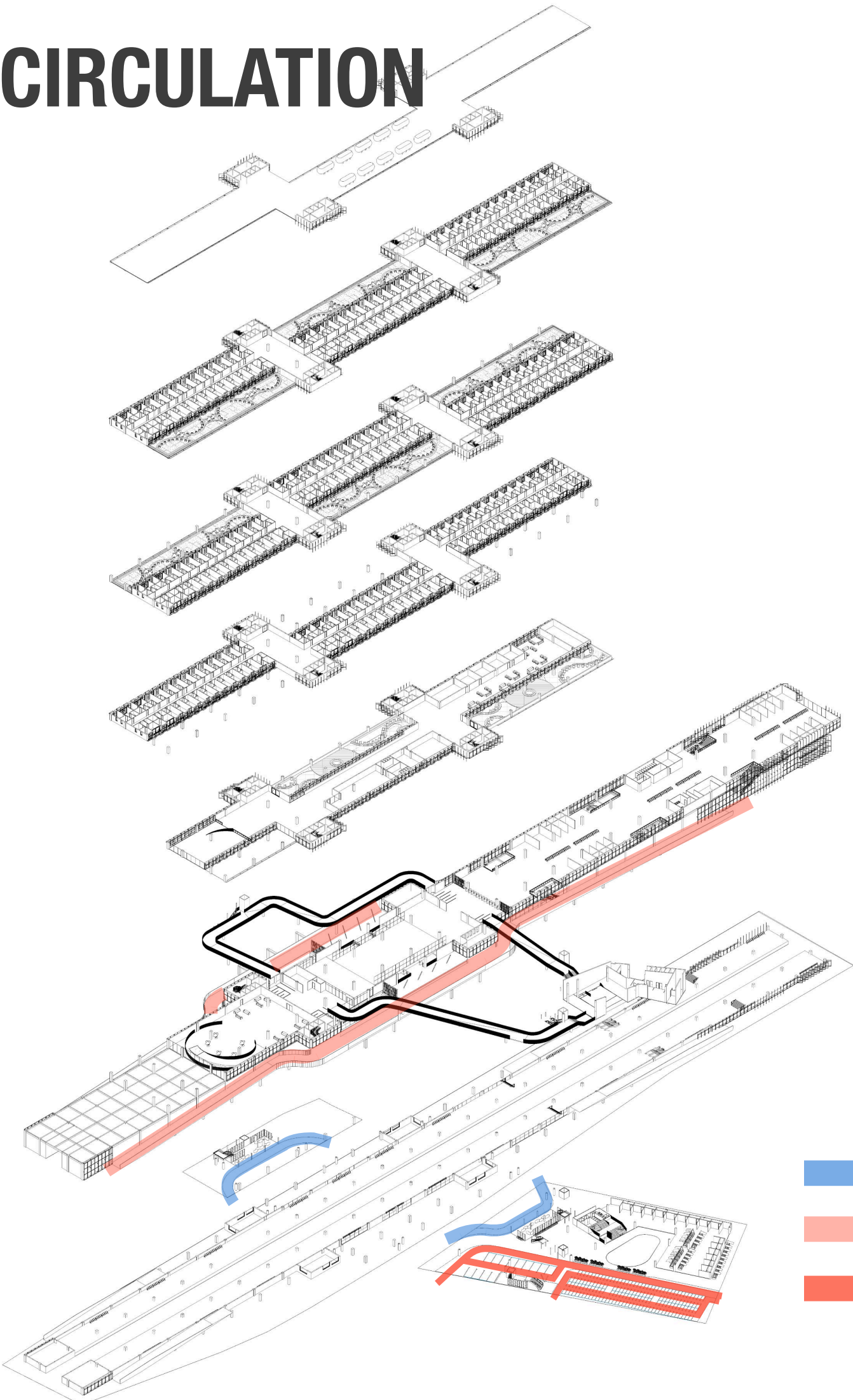
commercial






SEQUENCE



CIRCULATION



-  ojek online circulation
-  TransJakarta circulation
-  Private vehicle circulation