TOWARDS MORE INTEGRATED PLANNING IN JAKARTA: THE CASE OF RASUNA SAID AVENUE

by

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Submitted to the Department of Architecture on May 6, 1994 in Partial Fulfillment of the Requirements for the Degree of Master of Science in Architecture Studies

ABSTRACT

The spatial quality of cities, in regard to their openness and friendliness to pedestrian, varies widely. It ranges from the automobile dominated metropolis like Los Angeles to the pedestrian oriented environment like Boston. Jakarta, the capital of Indonesia, is in many ways similar to Los Angeles. Its predominant ribbon development pattern is inefficient, fragmented, unfriendly, and unattractive.

Taking an area in Jakarta called Kuningan as a case study, this thesis focuses on the multi-story non-residential strips along the area’s major thoroughfare, Rasuna Said Avenue. General characteristics of the area as a whole and of the individual property are analyzed.

Observations of these characteristics show that the unfriendly environment along Rasuna Said Avenue is primarily caused by the wide social gap in the area, namely between the rich and the poor kampung people. However, current development trends indicate that a transformation towards a more socially homogeneous society is underway in Kuningan. More and more middle and high class properties, both residential and non-residential, are built, displacing the kampungs. This increases the chance of creating a pedestrian friendly environment as people from similar social classes are more receptive towards each other.

Design ideas to improve the existing fragmented urban fabric are therefore based on the assumption that this social uniformalization is inevitable. These ideas are presented on two levels: the macro level which talks about Kuningan as a whole and the micro level which focuses on the non-residential properties along Rasuna Said Avenue.

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ACKNOWLEDGMENT

I am indebted to the members of my thesis committee: Prof. Julian Beinart, Prof. Michael Dennis, and Prof. Lawrence Vale. It was them who helped me fine-tune the topic and scope of this thesis. Their criticisms directed my thoughts and writings.

I would like to express a special appreciation to Prof. Julian Beinart, my thesis supervisor, who challenged me to reach a higher level of learning. The weekly meetings I had with him kept my work on schedule. He also showed enormous patience at times when I was not particularly productive.

I wish to express my gratitude to my father, Handrian Tjahja, and my mother, Indriany, for their enormous support throughout my education. During the course of writing this thesis, my father was particularly helpful in searching for some of the maps and photographs in Indonesia; it was impossible for me to go home and search for them myself while school was in session. His clippings of local newspapers and magazines kept me in touch with the current planning issues in Jakarta. I would never be able to finish this thesis without his assistance. I would also like to thank my fiancee, Penny, for her enormous support and understanding. Her encouragement kept me going at difficult times.

I would like to offer an appreciation to Lana Aksoro who brought the much needed maps and photographs from Jakarta in January 1994. Without those materials, this thesis will not be complete.

Finally, I would like to thank all of my friends here in Boston and Cambridge for their support and encouragement. The task of writing this thesis would have been unbearable without them.
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CHAPTER I
INTRODUCTION

FOREWORD

My experience of visiting cities with widely different characters and spatial qualities motivated me to pick urban planning in Jakarta as the topic of this thesis. My travels exposed me to friendly as well as to unfriendly cities, to pedestrian as well as to auto dominated cities. It was because of these visits that I started to compare other cities to Jakarta, my hometown in Indonesia. Finding out that Jakarta’s urban fabric compares very poorly, I feel that I have an obligation to look for ways to help improve the quality of its built environment.

One of the cities I visited, Los Angeles, is very unfriendly to pedestrian. Its auto dominated environment, along with its air pollution and urban sprawl problems, creates a rather harsh metropolis. Boston, on the other hand, in most parts, is very friendly. Its tree lined strolling streets, street-facing stores, outdoor cafes, and public squares form intimate spaces for people to go to and enjoy the city.

Jakarta is in many ways similar to Los Angeles. The dominance of automobiles has popularized the ribbon development pattern. Multi-story buildings are built along the major roads. What makes this ribbon development inefficient and fragmented is, among others, the freestanding structures which are surrounded by automobile circulation paths and fences. The isolation of buildings from each other, coupled with the lack of public space, practically eliminates pedestrian activity.

Another problem experienced by Jakarta is a high level of urban migration movement into the city. Most of these migrants are very poor and usually live in dense urban kampungs. Located in close proximity to the luxury multi-story buildings, these kampungs create a highly visible economic contrast. The result is a polarized society where the upper social class, due to their unwillingness to interact with the poor, isolates themselves within their buildings.

These problems challenged me to find ways to attempt to make Jakarta a friendlier city. Could the alienation of exterior spaces be reversed? Could Jakarta be developed like Boston, a pedestrian friendly city? These are two of many similar questions I would like to answer in my thesis. The result will be a series of design ideas and suggestions towards a friendlier Jakarta.

1 There are two meanings of the term kampung. A rural kampung is used to describe the smallest legal area in the governmental hierarchical system. The definition of an urban kampung, on the other hand, is a loose one. Urban kampungs do not conform to any legal boundaries. They are usually defined by physical boundaries such as major roads or canals. A residential areas is called an urban kampung if the residents are poor, live in high density and the majority are not employed in agriculture (Williams, p. 340). Note: the Indonesian term kampung is also known as kampong in Malay. Despite the spelling difference, these two terms have the same meanings.
THESIS STATEMENT

This study is premised on the following thesis: the ribbon development pattern in Jakarta is inefficient, fragmented, unfriendly, and unattractive. The dominance of automobiles, the isolation of individual property, the defensive architecture, and the lack of public spaces encourage the creation of an unfriendly pedestrian environment which eventually leads to reduced pedestrian activity.

This process needs to be reversed to avoid further alienation of exterior spaces and the deterioration of Jakarta’s urban fabric. Such a reversal process, assisted by large scale planning efforts, is likely to succeed in an environment which is socially homogenous since people in this environment is more receptive towards each other. In order to study this, an area in Jakarta called Kuningan will be used as a case study (See illustration 1 to the right). Generalizations based on this case study will be drawn to suggest solutions to similar problems elsewhere in the city and to keep the same problems from occurring at other places in Jakarta (See illustration 2 on the following page and illustration 3 on page 8).

Illustration 1: Partial Birds-eye View of Kuningan. Shown are its three major urban elements: Rasuna Said Avenue, the multi-story non-residential strips, and the adjacent kampungs. Note the relative isolation of the individual multi-story building and the contrast between these buildings and the kampungs behind them. This type of linear development encourages auto travels and is very unfriendly to pedestrian.

THE AREA UNDER STUDY: KUNINGAN

Kuningan is the informal name of an area in Jakarta which does not have clear legal boundaries. This area includes three inseparable urban elements: Jl. H.R. Rasuna Said (Rasuna Said Avenue), the multi-story non-residential strips

2 Architecture consisting of buildings on individually fenced lots whose access is highly controlled. Most of the multi-story buildings along the strip developments in Jakarta, particularly those built in the 80’s, incorporate fences and employ security personnel to screen visitors and “defend” them from negative externalities. One of these externalities, as would be discussed later, is the poor kampung people.
Illustration 2: Ribbon Developments in Jakarta (in dark strips). Shown above are only those areas that are already well developed. Many other ribbon developments, such as the one shown on the following page, are not indicated on the above map.
New ribbon developments are occurring in many places in Jakarta.

along both sides of the avenue, and the areas immediately behind these strips (See illustration 1 on page 5). The multi-story non-residential strips along Rasuna Said Avenue will be treated as the focus of this thesis because these strips demonstrate best the inefficiency and fragmentation of Jakarta's ribbon development. However, the close relationships among the above urban elements make discussions throughout this thesis also take them into account.

Kuningan exemplifies a typical ribbon development pattern in Jakarta. Like other linear developments, it consists of a major thoroughfare, multi-story non-residential strips, and high and low income residential areas. The relationships among these elements, as will be shown later, greatly affect the planning of the non-residential strips along the thoroughfare.

The state of development in Kuningan also makes the area appropriate as a study subject. The entire area, particularly the Rasuna Said strips which currently is only about 80% developed, is undergoing rapid development. This state of development provides an opportunity to suggest ideas that can still be implemented in the future projects in Kuningan.

THE VARIOUS ISSUES

The following paragraphs introduce the various issues relevant to the study of Rasuna Said strips. Further discussions on some of these issues will be incorporated in the body of this thesis.

Social Issues

One of the main planning problems in Jakarta is the wide social gap in the city, which in turn is caused by an extreme difference in income levels. Different income levels create different social classes and, consequently, different abilities

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Illustration 3: Simatupang Ribbon Development, Southern Jakarta. New ribbon developments are occurring in many places in Jakarta.
to purchase shelter. This is physically reflected in the extremely diverse architecture of the city which ranges from the cardboard boxes of the squatters to the luxury high-rise buildings (See illustration 4 to the right).

The frequent proximity of the high class areas to the high density low class ones often results in highly defensive architecture on the part of the high income properties, which arguably is based on security and privacy reasons. Separation between the high and low class properties, which usually takes the forms of fences and controlled entries and exits to building lots, is deemed necessary since crimes are commonly associated with people from the lower social class. In addition, the extremely small kampung houses often experience open space shortages since most of the properties do not have yards. Consequently, the kampung people often treat the open spaces next to their houses as the extension of their properties (See illustration 5 to the right). This is considered as highly undesirable by the high class property owners, whose properties often include open spaces, resulting in their defensiveness.

The street vendors, the popular profession of the kampung people, create another social issue. The presence of these vendors is normally not desired by the high class property owners since these vendors are thought of as degrading the prestige of their buildings. Building managements prohibit the street vendors from stationing in

Illustration 4: A Squatter Settlement in Jakarta. This contrast between the rich and the poor is the primary cause for the defensive architecture of the rich.

Illustration 5: An Open Space in the Kampung. A street is used as an extension of the private space.
front of their buildings since they usually attract crowds; this would spoil the impression of their nicely designed buildings (See illustration 6 to the right).

Despite the wide differences among the various property classes in Kuningan, some form of interdependency between the low and high income property exists. This interdependency is reflected in the street vendors and warungs. The low income workers, such as the maintenance and security personnel have very low salaries so that they can only afford to have lunches at these warungs.

Architectural and Infrastructure Issues

Architectural and infrastructure issues that affect the spatial quality along Rasuna Said Avenue are: the automobile dominated environment, the dominance of automobile circulation access on the individual building lot, the inadequate public transportation system, the large distance between buildings, the fragmentation of spaces caused by the use of fences, and the inadequate pedestrian facilities such as sidewalks and street crossings.

Rasuna Said Avenue is a major thoroughfare which was designed without adequate considerations for pedestrians. This can easily be seen in the street design: the placement of

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4 Warungs are low budget food kiosks normally located on the sidewalks. These kiosks are usually built illegally. The term street vendors, on the other hand, refer to vendors selling their goods on carts.

Illustration 6: The Street Vendors. Shown in the lower right are the street vendors along Rasuna Said Avenue, Jakarta. Also note the fences surrounding the building.

trees along the center median as opposed to along the sidewalks and the unfriendly concrete medians and fences. The absence of continuous and adequately wide sidewalks further discourages the use of exterior spaces.

The dominance of automobiles is also felt within the individual building lot. Automobile circulation paths usually surround the high-rise buildings as most visitors come in
cars. These circulation paths dominate the site, creating a pedestrian hostile environment. Consequently, the possibility for people’s use of exterior space is practically eliminated.

The automobile dominated environment is partly caused by Jakarta's inadequate public transportation system. The result is a tremendous number of individual trips that overload the road capacity. The tendency is to solve this problem by building more roads, which in turn encourages more trips. The result is an uphill battle to save the environment.

The large distance among buildings, a direct result of regulations on setbacks and coverage ratio, is also detrimental to the city fabric. This large distance practically eliminates inter-building relationships, keeping street related functions such as commercial activities from occurring. Large inter building distance also destroys the humane architectural scale which people can comfortably relate to.

The isolation caused by the large distance between buildings is worsened by the use of fences around the individual lot. Creating pedestrian barriers, these fences cause a high degree of isolation of the individual building (See illustration 6 on the previous page). To get from one building to another, for instance, one has to go out of the building lot onto the sidewalks, before entering the destination building lot.

Another issue that needs attention is inadequate pedestrian support systems such as wide and continuous sidewalks, pedestrian crossings, and street furniture. Narrow, fragmented sidewalks and very few pedestrian crossings exist along Rasuna Said Avenue (in total there are only 2 pedestrian overpasses and 2 surface crossings with traffic lights along the entire 4.5 km length of the avenue). No street furniture exists along the avenue, either. These contribute to the low level of pedestrian activities in the area.

Planning Issues

Two planning issues that require some discussion are: the outdated planning regulations and the relatively weak planning agency in Jakarta.

Most planning regulations in Jakarta were created by the Dutch before Indonesia declared its independence in 1945. The conditions for which these regulations were written have changed. The large population growth after the 60's was particularly instrumental in making these regulations, which were designed for a substantially smaller Jakarta, obsolete. In addition to the frequent minor updates, the basic framework of building regulations in Jakarta needs an overhaul.

These outdated regulations are partly responsible for Jakarta’s inefficient and fragmented urban fabric. The relatively large distance between multi-story buildings, for example, are permissible under the setback regulation. The same regulation does not regulate the fences (in some
instances, solid two meter walls) between properties, in effect, allowing them to be built.

The relatively weak planning agency also makes it difficult to control and create a pedestrian environment in Jakarta, particularly in those areas where the land is owned by prominent developers. Most of these developers are usually politically influential. In the absence of clear and detailed regulations, this situation leads to uncoordinated, individualistic developments.

ASSUMPTIONS AND TRENDS
Assumptions

This thesis is based on the following assumptions: the considerations on economic forces as planning determinants and the choice of year, 1987, on which design ideas for the area are based.

Since the planning environment described in the previous sections is likely to remain unchanged for a relatively long time, it is important to study how developers' interests might be compatible with public needs and how government intervention might help to create a more efficient and friendlier urban environment. It would be very difficult to advocate a higher level of design without taking into account the economic motivations behind these developments. However, assuming that the developers are socially conscious and providing that development is done without compromising their profit, they should be willing to find ways to improve Jakarta's urban fabric. Keeping this in mind, the public and the government should be in a negotiating relationships with the developers. The outcomes of this communication should create a better environment.

Another important assumption relates to the year on which design ideas in this thesis are based. Limited availability of published data and maps practically set the year, 1987, on which this study is based. However, adjustments were made where necessary to reflect developments after 1987.

Trends

Economics usually dictates where and when new development will take place. Higher density or higher priced properties usually replace previous developments, usually the kampungs, in places where land prices have gone up substantially. That is the trend occurring in Kuningan today, on which design ideas on this thesis are based.

As of 1994, there are two massive projects that are underway: The Grand Kuningan Project and Taman Rasuna Project (See illustration 7 on page 14).

1. Grand Kuningan Project

Grand Kuningan is a diplomatic-business complex using the concept of a town park. Primarily intended for foreign embassies, this project also includes high income residential areas, offices and other supporting functions.
Grand Kuningan is going to be developed on a 50 hectares land southwest of Rasuna Said Avenue (See illustration 8 on page 15).

2. **Taman Rasuna Project**

   Taman Rasuna is a mixed use development which includes a large apartment complex, a sports complex\(^5\), an open air market, a hotel building, an office complex, as well as other entertainment facilities. Taman Rasuna Project is located on the east side of Rasuna Said Avenue (See illustration 9 on page 16).

   Another trend underway in Kuningan is the displacement of the **kampungs**. Increased land price stimulates more development and land banking. Upon displacements, the legal residents of these **kampungs** usually take one of the following options: relocate to other areas, usually the suburbs, or immigrate to the outer islands\(^6\) (outside of Java). The squatters, not owning the land on which they reside, do not receive compensation. They either try to find other places to build their shacks, illegally, or immigrate to the outer islands.

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\(^5\) The sports complex included in Taman Rasuna Project is the existing Sumantri Brojonegoro complex. This complex is currently owned by the government. The developer of Taman Rasuna will improve the complex to include some shopping facilities.

\(^6\) The government is actively promoting the transmigration program to relieve population pressure in Java. Those willing to be relocated receive land and basic foodstuffs for one year. Life in the new place is not easy, however, as they very often have to clear forests to open new farm land.

This land buyout may also affect the density of the surviving **kampungs**. As a **kampung** is cleared off, some of its residents may choose to relocate to those nearby areas not yet touched by the developers. Thus, the density of some of the **kampungs** in Kuningan may increase over time.

There are two effects of the high number of developments in Kuningan: the narrowing of the property class and the increasing role of automobiles. As the **kampungs** and other low class residential areas are replaced by higher class properties, the spatial structure of the area also changes. Upper class people usually carry out most of their activities indoors, resulting in the alienation of exterior spaces.

The role of automobiles will also increase along with this transformation process. As wealthier people who can afford cars are moving into the area, the number of individual trips will increase. This, in turn, will create a worse environment for pedestrians. In short, if attempts to develop attractive and functional exterior spaces are not done, further deterioration of pedestrian environment in Jakarta will accelerate.
Illustration 7: The Location of Grand Kuningan and Taman Rasuna Project.
In 1993 and beyond the Jakarta Golden Triangle will face the increasing need for more efficient business operations. At present, with the majority of commercial buildings developed along the main roads, this does not permit ease of vehicular or pedestrian movement between buildings.

Also with these main roads carrying up to 10 lanes of continuous heavy traffic the environmental aspects have limited possibility for improvement and will possibly worsen with increased bus service to provide for mass transportation.

Grand Kuningan, a development of more than 50 hectares, designed as a TownPark and with no through-road main traffic is now available. Careful consideration to arterial planning allows for a higher level of open space and easy pedestrian and vehicular access.

Illustration 8: Artist’s Impression of Grand Kuningan. The focus of this project is on the non-residential functions, namely offices and foreign embassies.
Illustration 9: Artist's Rendering of Taman Rasuna Project. Residential function (apartment buildings, shown at the center left portion of the drawing) makes up the largest portion of this project. Other functions include sports and shopping facilities, hotels, and private offices. These will be developed on the site presently occupied by Sumantri Brojonegoro Youth Complex (shown on the foreground).
CHAPTER II
THE URBAN FABRIC IN KUNINGAN

BACKGROUND

It is important to briefly discuss the development history of Jakarta, particularly that part pertaining to the topic of this thesis, as it may provide valuable insights to the discussions that follow.

Even though the extensive development of Jakarta did not start until the early 70's, the basic planning framework that shaped the city was laid down by Sukarno in the early 60's. His political ambition to make Indonesia the leader of the so called New Emerging Forces (NEFO) led to a massive building program. Using his power as a president, Sukarno tried to transform Jakarta into a city appropriate as the headquarters of the NEFO. Buildings which he thought were unsuitable for the future Jakarta were razed to the ground. Monumental new buildings and structures were built to give Jakarta the image of a modern metropolis.

Some of the most important and monumental projects built during this time were The National Monument or Monas (1962-1966); the first international hotel, Hotel Indonesia (1960-1962); the Selamat Datang Statue; the first

Illustration 10: Sukarno's Monumental Projects, Jakarta (in black). Diagram is not to scale.

Illustration 11: Sukarno’s Monumental Projects. Diagram is not to scale.

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7 NEFO mostly consisted of Asian and African countries. Led by Sukarno, this movement was intended to give these newly independent countries a strength and identity in the world politics.
department store, Sarinah (1963); the clover-leaf bridge Semanggi; and Senayan Sports Complex that included the then largest stadium in Asia (See illustration 10 and 11 on the previous page). All of these projects, in terms of both budget and scale, were extremely monumental in the context of Jakarta at that time.8

The effect of these projects and the avenues that connect them, Thamrin and Sudirman Avenue, on Jakarta was enormous. Modern multi-story buildings were immediately built along these avenues as the then vacant land along them became accessible and visible. However, the effect of the oversupply of land at that time started the sparse building pattern in Jakarta, which is the origin of the ribbon development pattern today.

Better, more stable political environment under Suharto, combined with the oil boom in the early 70’s, eventually led to rapid economic expansion. As the capital city, Jakarta enjoyed tremendous development at that time. This rapid development, however, triggered enormous population growth which primarily was caused by urban migration movement (See illustration 12 below and illustration 13 on the following page). The image of modern Jakarta, along with the entrepreneurs’ success story attracted a high number of migrants from the country.

The rapid urban migration eventually led to increased social problems as most of these migrants did not have permanent housing or jobs when they came to Jakarta.

8 Unfortunately, Sukarno was so deeply submerged in his political program that he ignored the economic condition of the country and the immediate needs of his people whose social condition at that time was very poor. The result were mounting debt and uncontrollable inflation that subsequently led to various protests and oppositions. Sukarno’s government fell after his alleged involvement in the attempted coup by the Communist Party of Indonesia (PKI) in 1965. Seven army officers were kidnapped and killed by the PKI and subsequent incidents were estimated to take anywhere between 78,500 to 500,000 lives (Bresnan, p. 23). Suharto, who became Indonesia’s 2nd president, managed to take control of the situation. It is during Suharto’s New Order that the modern development of Jakarta takes place.
Consequently, they resorted to living as squatters in the interior urban area, away from the major roads. The result was an increasing social gap in the city. Holding the lower bound of the social class constant (at the income level of the squatters), the gap between the rich and the poor widened since the rich have better abilities to economically improve themselves. Thus, while the major thoroughfares were lined with luxury multi-story buildings, most of the areas behind them were made up of slums and squatter settlements.

Despite the negative social effect it caused, economic growth in Jakarta resulted in tremendous developments in the city. Residential as well as commercial buildings were built, filling the existing urban fabric. Jakarta was becoming denser, which resulted in further needs for roads. One of the roads constructed to alleviate traffic problems in Jakarta at that time was Rasuna Said Avenue.

**Rasuna Said Avenue**

Rasuna Said Avenue was constructed in 1972. Opened to relieve congestion on Thamrin-Sudirman Avenue\(^9\), it stretches approximately 4.5 kilometers from North to South connecting the high class Menteng residential and the governmental office area beyond with Jend. Gatot Subroto Avenue and the prestigious Kebayoran Baru (Kusumawijaya, p. 4-4 to 4-5; see illustration 13 on the following page).

Almost all of the land along Rasuna Said Avenue was originally owned by two companies: PT Puri Setia Budi Real Estate and PT Town and City Properties. These two companies developed Rasuna Said Avenue after the Thamrin-Sudirman model where the ribbon pattern was first developed in Jakarta. (See illustration 15 on the following page and compare

\(^9\) Thamrin-Sudirman Avenue (in Indonesian: Jl. Thamrin-Sudirman) consists of 2 continuous segments: M.H. Thamrin Avenue and Jend. Sudirman Avenue.
Ownerships allowed these two companies a high degree of control to plan, subdivide and sell the land to interested developers. The result may clearly be seen in the orderly lot pattern along Rasuna Said Avenue.

Despite the control exerted by Puri Setia Budi and Town and City Properties over the avenue fronting land, they had little or no control over the areas behind those strips. Like other areas in the city, most of those areas were occupied by

Illustration 14: Location of Rasuna Said Avenue in Jakarta. Rasuna Said Avenue connects Kebayoran Baru to the south and Menteng to the north. Diagram is not to scale.

Illustration 15: Rasuna Said Avenue Land Ownerships, 1970's. The darker area shows properties previously controlled by PT Puri Setia Budi while the lighter area indicates land previously owned by PT Town and City Properties. Diagram is not to scale.

Illustration 16: Thamrin Avenue Today.
very dense urban kampungs. Thus, while the avenue fronting land was developed in an orderly way, the kampungs behind it grew without plans.

THE URBAN ELEMENTS IN KUNINGAN

Kuningan is made up of urban elements which vary according to variables such as economic class, function, size, ownership, and architectural style. Keeping these variables in mind, the urban elements in Kuningan may be broadly divided into the streets and avenues, the multi-story non-residential strips, and the areas behind these strips (See illustration 17 and 18 to the right).

The Streets and Avenues

Due to the vast character differences of the streets and avenues in Kuningan, this section is divided into two parts: Rasuna Said Avenue and Other Streets and Avenues. Rasuna Said Avenue is a major thoroughfare connecting two major areas while all the other streets and avenues, with the exception of Prof. Dr. Satrio and Casablanca Avenue, are interior streets.

Rasuna Said Avenue

Today, Rasuna Said Avenue, the centerpiece of Kuningan, is one of Jakarta's most prestigious avenues. It connects the residential dominated area to the south with Jakarta's governmental and commercial areas to the north. Heavy
traffic between these two areas result in daily traffic jams during rush hour at either ends of the avenue where it narrows down into a bottleneck at one end and intersects Gatot Subroto Avenue at the other end. With the peak number of vehicles traveling on the avenue at about 1000 passenger car unit per hour\(^{10}\) and the average travel speed of 60 km. per hour, Rasuna Said Avenue plays a very important role in the city (Colin Buchanan and Partners, p. 4).

Averaging 50 meters in width at most places, Rasuna Said Avenue consists of 10 total lanes (5 lanes each way). There are two types of lanes: the fast lanes and the slow lanes which are usually separated by a median.\(^{11}\) The fast lanes are primarily intended for automobiles while the slow lanes are intended for motorcycles, bajaj\(^{12}\), and public bus. The fast lanes can only be used by motorcycles and bajaj when they need to make u-turns. The automobiles, however, may use the slow lanes without restrictions.

Sidewalks and pedestrian oriented landscaping along Rasuna Said Avenue are very fragmented. Sidewalks of adequate width and along-the-sidewalk tree planting...
appropriate to provide protection to pedestrian simply do not exist. The only uniform tree planting along Rasuna Said Avenue occurs along the center median, which gives minimal benefit to the pedestrian (See illustration 19 and 20 on the previous page and illustration 21 and 22 to the right).

A barrier between the sidewalks and the properties in the form of an open ditch also exists at some places along Rasuna Said Avenue. This open ditch, similar to the fences, creates a barrier which prevents people from being able to walk directly into the properties. In some places, however, this ditch has been closed with concrete pavements, creating sidewalk-building relationship.

The medians separating the lanes of Rasuna Said Avenue vary from simple raised pavement to waist-height steel fence. Acting as barriers, these medians are intended to discourage, if not eliminate, jaywalking. However, the minimal number of pedestrian crossings makes these fences ineffective jaywalking barrier.

Other Streets and Avenues

Other streets and avenues in Kuningan, with the exception of Prof. Dr. Satrio and Casablanca Avenues, are interior streets serving the interior parcels. The characteristics of these streets vary according to the economic class of the area in which they are located. The streets in the high income residential areas are wide while those in the kampungs...
are relatively small and crowded (See illustration 23 and 24 to the right). These kampung streets very often become the extension of the private space of the residents.

Prof. Dr. Satrio and Casablanca Avenues are the only other streets in Kuningan not serving the interior area. They were developed as an alternative route intersecting Rasuna Said Avenue. The land along this avenue, due to the young age of the road, is still relatively undeveloped. It is likely that when fully developed, these avenues will have characteristics similar to those of Rasuna Said Avenue.

**The Multi-Story Non-residential Strips**

Major non-residential buildings in the study area are located along either side of Rasuna Said Avenue. Physically, these buildings consist of multi-story structures, ranging from 2 to 16 stories (low to mid-rise buildings). Individual lot area ranges anywhere from 4,000 to 5,000 square meters. The functions of these buildings include (but not limited to): offices, restaurants, banks, embassies, hotels, night clubs, and sports complexes. In terms of ownership, these properties may be divided into domestic (which could be subdivided further into private and government properties) and foreign owned properties (See Kuningan property inventory on the following page). The functional and ownership differences above, due to different security and privacy requirements, will complicate efforts to create a pedestrian environment.
Illustration 25: Kuningan Building Inventory. Locations of buildings are approximate. Also refer to illustration 47 on page 42 for an aerial photograph of the entire Kuningan area.

Properties on the east side of Rasuna Said Avenue (upper strip in the illustration above):
1. Vacant land.
2. Vacant land (future site for Empire Tower, private office).
3. Vacant land.
5. Jasa Raharja (government office).
6. Mega Plaza/Price Waterhouse Center (private office).
7. Wahana Tata Building (private office).
9. Wisma Budi (private office).
10. Wisma Tugu (private office).
13. The Embassy of Australia (foreign property, shown as vacant land, recently constructed).
15. Ficorevest Building (private office).
16. Uppindo Building (private office).
17. Kalimantan Tower (private office).
18. MMC Hospital (private).
19. Sumantri Brojonegoro Youth Center (includes sports and art center; government owned).
21. Empty land (future site for the Embassy of South Korea).
22. Ariobimo Building (private office, shown as vacant land, recently constructed).
23. Aspac Center (private office, shown as vacant land, recently constructed).
24. Housing (low income, private).
25. Agro Plaza (private office, site shown before construction and was still occupied by low income housing).
26. The Embassy of Aljazair (foreign property).
27. Granadi Building (private office, site shown as vacant land, recently constructed).
29. Exchange Plaza (private office).
30. Dwima Plaza (private office, shown as vacant land, recently constructed).
31. Vacant land.
32. The Philip House (private office).
33. Jakarta District Attorney (government office).
34. The Embassy of the Republic of Turkey (foreign property).
35. The Government Office of Tin Mining (government office).

Properties on the west side of Rasuna Said Avenue (lower strip in the illustration on the previous page):
36. The Regent Hotel (privately owned).
37. Vacant land.
38. Lippo Life Building (private office).
40. Dirjen Pajak (government office).
41. Lina Building (private office).
42. The National Power Company (government office).
43. Kodel House (private office).
44. Tira Building (private office).
45. Wisma Bakrie (private office).
46. Setiabudi Building I, II, and III (private office).
47. Vacant land.
48. Sampoerna Plaza (private office).
49. The Ministry of Cooperation (government office).
50. Vacant land (future site for the Embassy of Russia).
51. Mulia Center (private office, shown as vacant land, recently constructed).
52. The Ministry of Justice (government office).
53. The Embassy of Malaysia (foreign property, shown as vacant land, recently constructed).
54. Vacant land (future site for the Embassy of Iraq).
55. Tempo Group (private office).
56. Bina Mulia (private office).
57. The Ministry of Health (government office).
58. Vacant land (privately owned).
59. Vacant land (future site for the Embassy of Poland).
60. Vacant land.
61. The Embassy of Singapore (foreign property).
62. The Embassy of India (foreign property).
63. The Embassy of Netherlands (foreign property).
64. The Embassy of Switzerland (foreign property).
65. The Embassy of Hungary (foreign property).
Structures along Rasuna Said Avenue were developed as freestanding buildings with large setbacks on the four sides of the lots (15 m front, 8 m sides, and 10 m back setback), which are surrounded by fences. The coverage and floor area ratio (FAR) are relatively low, at 50% and 3.5 respectively. Consequently, the footprint area which can be built on a given lot is very small, diminishing its efficiency. It is therefore not unusual for a developer to assemble 3 or 4 contiguous lots in order to get the desirable building footprint area. Most of the unbuilt area is used for surface parking, which decreases the friendliness of the development.

**Image**

Image is an important factor that affects architectural design, particularly for non-residential buildings. In addition, image may mean disassociation from the lower social classes. In order to maintain ratings, building developers/owners use many ways to protect the image and prestige of their buildings, one of which is through social discrimination.

Social discrimination is commonly practiced where adjacency of buildings from different social classes exist, such as along Rasuna Said Avenue. Some of the ways to discriminate against lower social classes are the development of relatively closed, defensive architecture (discussed in the following section) and the non-incorporation of public spaces. To minimize the interaction with the poor, no public space is
created by private developers along Rasuna Said Avenue. The creation of a public plaza within their properties will inevitably bring the poor in, which is highly undesirable. It is thus easier to not develop any public space and to concentrate all activities indoors or in places where access could be tightly controlled. Thus, the exterior is treated as mere leftover spaces.

Image is also the reason to develop freestanding buildings, away from each other, so that each building can be viewed individually, detached from otherwise distracting structures. The ability of a freestanding building to convey a given image, such as that of a corporation image, increases in the absence of the nearby buildings. This, unfortunately, result in image competition of buildings along Rasuna Said Avenue, leading to visual disorder and chaos (See illustration 26 and 27 on the previous page).

**Defensive Architecture**

The social gap in Kuningan described above results in defensive architecture, which is primarily manifested through the incorporation of fences and guardhouses. Even though it is a commonly accepted belief that these control mechanisms exist for security reasons, further observations indicate to the contrary. Security is not the primary reason for controlling access to these properties, relative proximity to the kampungs is.

The claim that defensive architecture along Rasuna Said Avenue is a form of social discrimination can be proven by analyzing the roles and functions of fences and guardhouses at various locations in Jakarta, which differ according to the properties' proximity to the kampungs. While properties along Rasuna Said Avenue have guardhouses, those along Thamrin Avenue, which is bordered only by high class properties, do not (See illustration 28 through 34 on the following pages). Consequently, the fences in Kuningan function as actual physical barriers while those along Thamrin Avenue only function as boundary markers. The absence of guardhouses voids the function of fences on Thamrin Avenue properties as physical barriers since anybody can enter the property through the uncontrolled entrance.

Perhaps security is a valid reason for the properties adjacent to the kampungs in Kuningan to be defensive. To augment the inadequate living spaces in their small houses, the kampung residents usually use exterior spaces, including the streets/alleys, as the extension of their private spaces. In the absence of fences, those houses adjacent to the non-residential properties may encroach on these properties (See illustration 31 on the following page). This is highly undesirable by the building owners for security reason.
Illustration 28 and 29: Hotel Indonesia Roundabout, Diagram (top, not to scale) and Photograph (above). As shown in the illustrations above, the urban fabric of the area is quite socially uniform. This makes the buildings, in terms of control, relatively open.

Illustration 30: Hotel Indonesia. As seen in the photograph above, access to the property is not controlled. This is due to the relatively uniform social class in the area.

Illustration 31: Non-residential Buildings-Kampung Diagram. Fences are commonly constructed at the boundaries between the office properties and the kampungs. The diagram above is not to scale.
Illustration 32: Kampung-Office Building Property Boundary. Fences or walls may be necessary for the condition shown above to avoid encroachment by the kampung people.

Illustration 33: Warungs and an Adjacent High-rise Building on Rasuna Said Avenue.

Illustration 34: Security Guard. Shown above is the security personnel of one of the office building along Rasuna Said Avenue.

Uncontrolled boundaries allows anybody to enter the properties easily, which may facilitate vandalism.

The assumption that crimes are always committed by the kampung people may be discriminatory in itself. While uncontrolled boundaries do facilitate crimes by allowing those intending to commit crimes to familiarize themselves with the target area, the execution of the crimes themselves require special skills, presentable appearance, and experience. These skills are needed to move inconspicuously in a tightly monitored building. The kampung people, due to their social and educational background are unlikely to posses such skills. So, even though the use of fences may reduce
vandalism, they are not as effective to prevent crimes.\textsuperscript{14}

Another reason which may explain the occurrence of fences and guard houses on properties along Rasuna Said Avenue is the fact that the \textit{kampungs} exist right behind the non-residential strips. The \textit{kampung} people, in the absence of fences, will cross these strips to reach Rasuna Said Avenue. The fences are thus installed to prevent this from happening.

The observation above suggests that some use of fences is inevitable. Asking the property owners not to use fences at all is unreasonable as they need to fulfill the aspirations of its patrons. However, as would be pointed later, a socially homogenous environment will make complete abandonment of fences possible.

\textbf{Weather and Inter-building Distance}

The development of a pedestrian friendly environment is very feasible for a city like Jakarta due to its relatively stable climate. However, closer distances between buildings are needed to modify the hot tropical climate of Jakarta. In temperate climates, buildings need to be spaced in a way that admits sunlight during winter. Buildings in the hot tropical climate, on the contrary, should be spaced closely to create larger shaded areas to protect people from the elements, notably the sun. Pedestrian plazas can then be provided within and around these areas.

\textbf{The Areas Behind the Multi-story Non-residential Strips}

The areas behind the multi-story non-residential strips along Rasuna Said Avenue include both residential and non-residential functions from various social classes. Some of these functions are housing, religious houses, educational institutions, stores and other commercial functions. Due to the dominance of residential functions and the minimal number of non-residential ones, this section only focuses on the residential function.

Based on income, the residential areas in the study area can be divided into two groups:

\textbf{Low income residential areas}

Low income residential areas consist of slum and squatter settlements. The difference between these two types of properties is as follow:

\begin{enumerate}
  \item \textbf{Slums}
    Slums are legal settlements as the land on which the houses were built are owned by the residents.
  \item \textbf{Squatters Settlements}
    The migrants who could not afford housing in the city usually resort to building makeshift housings on other than their own land. These people are called squatters.
\end{enumerate}

\textsuperscript{14} In this thesis, the term vandalism is distinguished from crime. Vandalism is defined as deliberate actions of damaging others’ properties. Crime, on the other hand, is defined as actions that are disallowed by law and that in violation of the public welfare.
According to Bambang Prabudiantoro (p. 5), the land on which the squatter settlements are built may belong to one of the following categories:

1. Government-owned land
2. Individual-owned land (private land)
3. Empty land (green belt)

Both the slums and squatters are generally classified as urban kampungs and are geographically inseparable. In addition to the squatters' shacks, some of the illegal structures, those house additions built without permits, belong to the legal settlers.

**High Income Residential Areas**

The houses in the high income residential areas are usually built on individually isolated, fenced lots which vary in area from 400 to 1000 (or larger) square meters. There is a deep front setback of approximately 7 meters, creating a distance between the building and the street. These houses usually share common walls and cover about 60 to 70% of the lot areas. Despite the common walls, the deep setback and fences around these houses make them relatively isolated from each other.

Even though, in general, the individual lot of these high income properties are nicely landscaped, planning of the area shows minimal consideration for pedestrian. For example, no sidewalk is usually provided as the residents (almost) never spend time outside of their properties. To them, the exterior becomes leftover spaces with little use.

**Comparison of Low to High Income Residential Areas**

The low and high income residences differ in several ways: the physical characteristics of the units, the degree of privacy or isolation of the individual house, and the relationship of one unit to the other. As seen in illustration 36 on the following page, the residential units of these two economic classes are relatively separate with the low and
middle class area to the north and the high class class area to the south. The dividing line between these two income groups occurs along Prof. Dr. Satrio and Casablanca Avenue.

The differences of the properties in these two areas are primarily caused by the different economic power of their owners. The lots of the low income residences are usually very small and the buildings are built out of a combination of unplastered bricks and wood. The high income residences are usually located on large, clearly defined parcels, and are usually all built out of plastered bricks.

The low and upper-income residential areas are also different in regards to the degree of privacy and isolation of each unit. While the low-income residences are usually built on undefined lots, high income residences are located on individually fenced lots. Consequently, there is a different spatial continuity in these two residential areas. The low income residences form more continuous urban fabric within itself, as oppose to the clearly separate and defined properties.
of the rich (See illustration 37 and 38 on the previous page, illustration 35 on page 32, 23 on page 24, and compare them to illustration 32 on page 30). This makes interactions between a high and low income areas, without an exogenous stimulation, highly unlikely.

THE RELATIONSHIPS AMONG URBAN ELEMENTS

The three elements mentioned above make up the complicated social relationships that are very important in shaping the built environment of Jakarta (See the relationship matrix below). The interdependence of these elements, notably those pertaining to economic and social relationships, creates problems as well as opportunities to create a more integrated developments.

Streets and Non-residential Strips

There are two kinds of relationships between the streets and the non-residential strips: the relationships of Rasuna Said Avenue and the non-residential strips, and the relationships between the interior streets and the non-residential strips.

The relationship between Rasuna Said Avenue and the non-residential strips is very strong. The avenue acts as a conveyor belt which feeds automobiles into the individual building lots. This relationship practically shapes Kuningan, which is reflected in the linearity of the multi-story non-residential strips along Rasuna Said Avenue. The avenue also places automobile as a dominant planning force, which is reflected in the high portion of the individual lot devoted to parking.

The relationships between the interior streets and the non-residential strips, on the other hand, is not that strong because entrances and exits to the buildings are usually located on the Rasuna Said side. Furthermore, these interior streets do not continuously exist behind the non-residential strips, limiting the relationship between these two elements.

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<td>Street Network</td>
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<td>Access, vendors' site</td>
<td>Access</td>
<td></td>
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<tr>
<td>Other Streets</td>
<td>Access, vendors' site</td>
<td>Access</td>
<td>Access</td>
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<tr>
<td>Non-residential strips</td>
<td>Access</td>
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**Streets and Residential Areas**

The relationships between the street and the residential areas vary according to the economic class of the residents. As discussed previously, the low income residents sometimes use the streets as their work and play spaces. The low income residents, many of whom work as street vendors, use the street as their work space. These *kampung* residents usually station their carts on high visibility street sides to attract customers. The street may also become the extension of the low income residential properties. Since most of the *kampung* houses do not have yards, the residents of these houses, particularly the children, use the street as their social space.

The high income residents, on the other hand, use the streets only as a circulation facility. As these people spend most, if not all their time, in the interior spaces, the street becomes a mere means of transportation.

**Non-residential Strips and Residential Areas**

The relationships between the non-residential strips and the residential areas vary according to the income class of the residents. To the high income people, the non-residential strips become the place for employment and entertainment, such as the restaurants and night clubs. On the other hand, the relationships between the *kampung* and the non-residential strips along Rasuna Said Avenue take the following two formats: the *kampung* people, most of whom are street vendors, as caterers of blue collar workers, and the *kampung* as the residence of these blue collar workers.

According to one of the company's salary report, the salary of the blue collar workers are very low, ranging from a mere Rp. 135,000 for a messenger to Rp. 500,000 for a security personnel per month (approximately US $65 to US $250). It is also estimated that there are about 50 low paid personnel (messenger, security personnel, parking attendant, janitors, etc.) and 150 drivers per building. Considering their overall living expenses, in addition to the cost to sustain their families, the only place that these blue collar workers could afford to have lunch is the *warungs*, most of which charge approximately Rp. 1,000 per meal.

In addition to being the home of the vendors, the *kampungs* behind the Rasuna Said Strips are also homes of some of the blue collar workers working in these buildings. Close distance between work place and residence allows these blue collar workers to save transportation expenses, which theoretically translate to their low wages.

If the two relationships above are altered by the relocation of the *kampungs*, the blue collar workers in the non-residential strip will loose their cheap *warungs* and close-to-workplace residences. This means higher living expenses to these workers, which in turn translate to higher wages required from the employers.
CHAPTER III
DESIGN IDEAS ON THE MACRO LEVEL

This chapter and the following one present criticisms and design and planning ideas to improve the fragmented urban fabric in Kuningan. Chapter III discusses planning issues on the macro level such as the future plan of Kuningan and the improvements of Rasuna Said Avenue. Chapter IV, on the other hand, talks more about micro level issues, focusing on design ideas involving the non-residential properties along Rasuna Said Avenue.

Chapter III is organized into several sections: Kuningan District Development Plan 2005, the Transformation of Social Structure, Sumantri Brojonegoro Youth Center as a Place for Social Interface, the Improvements of Rasuna Said Avenue, and the Improvement of the High Class Residential Areas. Kuningan District Development Plan 2005 discusses the lack of details in the long range plan for Kuningan. The Transformation of Social Structure section discusses the increased chance of creating a more integrated and pedestrian friendly urban fabric as a result of the displacement of the kampungs by higher end developments. Sumantri Brojonegoro Youth Center as a Place for Social Interface proposes adding commercial, arts, and entertainment facilities to the existing Sumantri Brojonegoro Youth Center to bring the different social groups together. Improvements of Rasuna Said Avenue contains suggestions and ideas to improve Rasuna Said Avenue to create a pedestrian friendly environment. Lastly, the Improvement of High Class Residential Areas present suggestions to improve the areas' pedestrian facilities in its attempt to encourage the residents of these areas to conduct outdoor activities.

KUNINGAN DISTRICT DEVELOPMENT PLAN 2005

The government attempts to regulate future developments in Kuningan through the District Development Plan 2005, which is part of the comprehensive long term development plan for Jakarta. In addition to spatial planning, the plan also tackles other, sometimes more pressing, issues, such as health, demography, and infrastructure. Due to the large number of issues under consideration, this plan can only provide general development guidelines. For Kuningan, among others, the plan proposes broad zoning and road network outlines (See illustration 40 on the following page).

The generality of the District Development Plan 2005, combined with Jakarta’s lack of modern zoning code, makes it difficult to regulate developments in Jakarta. There is no specific goals, images, or ideas—in short, a mission—that this

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15 Expanded from Taman Rasuna’s addition of a small market to the existing Sumantri Brojonegoro Sports Complex.
16 In Indonesian, Rencana Bagian Wilayah Kota (RBWK) 2005. This plan is part of the long term development plan for Jakarta 1985-2005.
plan tries to achieve for Jakarta. In addition, the fact that much of the areas, including the site of Grand Kuningan and Taman Rasuna Projects, are not zoned shows that the plan is already outdated.

According to the Kuningan District Development Plan 2005, major non-residential functions, which are divided into public facilities, governmental buildings, and [private] service/commercial/office buildings may occur only along the major roads, namely Rasuna Said Avenue, Prof. Dr. Satrio Avenue, and Casablanca Avenue. This, however, is an oversimplification of reality. First, offices, schools, home industries, marketplaces, and other non-residential functions were already built in areas other than those allocated for them, namely the residential-zoned areas. Second, the plan does not have enough detail to effectively regulate development, particularly in terms of building functions. For example, public schools, which according to the classification system above fall under the public facility category, can only be built along Rasuna Said, Prof. Dr. Satrio, or Casablanca Avenue. This makes little sense since schools are usually built in residential areas.

Efforts to increase the effectiveness of any development guidelines should start by providing an adequate level of detail to the regulations. A new and detailed long term development plan, along with a modern zoning code, needs to be constructed. Strict interpretations of the regulation is necessary; they will increase the degree of law compliance and enforcement.

In regards to Kuningan, a new development plan should increase the area zoned for large scale mixed-use development and encourage the occurrence of complementary activities. For example, apartment buildings, sports facilities, entertainment centers, commercial areas, as well as office spaces, with the right proportion, may all be located in one area. The creation of such areas may reduce auto traffic and increase the level of foot traffic.

The proposal for the road network included in Kuningan District Development Plan 2005 also shows an inadequate amount of detail for the creation of a unified and integrated
Not planning the city blocks, like those in the southeast section of illustration 43, means giving private developers the chance to shape the city. This very often results in a block pattern which does not fit with the surrounding urban fabric. This problem may be avoided by advance planning which fixes the block pattern of the city and makes it difficult for the developers to propose insensitive developments.

Illustration 41: 1987 Photogrametric of Kuningan. Shown above are the structures as well as the road network then existed in the area. Note that illustration 41 through 44 are not to scale.

Illustration 42: Existing and Future Block Plan of Kuningan. Shown above is the future block plan (dotted lines) superimposed on the existing pattern (solid lines).

Illustration 43: Future City Blocks. Shown is the future block plan of Kuningan, a cleaned-up version of illustration 42. The non-residential functions are located along the major avenues. Also note the smaller parcels on the back of the larger sites on the western strip of Rasuna Said Avenue.

Illustration 44: Revised Future City Blocks. The diagram above is a revision of Kuningan block plan shown in illustration 43. As would be shown later, changes are made to create pedestrian corridors in the area.

Kuningan District Development Plan 2005 also shows subdivision of the land fronting Rasuna Said Avenue (See illustration 44 below). As can be seen, adjacency relationships and the size and shape of the lots are not uniform. Some of the lots have smaller parcels behind them, which originally
were zoned residential. While most of these parcels were bought by the owners of the adjacent office buildings and therefore were integrated with their parcels, some of them were developed as the official houses of high-ranked governmental officials (See illustration 40 on page 37). Future developments need to avoid this relationship because the owners of private residential units will close their property, which in turn eliminates pedestrian and vehicular traffic across the non-residential lots.

THE TRANSFORMATION OF SOCIAL STRUCTURE

A similar background and character tends to increase the level of interaction, friendliness, and openness in a society. The chance of creating a friendlier architectural environment consequently is greater in such an environment. Such a socially homogenous environment, based on prevailing development trends, is being created in Kuningan (See illustration 45 to 47 on pages 40 to 42). Elaborating the brief discussion in the introduction of this thesis, there are two major forces that are instrumental in replacing the kampungs with higher class developments: the improvement of road networks and the development of large scale private projects.

Accessibility of the interior land increases as new roads are constructed. This encourages capital owners to either develop that newly accessible land or bank it for resale. In any event, land ownership usually change from the previous kampung people to the developers and those from the higher social classes.

Prof. Dr. Satrio and Casablanca Avenue, developed as an alternate route to relieve congestion on the older streets, is two newly constructed streets in Kuningan. Its function as a shortcut from Rasuna Said to Sudirman Avenue promises heavy traffic loads. This will inevitably lead to the formation of a ribbon development pattern similar to that along Rasuna Said Avenue. In addition, the opening of these two avenues will also improve the accessibility of the interior land.

As discussed briefly in the introduction, the private developments in Kuningan, led by Grand Kuningan and Taman Rasuna Projects, trigger a social transformation process. This transformation process will result in the replacement of the kampungs with higher class developments, narrowing the gap between the rich and the poor in the area. The characteristics of the two projects above, however, are quite different. Grand Kuningan will create a center for the uppermost social class while Taman Rasuna caters more to the middle class.

The inclusion of functions such as foreign embassy complexes, high end residences, and offices in the Grand Kuningan Project will make this development relatively closed and highly controlled. In addition, commercial areas of this development, due to the preferred air conditioned environment of the higher social class, will likely be enclosed.
Illustration 45: 1985 Photogrametric Rendering of Kuningan. Compare this illustration with illustration 46 on the following page.
Illustration 46: 1987 Photogrametric Rendering of Kuningan. While the squatter settlements increased in area due to the flow of urban migration (for example, the area in the left box), it is obvious that the area taken by higher class developments steadily expanded (shown within the right box). This increase of higher class properties is more clearly shown by illustration 47 on the following page.
Illustration 47: 1991 Aerial Photograph of Kuningan. As shown above, the number of high class developments increases tremendously. There are areas, such as shown at the north end of Rasuna Said Avenue where the land has been cleared off the kampungs for office building projects (shown within the box above). Also note the tremendous increase in the number of multi-story buildings along Rasuna Said Avenue.
This tendency towards interiorization decreases the chance of creating a pedestrian environment within the Grand Kuningan Complex.

Taman Rasuna Apartments, on the other hand, will provide a better opportunity to create an exterior oriented node. With nineteen 32-story towers of 8 units per floor, this project will add approximately 4,500 apartment units to the area. Consisting of 1 to 4 bedroom units, the number of new residents will easily exceed 10,000 persons. These new residents will consist mainly of the middle class people, who are more capable to becoming the patrons of the non-residential buildings along Rasuna Said Avenue than the poor. In addition, the close distance between the apartment complex and Sumantri Brojonegoro Complex increases the chance of being able to generate the required foot traffic for the success of the new arts, commercial, and entertainment center.

SUMANTRI BROJONEGORO YOUTH CENTER AS A PLACE FOR SOCIAL INTERFACE

Interaction between high and middle classes in Kuningan can be induced by creating a commercial, arts, and entertainment center according to their image and standards. Observations of the Kuningan area show that Sumantri Brojonegoro Youth Complex is an appropriate site for such center for the following reasons:

1. The complex’s location on Rasuna Said Avenue ensures the center’s visibility and accessibility both to motorized vehicles as well as to pedestrians. The resulting increased foot traffic may also stimulate more pedestrian oriented functions such as restaurants and stores on the ground floor of the buildings along Rasuna Said Avenue.

2. The complex’s close location to Taman Rasuna Apartments provides a high number of potential patrons. This is very important since the proposed commercial and entertainment center, above all, needs to be economically viable. Having reliable patrons ensure the center’s continuing existence. In addition, a high level of ongoing activities is one of the ways to attract new visitors, namely the high class residents in the area.

3. The location of Sumantri Brojonegoro Complex relative to its immediate environment also makes it a logical choice due to the lesser concerns of security in the surrounding buildings than those of the foreign embassies at the southern section of the avenue.

4. Sumantri Brojonegoro Youth Complex is strategically located in terms of the potential creation of pedestrian corridors and access. Existing parks and future corridors can be linked to funnel pedestrian to the complex (See illustration 48 on the following page).

5. As a government property, Sumantri Brojonegoro Youth Complex should be more readily available to be
developed than other privately owned properties. Planning and permitting process may be easier to conduct.

Currently Sumantri Brojonegoro Youth Complex includes sports and arts facilities. Proposed additions to the existing complex consist primarily of food and arts kiosks, outdoor theaters, parking garages, as well as other commercial functions (See illustration 51 on page 45). Food kiosks are intended to cater to the white and blue collar workers working in the area. When the kampungs and their street vendors are displaced, these food kiosks will become one of the few eating facilities in the area. The arts kiosks, in addition to complementing the existing arts facilities, will provide browsing opportunities for the visitors. Other entertainment facilities such as outdoor theaters will provide activities after hours.

**IMPROVEMENTS OF RASUNA SAID AVENUE**

The idea of creating an activity node in Sumantri Brojonegoro complex requires improvements to other urban elements, particularly Rasuna Said Avenue. Adequate pedestrian facilities are needed to stimulate foot traffic, which can be achieved by the creation/addition of pedestrian support facilities and the improvement of the public transportation system.

Illustration 48: Proposed Pedestrian Corridor in Kuningan. These landscaped corridors are intended as foot traffic stimulator. Note that they are connected to Sumantri Brojonegoro Complex. Also see the aerial photograph of Kuningan on page 42, and of the complex on page 45. The diagram above is not to scale.

Illustration 49: Sumantri Brojonegoro Complex, Plan. The diagram above is not to scale.

Pedestrian elements such as landscaping and adequate width sidewalks must be provided to create a friendlier environment. Individual building owners should be required
Illustration 50: Aerial Photograph of Sumantri Brojonegoro Complex (at the center of the picture) and Its Surrounding Area. Within the box in the left part of the illustration is the Kuningan Plaza Office Complex, which will be discussed further in chapter IV.
Illustration 51: Sumantri Brojonegoro Complex. Shown are: 1) Sports Arena 2) Offices (government and private) 3) Public Library 4) Arts Center 5) Commercial (food kiosks) 6) Outdoor theaters 7) Art gallery and vendors 8) Proposed offices 9) Parking garages. Surface crossings with traffic lights will be provided at point A and B. Note the addition of the bus lanes on Rasuna Said, Casablanca, and Prof. Dr. Satrio Avenue. The creation of this bus lanes is necessary as the flow of traffic increases in the future. The addition of this bus lanes also pulls the sidewalk closer to the buildings. Also observe the proposed denser developments, shown as number 8 at the lower right corner of the drawing. Denser developments will allow more point of contacts with pedestrian on the sidewalk. The development of Sumantri Brojonegoro Complex as a center of activities will increase foot traffic both along Rasuna Said Avenue and along the interior pedestrian corridors.
to provide those segments of sidewalk located directly in front of their buildings. It is however, the duty of the government to regulate the required width of sidewalks and types of landscape elements. Building owners cannot, for example, only plant palm trees which may look good for the building but do very little in terms of providing shade.

The government also needs to provide an adequate number of overpasses to reduce jaywalking and facilitate cross-street interactions.\(^\text{17}\) In addition, surface pedestrian crossing, with the installation of traffic lights, should also be provided where there is a large amount of cross-street traffic. In all, there are seven places where street crossing facilities are required, three of which require surface crossings (See Illustration 52 to the right).

Public transportation system is another pedestrian-oriented facility which require improvement. In terms of planning, this means adequate and strategically placed bus stops. These bus stops should be located at the same place where street crossing facilities are provided.

In addition, the creation of special bus lane along the current front setback of the high-rise strip walk (to be discussed in the following chapter) will stimulate bus ridership and minimize the distance between pedestrian and the buildings. The effect should be more interaction between the buildings and people on the sidewalk.

\(^{17}\) Overpasses are more economical than underpasses and therefore are more realistic.

**THE HIGH CLASS RESIDENTIAL AREAS**

The proposed pedestrian corridor connecting the high class residential areas to the new Sumantri Brojonegoro Complex requires improvement of pedestrian facilities in the residential areas. Adequate width sidewalks as well as landscaping elements are two elements that need to be provided. These elements, along with the more uniform social structure, should stimulates the rich to conduct more activities outdoors.
CHAPTER IV
DESIGN IDEAS ON THE MICRO LEVEL

This chapter discusses the improvements to be made at the individual property level. While the discussion focuses on the existing Rasuna Said Avenue properties, some of the ideas are intended to guide future developments.

The role of the government in the implementation of these ideas deserves a special note. The government is the only party that can regulate the individual property owners. The power of eminent domain, for example, enables the government to take properties for public benefit. Therefore, most of the ideas presented here require the government’s cooperation to be successful.

THE KUNINGAN NON-RESIDENTIAL STRIP

There are several factors which may help improve the fragmented non-residential strips in Kuningan: the reduction in the use of fences, the elimination of surface parking in front of the building, the pulling back of the guard-houses to the setback line, and the creation of a bus lane along Rasuna Said Avenue (See illustration 53 to 60 on page 50 through 52).

It should be relatively easy to abandon the use of fences around the building lots along Rasuna Said Avenue once a socially homogenous environment is formed. At that point, boundary markers may take the form of a simple change of pavement color or landscaping patterns. Inter property relationships may then be increased. Common areas shared by two or more properties may result from this improved relationships.

The automobile zone in front of the buildings also needs to be reduced if not eliminated since they usually create an unfriendly pedestrian zone between people on the sidewalk and the buildings. A minimum drop off area, however, may be retained to welcome those coming in automobiles. In future buildings, drop off areas should be located on the side or back of the buildings to allow the front setback be a truly pedestrian zone.

In order to create an uninterrupted pedestrian zone in place of the automobile one (along the front setback), the guard house will need to be pulled back to the building setback line, if not eliminated. This will create a strip of continuous pedestrian zone without controlled property area. It is within this zone that the sidewalk and other pedestrian facilities are provided.

The government should use its eminent domain power to take the land along the front setback of these buildings and construct a bus lane in its place. This will improve the relationships between the public transportation system and the pedestrian system along Rasuna Said Avenue.

\[18\] At this point, however, reduced security concerns will shift its task to parking controller.
A pedestrian sidewalk should occur next to the bus lane. A minimum of 4 m should be required. For the existing buildings, whose front setback is generally 15 meters and after adding the width of the bus lane, this means that the pedestrian zone will be approximately 7 meters away from the buildings. For the new buildings, this pedestrian-building distance should be minimized to approximately the width of one car lane for a drop off area, if not eliminated. Consequently, the setback of the new lots should be reduced to approximately 8 meters, enough to include a strip of sidewalk and car path.

The Street Vendors

The symbiosis between the food vendors and the buildings along Rasuna Said Avenue may justify the inclusion of such vendors in the building complexes. These vendors might be allocated a place like the parking garage that does not impair the operations of such buildings. The inclusion of these vendors may be beneficial remembering that most of the low-salaried workers of these buildings depend for their meals on the warungs, which in the future may be eliminated due to the fast rate of developments. A licensing procedure and minimum health standards, however, are needed to avoid crowding and enforce discipline.
Illustration 53: Aerial Photograph of the Office Strip. Kuningan Plaza, which is used as example on this page is shown within the left box. The right box contains the office cluster used as an example on page 50.

Illustration 54-56: Kuningan Plaza Complex (Original Diagram, left, Improved Plan (top), and Elevation (above). The illustrations above summarize the four point improvements outlined in the previous paragraphs. The result will be closer sidewalk-building distance, more continuous pedestrian zone, and less interruption by automobile parking. These, in conjunction with the larger scale improvements discussed in the previous chapter, will stimulate pedestrian oriented activities on the ground floor of these buildings. A note should be made in regards to the placement of exterior plaza. A smaller portion of the site between the two buildings is chosen to provide better sense of enclosure, which is very important in the creation of an exterior public plaza. This cannot be achieved if the parking lot to the north of the site is chosen instead.
Illustration 57-58: Open-boundary Building Lots, Diagram of the Actual Lots (above), Before Improvement (left half of the right figure), and After Improvement (right half of the right figure). The elimination of fences and other forms of separations between two adjacent lots may facilitate the creation of public spaces such as shown above. Closer sidewalk-building relationships will also increase the sense of enclosure and friendliness of the environment. Common facilities, such as parking garage, may be provided to serve both buildings.
Illustration 59-60: Open-boundary Building Lots with Attached Residential Parcels, Diagram of the Actual Situation (above), Before Improvement (top half of the right figure), and the Suggested Improvement (bottom half of the figure to the right). The illustration above demonstrate yet another integrated lots. The buildings in the illustration above, different from the previous illustrations, are oriented along the street. This increases the ground floor exposure to the pedestrian, which improves its potential use as a commercial spaces. Also note the existence of residential parcel on to the west of the lots make cross-lot foot traffic impossible.
CHAPTER V
CONCLUSION

Previous discussions have indicated that one of the ways to improve the fragmented urban fabric in Kuningan is by creating a center of activity, namely Sumantri Brojonegoro Complex, which will function as a foot traffic generator for the surrounding buildings. The creation of supporting pedestrian corridors to funnel pedestrian to this complex is consequently very important.

It was also found that it is extremely difficult to link activities across Rasuna Said Avenue due to its width (50 meters) and the high level of traffic traveling on it. The number of pedestrian crossings, both overpasses and surface crossings, will not be able to effectively connect the two sides of the avenues. Therefore, further efforts should be concentrated on creating a friendly pedestrian environment along the avenue. This may be done by constructing continuous sidewalks, eliminating surface parking between the sidewalks and the buildings, reducing the front setbacks, and planting shade trees which provide a sense of enclosures to pedestrian.

THE ROLE OF THE GOVERNMENT

Most of the ideas suggested in this thesis depends on the government’s cooperation. Creating a bus lane in place of the current front setback, for example, necessitates the power of eminent domain. The government is also the only party that can require individual building to provide landscaping elements and sidewalks directly outside of the lot.

In its capacity as a regulator, the government needs to revise the zoning code to address such planning issues. Front and side setbacks should be reduced from 15 and 8 to 8 and 5 meters respectively. The front setback should be minimized in order to pull the buildings as close to the sidewalks as possible. The side setback should be reduced to a dimension wide enough to allow automobile passage. Whenever possible, the government should encourage joint developments to minimize the interruptions of automobile
access to the building continuity. Thus, one access way to a common parking garage may serve three or four lots. Joint development may also encourage joint building management. In addition to more economical operations, joint building management also encourages inter-property coordination, which may mean more spatial continuity.

Coverage ratio also needs to be increased to improve lot efficiency. The currently low coverage ratio of 50% allows the creation of surface parking and wasted space. As a result, buildings are surrounded by a sea of asphalt surface. Increased coverage ratio will result in larger building bases which in turn will increase their relationship with the street.

In addition to regulating, the government should use its influence to create a pedestrian friendly environment by providing incentives. For example, increased coverage ratio, more FAR, or the provision of tax breaks may be given to those buildings which incorporate public plazas in their design. Shared facilities such as parking garages and power generation facilities may also encourage coordinated developments. The government's role to encourage adjacent developments to do this is very important.

The provision of bonuses should be merit-based, not right-based. It is the merit of the projects, not the fact that a certain feature is incorporated in the project that warrants a bonus to the project. In other word, the features included in a particular project must function effectively in order for it to get the bonus.

Lastly, in regards to seemingly risky and unprofitable efforts to improve a harsh environment such as that along Rasuna Said Avenue strips, it is very difficult to determine how and who should start to act. The government is very often the best party to start as it can provide economic incentives to the private parties. The key is the right combination of incentive program, physical development, and regulation passage. Private developers will undoubtedly react to opportunities to create economic values, which may easily be created by the government. All that is required is the ability to organize and implement a vision.
ILLUSTRATION CREDIT

All illustrations in this thesis are by the author except the following:

1. Illustration 2, page 7.
2. Illustration 9, page 15.
   From Grand Kuningan: Diplomacy and Business in a Town Park, company brochure by Rajawali Nusantara Indonesia and Abadi Guna Papan.
3. Illustration 16, page 16.
   From Taman Rasuna Apartemen, company brochure by Bakrie Investindo.
4. Illustration 10, page 17.
   Adapted from Thamrin-Sudirman Avenue, Jakarta, thesis by Marco Kusumawijaya, page 2-27.
5. Illustration 11, page 17.
   Adapted from Thamrin-Sudirman Avenue, Jakarta, thesis by Marco Kusumawijaya, page 4-4.
   Adapted from Thamrin-Sudirman Avenue, Jakarta, thesis by Marco Kusumawijaya, page 4-4.
   From Indonesia: a Guide for Investors by the Investment Coordinating Board of Indonesia, page 74.
BIBLIOGRAPHY


