

Metro Cebu

Arch 162 THU-2 | Ang, Edgar, Gabriel, Que, Torio, Varquez

Mega Cebu 2050 Vision

As a growing metropolis, Cebu has begun expanding its industries from the industrial to the cultural and creative.

Recently, the Cebu government is working towards the Mega Cebu 2050 goal of creating "a vibrant equitable, sustainable, and competitive environment that embraces Cebu's creativity and its cultural, historical, and natural resources" (JICA, 2013).

With this, projects have focused on the fusion of culture, history, creativity, and sustainability through education, tourism, and enterprise (JICA, 2013).

GOALS AND OBJECTIVES

ENVIRONMENT

- The excellent access to scenic shorelines provides opportunities for production- and recreation-related facilities and should be maximized.
- The abundance of protected forests inland should continually be preserved

TRANSPORT

- The seemingly strong transport road backbone is actually problematic. This poses a need for intervention to achieve a polycentric sustainable metropolis that will reduce the heavy use of personal cars and traffic congestion and encourage pedestrian connections, green spaces, and a stronger public transport network.

FACILITIES

- Most developments are near coastal areas which increase congestion and pose a higher risk for hazards and must be equipped with disaster-resilient design interventions.
- The presence of inland schools suggests residents living in high forested inland areas, which poses the question of whether or not developments in these areas are effective despite the lack of necessary facilities, especially for health

1 GOAL # 1: SAFETY

Objectives:

- To minimize risks posed by hazards
- To have more resilient buildings or projects

2 GOAL # 2: PRODUCTIVITY

Objectives:

- To integrate pedestrian connections and a stronger public transport network
- To introduce facilities that will offer sustainable long-term livelihood opportunities for the locals

3 GOAL # 3: RECREATION

Objectives:

- To incorporate projects focusing on the preservation of bodies of water through restoration projects
- To incorporate public green spaces observing waterfront easements to prevent flooding

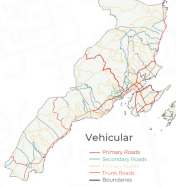
10-YEAR VISION

"A more sustainable and resilient Metro Cebu socially, environmentally, and economically"

PROPOSALS

METROPOLITAN SCALE

(Source: OSM Data, 2020)



- Primary:** provides good vehicular transport within the central cluster
- Secondary & Tertiary:** connects well with the primary roads and is well-dispersed
- Trunk:** supports primary roads well and provides a strong backbone of vehicular transport throughout the whole metropolis
- Public Network:** Lacking and highly centralized in the urban cluster



- Residential & Service:** highly centralized in the urban cluster, dissipating towards the cities in the North and South
- Cycleways:** minimal allocation in the whole metropolis
- Pedestrian Footpaths:** well-dispersed but often disconnected from other pathways

1 SAFETY

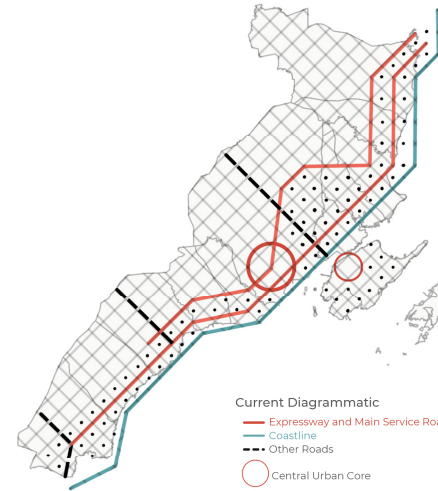
- Allocate an emergency nucleus that is highly accessible from major transport lines
- Protect green areas and land conservation settlements
- Provide buffer zones and easements along green areas and river banks from the metropolitan area
- Proper zoning and programming of no-build zones & allow for the community to be conscious of this importance by allowing sighting of these areas from residential complexes, office spaces, and other facilities

2 PRODUCTIVITY

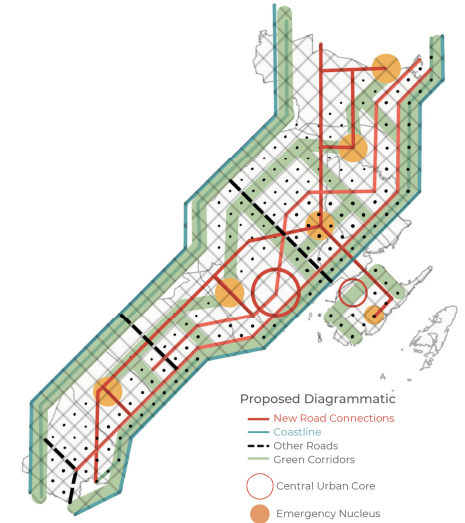
- Deviate developments from the singular road transport spine to provide greater public access and reduce congestion and decentralization
- Establish accessibility via walkable metro bubbles and interconnected with a blue-green system
- Introduce facilities that will offer sustainable long-term livelihood opportunities for the locals

3 RECREATION

- Allot more waterfront recreation investments integrated with public transport, aiding in promoting the identity of Metro Cebu
- Link buffer zones and no-build zones (under Safety) to increase awareness and community involvement in land preservation and resilient design



Current Diagrammatic
 - Expressway and Main Service Road
 - Coastline
 - Other Roads
 - Central Urban Core

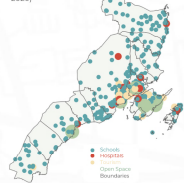


Proposed Diagrammatic
 - New Road Connections
 - Coastline
 - Other Roads
 - Green Corridors
 - Central Urban Core
 - Emergency Nucleus

URBAN SCALE

Social Facilities

(Source: OSM Data, 2020)

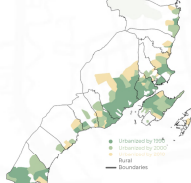


Observations

- Hospitals:** highly centralized on urban areas, which is a concern for those living in the rural areas with difficult access
- Schools:** well-dispersed, even on rural areas
- Libraries:** lack of expansion towards rural areas, but this may also be due to a different type of leisure for these areas

Urban Growth

(Source: JICA Report)

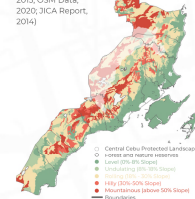


Observations

- Urbanization in Metro Cebu first began in the metro's center, where Cebu City, Mandaue City, and Lapu-Lapu City are located
- Urban growth seems to originate at coastal areas before spreading inland

Landforms

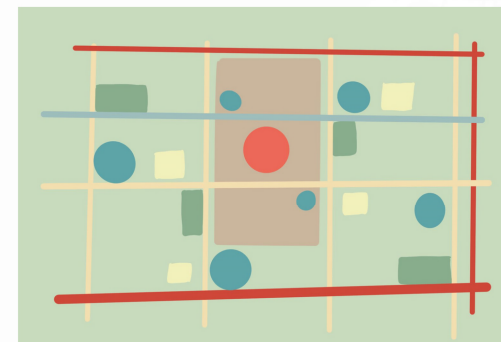
(Source: NAMRIA, 2016; OSM Data, 2020; JICA Report, 2014)



Observations

- More than half of Metro Cebu, situated inland, has rolling to mountainous slope. Meanwhile, coastal areas are more level.
- Reserves:** CCPL covers more than a third of Cebu City and surrounding areas. Other major reserves are the Buhisan Watershed in Cebu City and Olango Wildlife in Lapu-Lapu City.

- Addition of more livelihood facilities for technical vocation and alternative incomes
- Incorporation of disaster mitigation measures in infrastructure planning
 - In the design of infrastructure facilities, agencies and LGUs should make sure that the integrity of the environment and natural resources is not compromised.
- Develop and Promote a Region-wide System of Open Space Corridors in Urban Centers
 - As a framework to protect the natural environment and provide outdoor recreation opportunities for urban dwellers, the plan will promote the development of a region-wide system of open space corridors. These are designated strips of land of various sizes in urban areas where no permanent structures will be allowed to be built.



Proposed Diagrammatic
 - Primary Road
 - Inter-urban Roads
 - Secondary Roads
 - Commuter Line
 - Central Urban Core
 - Livelihood Facilities
 - Emergency Urban Centers
 - Green Corridors
 - Environmental Protection & Compensation