

PROPOSAL FOR THE DEVELOPMENT OF CEBU CENTRAL STATION

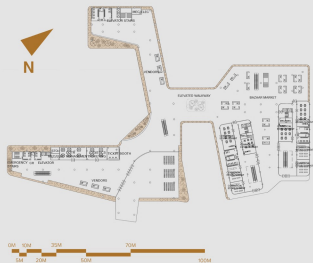
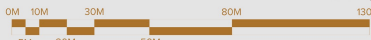
IMPORTANTE | ARCH 142 KDC



BRT STATION

DESIGN GOALS

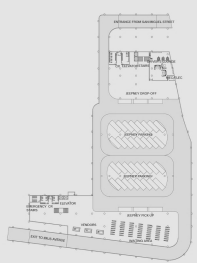
- LESSER HASSLE DAILY COMMUTE
- ATTRACTS TOURISTS
- EMBODIES LOCAL WORKS
- EMPOWERS LOCAL WORKERS & PROVIDES SPACES FOR THEM



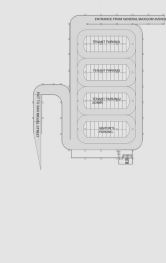
SECOND FLOOR PLAN



THIRD FLOOR PLAN



FOURTH FLOOR PLAN



UNDERGROUND FLOOR PLAN

OVERVIEW

In the past years, Metro Cebu has been experiencing economic success and the population in the metropolis has been increasing with it.

One of the metro's cities, Cebu City, despite being the second largest city in the Philippines with a lively commercial and industrial hub, is continuously losing time and money with the heavy traffic experiences.

Thus, the development of an accessible and efficient central station with an integrated market can become a facilitator and aid the city's increasing productivity and economic growth, and also encourage the use of mass transportation in the city.

MACRO MAP



NOTABLE AREAS

VICINITY MAP



The chosen site is the corner lot along Imus Avenue and the Cebu Transcentral Highway, General Maxilom Avenue. This site has the following criteria that make it ideal for the Cebu Central Station:

- The site is accessible for targeted users, is easily located, and is currently passed by public vehicles and pedestrians because of the two major roads, Imus Avenue and the Cebu Transcentral Highway.
- The site is surrounded by commercial, residential, and institutional buildings to make it favorable for target users. Some notable establishments around the site are the GOWA, DOLE, Schools, and UFRS.
- The site is near existing or proposed terminals such that the roads surrounding the site are the typical route from piers and other terminals. Besides there, the proposed BRT passes through these major roads and a station can be placed here.

Thus, the chosen site can become a successful central terminal with an integrated market that sells goods and services from Cebu City since it is situated near busy roads, along the proposed railway, and near bus terminals.

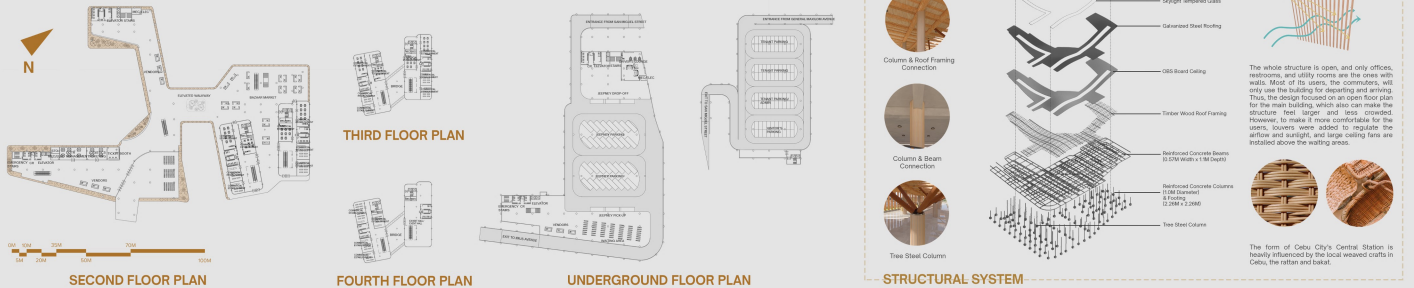
PUBLIC TRANSPORT SERVICES

The central terminal station will serve as a linkage for public transport vehicles, tricycles, jeepneys, buses, and BRT. This building allows commuters to easily transfer from one vehicle to another, while having access to local goods and services.

BUS STATION



JEEPNEY STATION



STRUCTURAL SYSTEM

The whole structure is open, and only offices, restrooms, and utility rooms are the ones with walls. Most of its users, the commuters, will only use the building for departing and arriving. Thus, the design focused on an open floor plan for the main building, which also can make the structure feel lighter and less crowded. However, to make it more comfortable for the users, covers were added to regulate the airflow and sunlight, and large ceiling fans are installed above the waiting area.

The form of Cebu City's Central Station is heavily influenced by the local weaved crafts in Cebu, the raffia and batik.



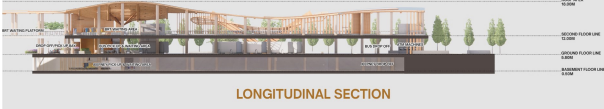
FRONT ELEVATION



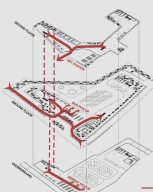
CROSS SECTION



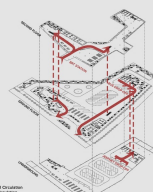
RIGHT SIDE ELEVATION



LONGITUDINAL SECTION



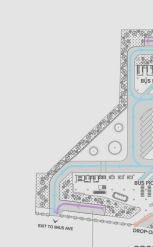
DEPARTING CIRCULATION



ARRIVING CIRCULATION



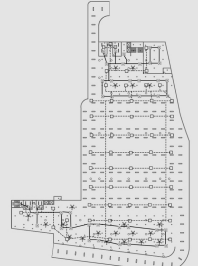
ZONING



VEHICLE CIRCULATION



UNDERGROUND FLOOR PLAN



LEGEND:

The underground jeepney station will have a local exhaust system installed, to remove the contaminants coming from jeepney vehicles, to continuously supply outside fresh air, and to maintain comfortable temperature levels for the commuters and drivers.

LOCAL EXHAUST SYSTEM FOR UNDERGROUND

