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- <http://id.wikipedia.org/wiki/Asrama>
- <http://www.idbite.com/artikel/2423/asrama-kampus-terbaik-di-dunia-foto>
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- [www.uph.edu](http://www.uph.edu)

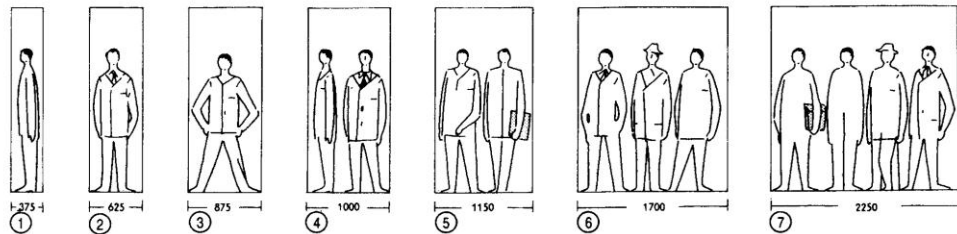
# LAMPIRAN

## UKURAN TUBUH MANUSIA SESUAI DENGAN KEBUTUHAN TEMPAT

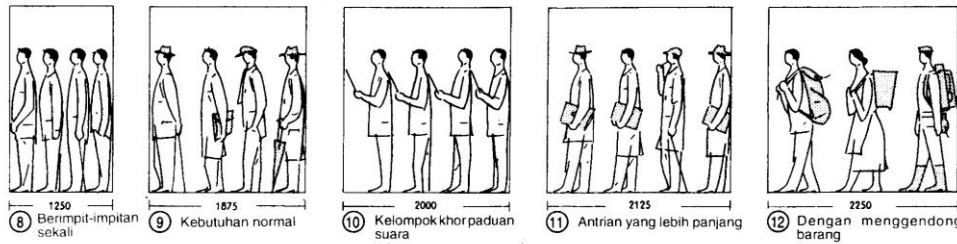
SUMBER : ERNST NEUFERT, DATA ARSITEK

**KEBUTUHAN TEMPAT DI ANTARA DINDING**  
 untuk manusia dalam gerakan melebar  $\geq 10\%$  tambahan

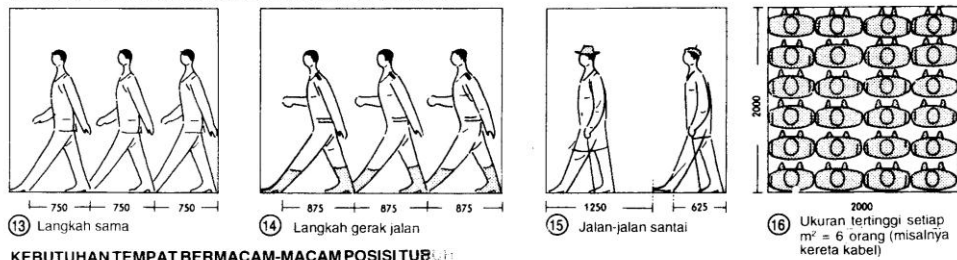
**MANUSIA**  
**PENGUKURAN DAN KEBUTUHAN TEMPAT**  
 sesuai dengan ukuran normal  $\rightarrow$  dan pemakaian ruang



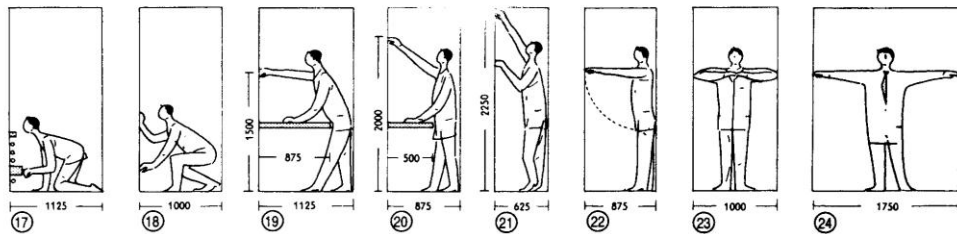
**KEBUTUHAN TEMPAT UNTUK KELOMPOK**



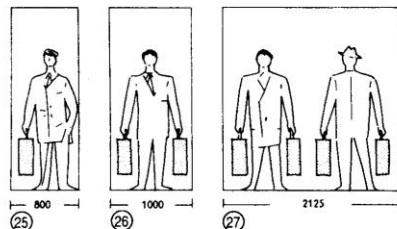
**UKURAN TERTINGGI BERMACAM-MACAM POSISI TUBUH**



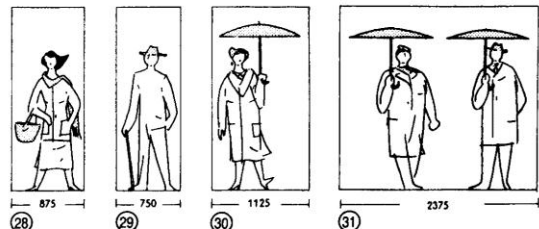
**KEBUTUHAN TEMPAT BERMACAM-MACAM POSISI TUBUH**



**KEBUTUHAN TEMPAT DENGAN TAS TANGAN**



**KEBUTUHAN TEMPAT DENGAN TONGKAT DAN PAYUNG**

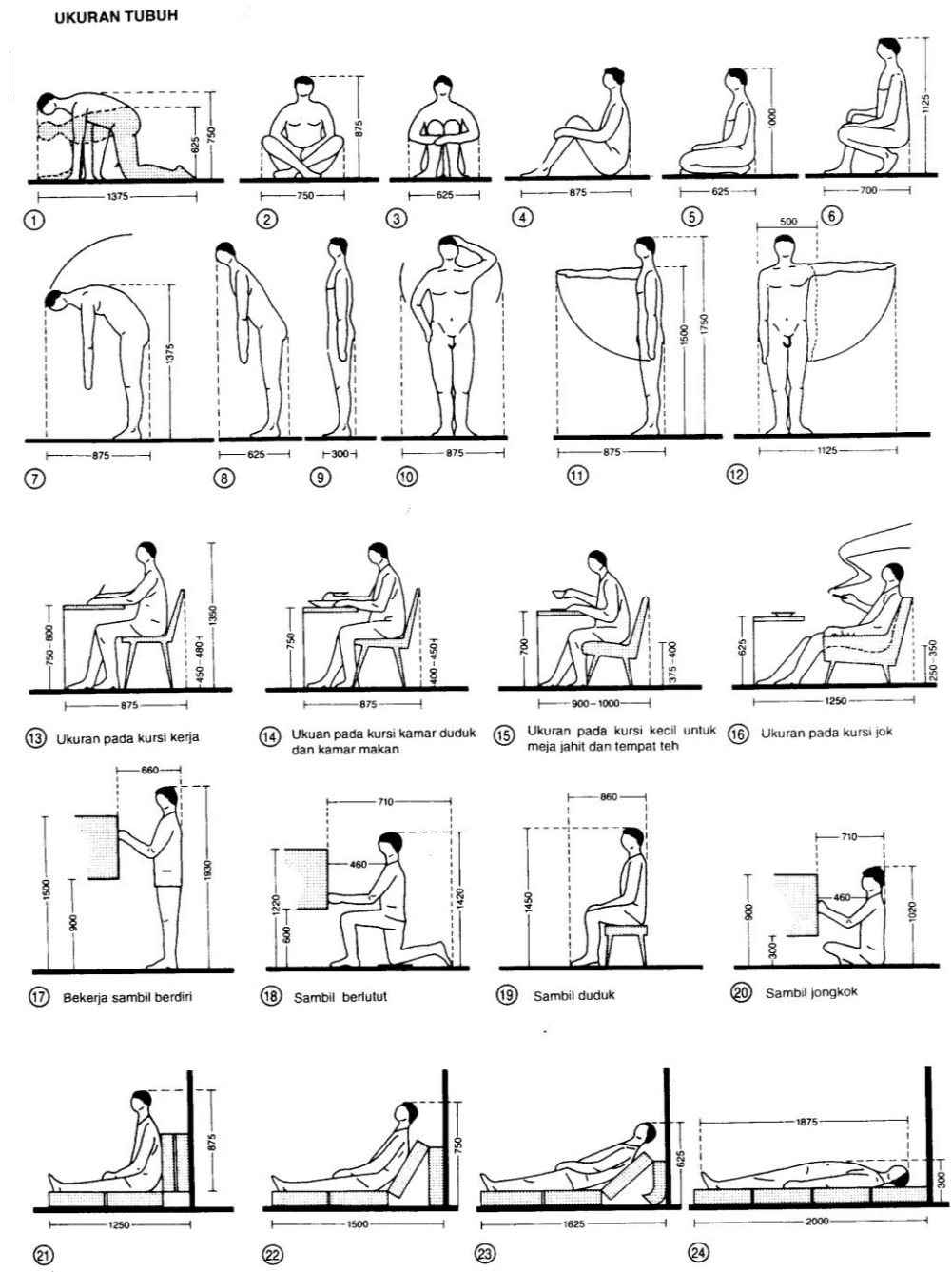


# LAMPIRAN

## UKURAN TUBUH MANUSIA SESUAI DENGAN KEBUTUHAN TEMPAT

SUMBER : ERNST NEUFERT, DATA ARSITEK

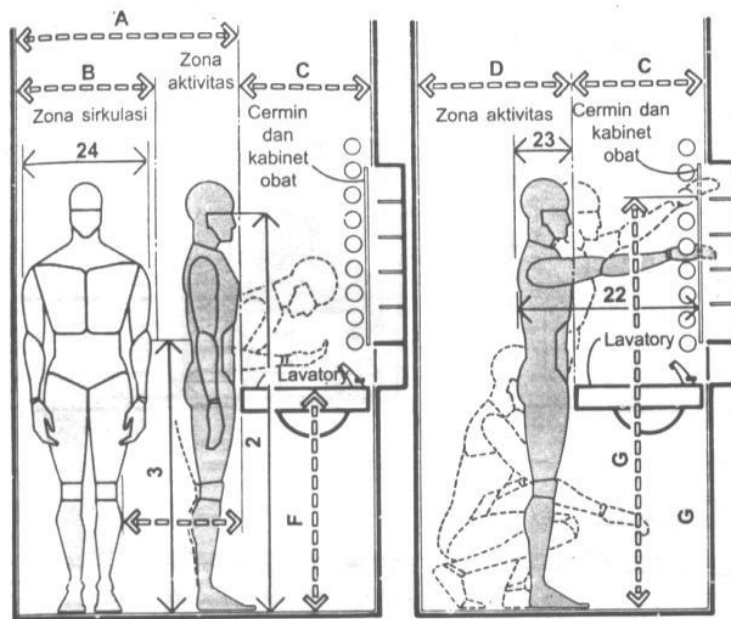
### MANUSIA PENGUKURAN DAN KEBUTUHAN TEMPAT SESUAI dengan ukuran normal dan pemakaian tenaga



# LAMPIRAN

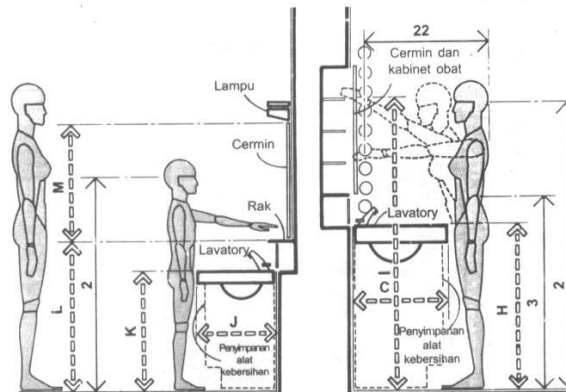
## DIMENSI LAVATORY DAN WC

SUMBER : DIMENSI MANUSIA RUANG DAN INTERIOR



LAVATORY/PERTIMBANGAN-PERTIMBANGAN ANTROPOMETRIK PRIA

	in	cm
A	48	121,9
B	30	76,2
C	19-24	48,3-61,0
D	27 min.	68,6 min.
E	18	45,7
F	37-43	94,0-109,2
G	72 maks.	182,9 maks.
H	32-36	81,3-91,4
I	69 maks.	175,3 maks.
J	16-18	40,6-45,7
K	26-32	66,0-81,3
L	32	81,3
M	20-24	50,8-61,0

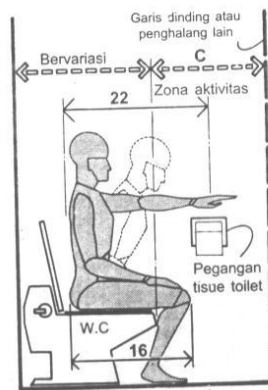
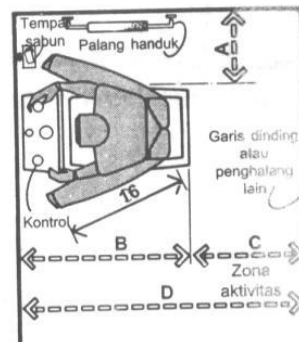


LAVATORY/PERTIMBANGAN-PERTIMBANGAN ANTROPOMETRIK WANITA DAN ANAK-ANAK

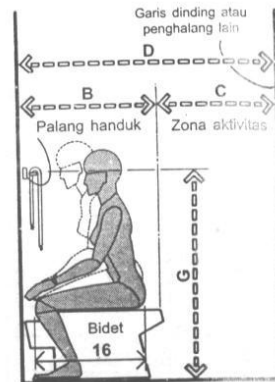
# LAMPIRAN

## DIMENSI LAVATORY DAN WC

SUMBER : DIMENSI MANUSIA RUANG DAN INTERIOR

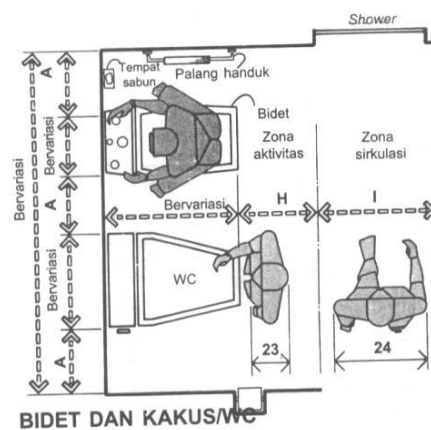


KAKUS/WC



BIDET

	in	cm
A	12 min.	30,5 min.
B	28 min.	71,1 min.
C	24 min.	61,0 min.
D	52 min.	132,1 min.
E	12-18	30,5-45,7
F	12	30,5
G	40	101,6
H	18	45,7
I	30	46,2

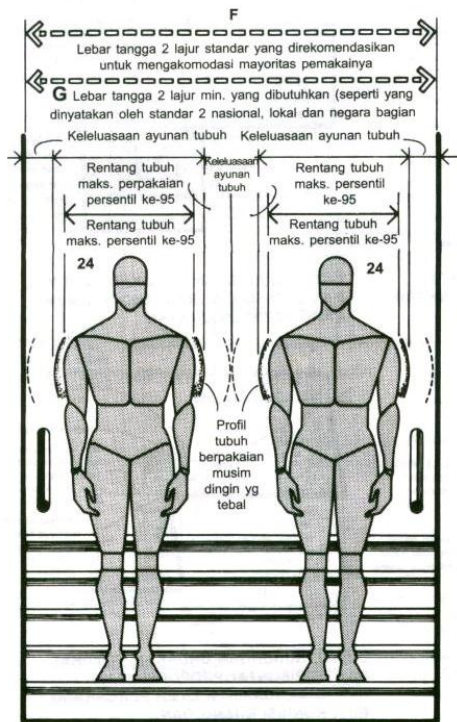


BIDET DAN KAKUS/WC

# LAMPIRAN

## RUANG SIRKULASI VERTIKAL

SUMBER : DIMENSI MANUSIA RUANG DAN INTERIOR



**TANGGA/LEBAR 2 LAJUR YANG BERLAKU SAAT INI DAN YANG DIREKOMENDASIKAN**



**PEGANGAN TANGGA/STUDI ANTROPOMETRIK ATAS STANDAR YANG BERLAKU**



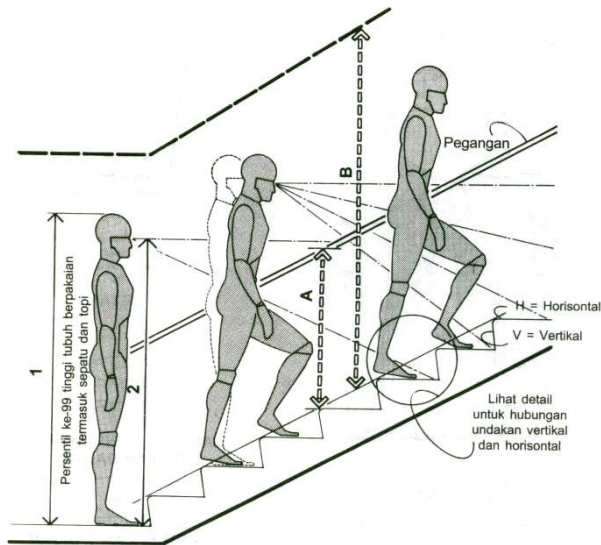
**PEGANGAN TANGGA/RANCANGAN YANG DIREKOMENDASIKAN OLEH PENGARANG**

	in	cm
A	48	121,9
B	25,8	65,5
C	7,1	18,0
D	12,9	32,8
E	40	101,6
F	68	172,7
G	44	111,8
H	4,2	10,7
I	4,9	12,4
J	2 min.	5,1 min.
K	1,5	3,8
L	3,5 maks.	8,9 maks
M	30-34	76,2-86,4
N	1,5 min.	3,8 min.

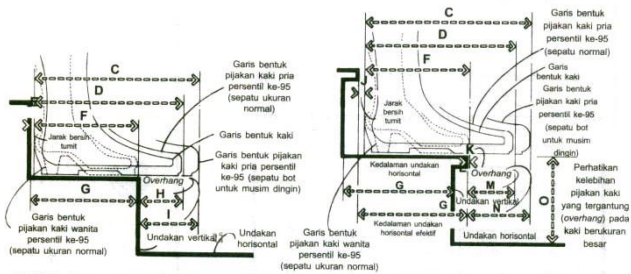
# LAMPIRAN

## RUANG SIRKULASI VERTIKAL

SUMBER : DIMENSI MANUSIA RUANG DAN INTERIOR

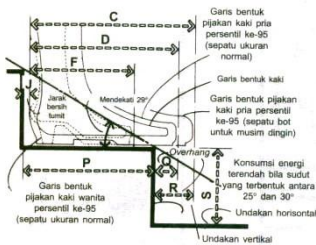


### TANGGA



DETAIL HUBUNGAN UNDAKAN VERTIKAL DAN HORIZONTAL/STUDI ANTROPOMETRIK SKEMATIK

DETAIL HUBUNGAN UNDAKAN VERTIKAL DAN HORIZONTAL/RANCANGAN UMUM YANG LAZIM DIGUNAKAN



HUBUNGAN UNDAKAN VERTIKAL DAN HORIZONTAL/PROPORSI YANG DIREKOMENDASIKAN (LEHMAN, 1962)



DETAIL HUBUNGAN UNDAKAN VERTIKAL DAN HORIZONTAL/PROPORSI YANG DIREKOMENDASIKAN OLEH PENGARANG BILA KONDISI RUANG DAN STRUKTURAL MENGIJINKAN

### BERBAGAI DETAIL HUBUNGAN UNDAKAN VERTIKAL DAN HORIZONTAL

	in	cm
A	30-34	76,2-86,4
B	84 min.	213,4 min.
C	14,3	36,3
D	12,9	32,8
E	0,3	0,6
F	9,1	23,1
G	9,5	24,1
H	3,7	9,3
I	5	12,7
J	0,5	1,3
K	0,1	0,3
L	1,3	3,2
M	3,9	9,9
N	5,3	13,5
O	7,5	19,1
P	11,4	29,0
Q	2	5,1
R	3,4	8,6
S	6,7	17,0
T	0,5-1	1,3-2,5
U	11,8	29,8
V	1,6-2,1	4,1-5,3
W	3-3,5	7,6-8,9
X	6,8	17,1

# LAMPIRAN

## JENIS DAN UKURAN TANAMAN PADA LANSEKAP

SUMBER : STANDAR PERENCANAAN TAPAK

### 6-12 Pohon dan Perdu

Sejumlah pepohonan dan perdu diperlihatkan berikut ukuran-ukurannya pada Gambar 6-71.

POHON GUGUR DAUN KECIL									
H=20'-30' D=1'-2' S=15'-20' O.C.=20'-30'	H=15'-20' D=1'-2' S=10'-15' O.C.=20'-30'	H=20'-25' D=1'-2' S=15'-20' O.C.=20'-30'	H=15'-30' D=1'-2' S=10'-15' O.C.=20'-30'	H=20'-25' D=1'-2' S=15'-20' O.C.=20'-30'	H=30' D=1'-2' S=20'-25' O.C.=20'-30'	H=20'-40' D=1'-2' S=15'-20' O.C.=20'-30'	H=1'-2' D=1'-2' S=10'-15' O.C.=30'-40'	H=75'-100' D=3'-4' S=50'-60' O.C.=50'-60'	H=80'-120' D=3'-4' S=40'-50' O.C.=40'-50'
POHON BERDAUN SEPANJANG TAHUN KECIL									
H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=80'-90' D=2'-3' S=50'-60' O.C.=40'-50'	H=60'-70' D=2'-3' S=30'-40' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=80'-90' D=2'-3' S=50'-60' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'	H=70'-80' D=2'-3' S=40'-50' O.C.=40'-50'
PERDU GUGUR-DAUN									
H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=80'-100' D=3'-4' S=50'-60' O.C.=50'-60'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=80'-100' D=3'-4' S=50'-60' O.C.=50'-60'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'
PERDU BERDAUN SEPANJANG TAHUN									
H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=80'-100' D=3'-4' S=50'-60' O.C.=50'-60'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=80'-100' D=3'-4' S=50'-60' O.C.=50'-60'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'	H=100'-150' D=4'-6' S=60'-80' O.C.=60'-80'	H=40'-60' D=2'-3' S=30'-40' O.C.=30'-40'

Gambar 6-71 Ukuran dan bentuk tipikal dari berbagai pohon.

SUMBER: Landscape Development, U.S. Department of the Interior, Field Technical Office, Littleton, Colo.

Sifat Khusus Permukaan Lunak			
Lunak	batu pecah		PERMUKAAN INI LUNAK DAN TAK TERATUR AKAN MENYULITKAN PERJALANAN BAGI ORANG-ORANG YANG CACAT FISIK GERAKNYA.
	tanah		PERMUKAAN INI BURUK UNTUK KURSI RODA DAN KENDARAAN BERODA KECIL LAINNYA.
	rumput		PADA TUNAIETRA AKAN MENDAPKANKAN KESULITAN UNTUK MENGADAKAN ORIENTASI.
	batu sungai		PERMUKAAN INI BENTAK TERHADAP BESI.
	semen tanah		PERMUKAAN HANYA MAMPU MENAHAN LALU-LINTAS RINGAN.
Beragam	pelepah kayu		PERMUKAAN INI SANGAT BERGUNA UNTUK DAERAH-DAERAH DIMANA LALU-LINTAS PEJALAN KAKI AKAN MEMERLUKAN PENUNJANGAN YANG CUKUP KUAT SEPERTI DAERAH-DAERAH REKREASI, TAMAN, BENTANG ALAM, DAN LAIN-LAIN.
	batu hampar		PERSYARATAN PEMELIHARAAN YANG TINGGI DAN BIAYA PEMASANGAN YANG RENDAH.
	agregat ekpos		PERMUKAAN YANG TAK TERATUR DAN JARAK ANTARA YANG LEBAR AKAN MENJADIKAN PERJALANAN SANGAT MENYULITKAN BAGI ORANG-ORANG YANG CACAT FISIK GERAKNYA.
	batu bulat		JARAK ANTARA MUDAH MENGHAMBAT GERAK TONGKAT, SOL SEBUTU, BAN-BAN KECIL, JARAK ANTARA INI HARUS DARI 1/2" DAN TIDAK LEBIH BESAR DARU 1/2".
	batu bata dihamparkan dengan pasir		PERMUKAAN YANG TIDAK TERATUR AKAN MENYULITKAN PERGERAKAN BAGI KURSI RODA DAN KENDARAAN KECIL BERODA LAINNYA.
Keras	lantai kayu		ES DAN SALJU DAPAT MENJADI MASALAH KARENA DAPAT MERUSAKAN PERMUKAAN ATAU SULIT DISINGKIRKAN.
	bata diatas pasir		PERSYARATAN PEMELIHARAAN YANG SEDIKAT DAN BIAYA PEMELIHARAAN SANGAT SANGAT TINGGI.
	aspal		PERMUKAAN YANG KOKOH DAN TERATUR UNTUK BERJALAN DAN MENGEMBAKAND KENDARAAN BERODA.
Keras	beton		JARAK ANTARA DI MINIMUMKAN LEBARNYA KURANG DARU 1/2" DAN DI BERI ACUAN.
	ubin/batu bata di dalam beton		PEMBERIAN ES DAN SALJU DIMUNGKINKAN TANPA TERJADINYA KERUSAKAN BERAT TERHADAP PERMUKAAN.

Gambar 6-2 Bahan permukaan untuk trotoar.

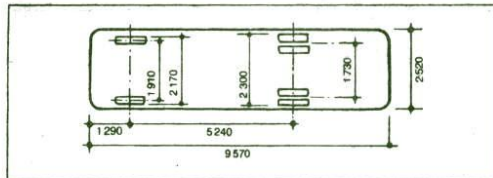
SUMBER: Barrier-free Site Design, U.S. Department of Housing and Urban Development, 1975.



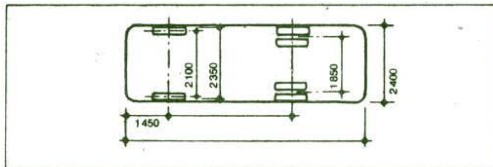
# LAMPIRAN

## RUANG PARKIR

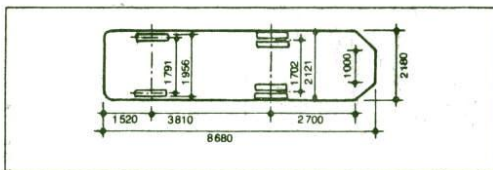
SUMBER : ERNST NEUFERT, DATA ARSITEK



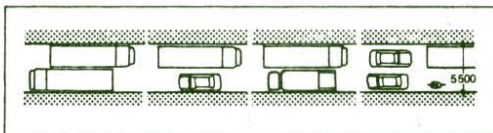
1 Furniture removal van



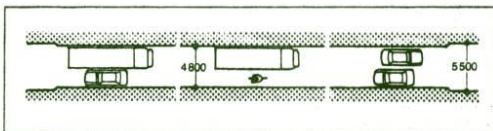
2 Refuse collection vehicle



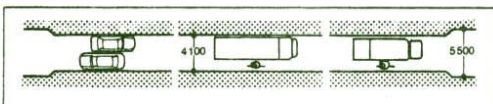
3 Fire engine



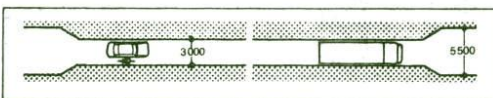
4 Normally max w for residential traffic 5 500: allows all vehicles to pass one another with overall tolerance of 500 for largest vehicle



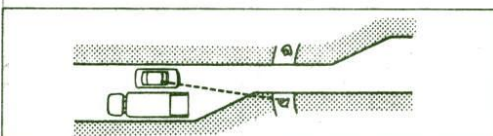
5 Carriageway 4 800 allows wide car & furniture removal van to pass each other with overall tolerance of 500 but is too narrow to allow free movement of large vehicles



6 At 4 100 carriageway is too narrow for large vans to pass vehicles other than cyclists; cars can pass each other with overall tolerance of 500; below this w carriageway too narrow to pass each other comfortably



7 W of 3 000 min between passing bays in single-track system



8 Parking should be discouraged at pedestrian crossing

## ROADWAYS

→USA standards p21  
→access p41-2

Size and geometric characteristics of vehicles determine dimensions of roadways, junctions, turning and parking spaces. Special requirements for bldg serving commerce and industry. Not all types of vehicles likely to use residential roads. Those which do may not need access to all parts of site. In addition to private cars 3 types of vehicle may generally be expected in residential areas: furniture removal vans; refuse collection vehicles; and fire engines →(1)-(3) →p24.

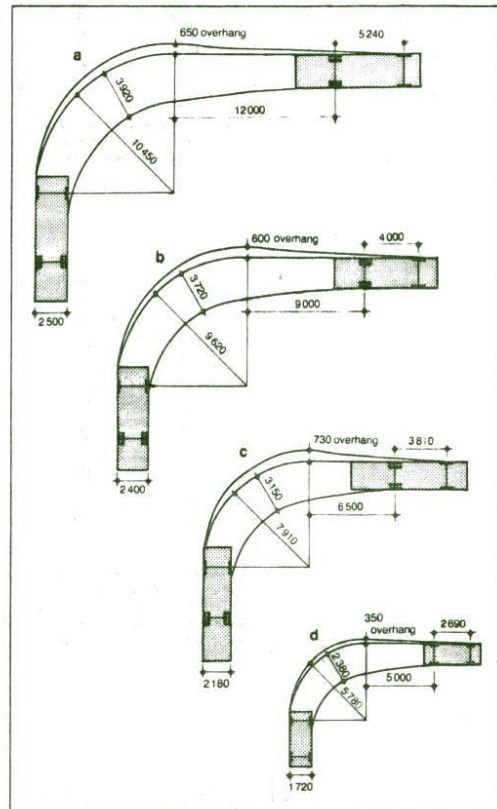
Space required for these vehicles to move and manoeuvre depends on context within which they operate. For major roads national highway authorities lay down max permitted dimensions, axle loads and turning circles. They recommend road widths, sightlines and other characteristics of major urban and rural roads.

On residential roads traffic flows light and some tolerance in dimensions acceptable, eg to preserve existing features. Road widths narrower than 5 500 acceptable →(4)-(7).

Parking provision conditions adequacy of road width. Where roads give direct access to dwellings and parking spaces roadways likely to be used for casual parking. Where this does not happen widths largely determined by considerations of moving traffic. Narrowed sections may be used to discourage parking where there is danger at pedestrian crossing →(8) (rare in USA).

Allowance must be made for increase in width of larger vehicles at bends and for their turning and manoeuvring →(9).

**NB diagrams on this page apply for left hand circulation; for USA dimensions and reg →p21 250**



9 Vehicle turning through 90° a furniture van b refuse vehicle c fire appliance d private car

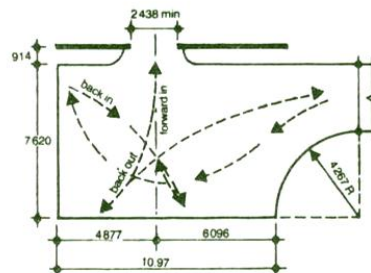
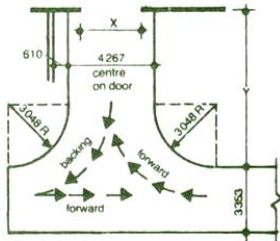
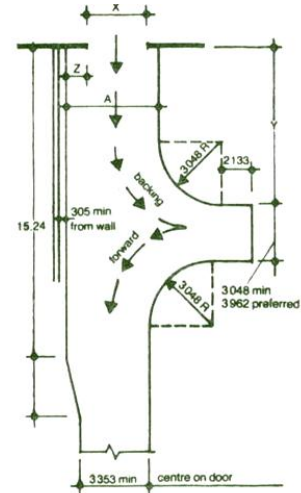
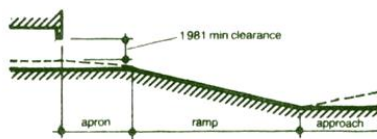
# LAMPIRAN

## RUANG PARKIR

SUMBER : ERNST NEUFERT, DATA ARSITEK

ramp	approach	apron
4%	0-4%	0-2%
5%	0-3%	0-2%
6%	0-2%	0-2%
7%	0-1%	0-1%
8%	0%	0%

road to gar ramps

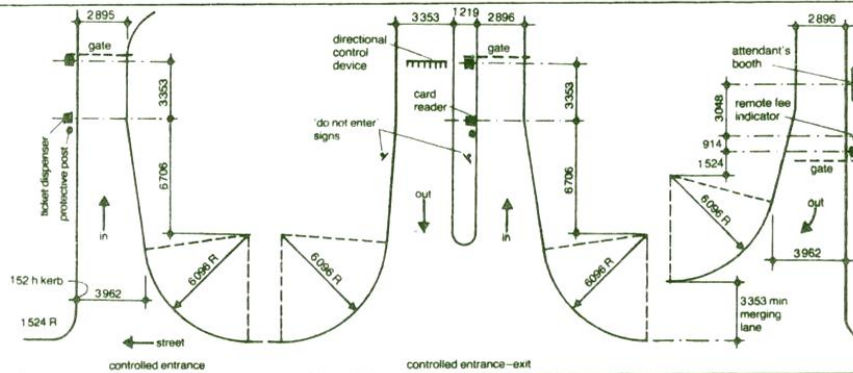


note: 3 manoeuvre entrance for 1 car: only use when space limitations demand: dimensioned for large car

90° in - back out (1 car)					
X	2.67	2.74	3.05	3.35	3.66
Y	7.62	7.47	7.21	7.01	6.7

straight in - back out				
X	2.74	3.05	3.66	4.88
Y	7.92	7.62	7.16	7.81
Z	1.02	0.91	0.61	0.91
A	4.37	4.39	4.47	6.1

### 2 Gar entrances with gradients for ramps

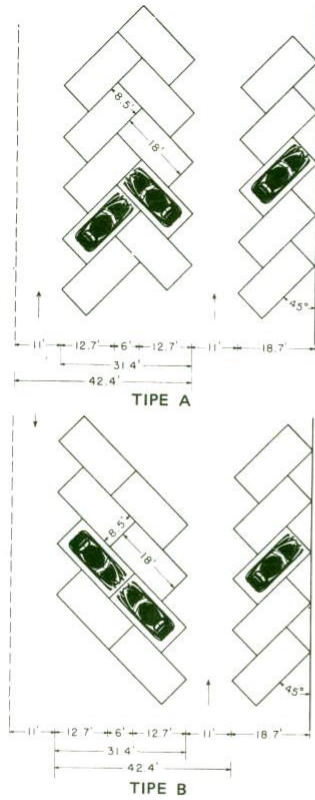


### 3 Entrances for pay gar or car parks

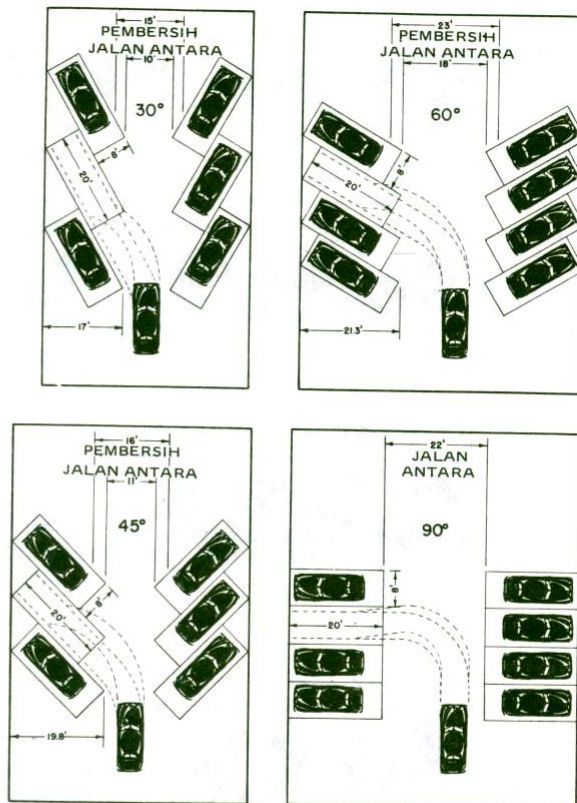
# LAMPIRAN

RUANG PARKIR

SUMBER : ERNST NEUFERT, DATA ARSITEK



Gambar 4-32 Tataletak parkir pola "Herringbone."



Gambar 4-33 Persyaratan ruang dan jalan antara untuk parkir di lahan atau garasi pada berbagai sudut.

SUMBER: *Parking Guide for Cities*, U.S. Department of Commerce, Bureau of Public Roads, 1956.