PORTFOLIO

ALFONSO DATUIN

Architecture Portfolio - 2023

CONTENTS

01| The Node

Intermodal Transportation Terminal

In September of 2021, The Node claimed the top prize as the grand winning entry in the Worldbex Projeto Ideas & Design Competition 2021 titled, "Intermodal Transportations: Revolutionizing Metro Manila's Commuting Facilities".

The competition was conducted by Worldbex Services International. It was a nationwide architectural and design competition which focused on the metro's current design problems.

The Node aims to provide efficiency and access to transportation networks that would serve as a focal point to pedestrian and vehicular circulation within the area. This would grant easy access to modes of transportation that circulate to multiple destinations in and out of the metro. Along with access to transportation, it would also grant people shared spaces to generate community development by amplifying the existing cultural context in the site.

The project site is the Intermodal Transportation Terminal in Ermita, Manila. The design embodies a deconstructivist approach in planning and designing the structure with its sub-spaces found in the interior. The limited use of walls and barriers allows the occupants of the terminal to experience areas of each level profoundly— hence, an open- type plan.

The project highlights the essence of what a node is and contains programs such as multiple terminals for buses, jeepneys, UV expresses, LRTs and ferries. It also includes a carpark and a cultural hall.

Worldbex is known to stand for the Philippines' building and construction exposition. As it gathers the finest local and international companies that cater to a wide variety of construction and design needs.

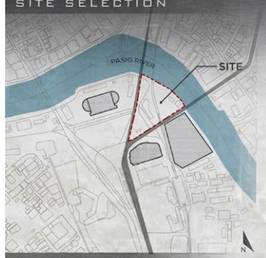
THE NODE

AN OPEN TYPE
INTERMODAL TERMINAL

PROJETO
2021

THE CULMINATION OF THE DESIGN OF THE NODE AIMS TO PROVIDE EFFICIENCY AND ACCESS TO TRANSPORTATION NETWORKS THAT WOULD SERVE AS A FOCAL POINT TO PEDESTRIAN AND VEHICULAR CIRCULATION WITHIN THE AREA. THIS WOULD GRANT EASY ACCESS TO MODES OF TRANSPORTATION THAT CIRCULATE TO MULTIPLE DESTINATIONS IN AND OUT OF THE METRO. ALONG WITH ACCESS TO TRANSPORTATION, IT WOULD ALSO GRANT PEOPLE SHARED SPACES TO GENERATE COMMUNITY DEVELOPMENT BY AMPLIFYING THE EXISTING CULTURAL CONTEXT IN THE SITE.

SITE SELECTION

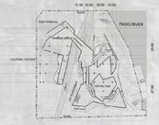


GROUND FLOOR PLAN

SECOND FLOOR PLAN

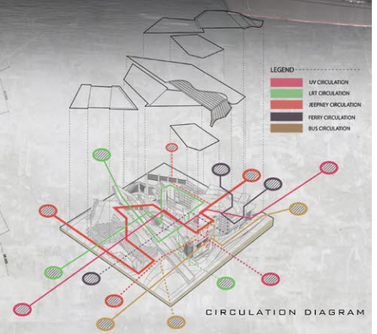
THIRD FLOOR PLAN

FOURTH FLOOR PLAN



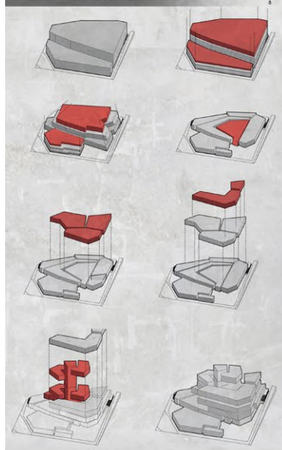
FIFTH FLOOR PLAN

ROOF PLAN

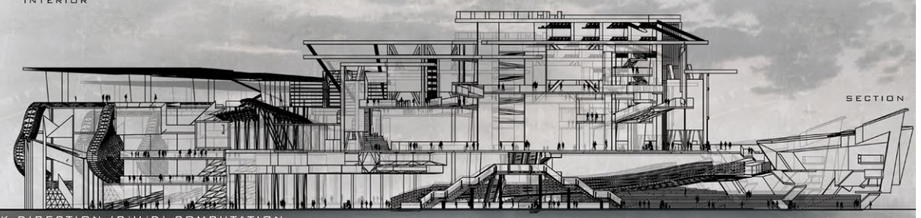


CIRCULATION DIAGRAM

FORM ITERATIONS



INTERIOR



SECTION

PASSENGER RATE PER HOUR PEAK DIRECTION (P/H/D) COMPUTATION

SINGLE VEHICLE SYSTEM
JEEP – 23 PASSENGER CAPACITY X 12 JEEPNEYS/HR = 276 P/H/D
P2P BUS – 60 PASSENGER CAPACITY X 6 BUSES = 360 P/H/D
REGULAR BUS – 60 PASSENGER CAPACITY X 10 BUS SLOTS = 600 P/H/D
FERRY – 57 PASSENGER CAPACITY X 1 TRIP (AT 5:15>7:45, 17:45) = 57 P/H/D
UV EXPRESS – 14 PASSENGER CAPACITY X 10 UV'S /HR = 140 P/H/D

MULTI-VEHICLE SYSTEMS
TRAIN – 125 PASSENGER CAPACITY
X 3 CARS X 12 TRAINS/HR (5MINUTE INTERVALS)
= 4,500 P/H/D

THE BUILDING FOOTPRINT OF THE NODE TRANSPIRES TO BE AN EFFECTIVE PASSIVE COOLING ARCHITECTURE AND AIMS TO PROMOTE AN ENVIRONMENT FREE FROM ALL TYPES OF CONGESTION INCLUDING ARTIFICIAL VENTILATION.

POWER HOUSE

BOARD 1

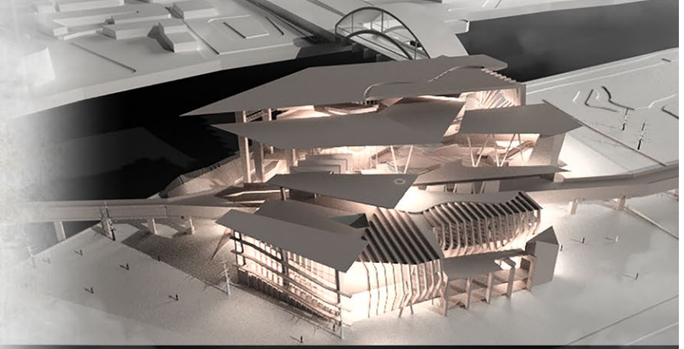
THE DESIGN OF THE STRUCTURE FINDS ITSELF BLENDING IN AND COMPOSING ITSELF WITH LANDMARKS AND HISTORICAL SITES IN ITS SURROUNDING. THIS IS EVIDENT IN ITS USE OF VERNACULAR MATERIALS EVIDENT IN THE AREA. STRUCTURAL ELEMENTS MIMIC THOSE OF HISTORICAL BUILDINGS IN ITS PROXIMITY. HOWEVER, THE MAJORITY OF THE BUILDINGS IN THIS AREA RUN ON OLDER TECHNOLOGICAL AND STRUCTURAL SYSTEMS WHICH MAKE IT HARD FOR SOME OF THESE TO KEEP UP WITH MODERN TIMES AND THE DEMANDS OF THE PEOPLE. AS A SOLUTION TO THIS, THE PROPOSAL CONTAINS MODERN SYSTEMS THAT EASE THE DAILY ACTIVITIES RELATED TO TRANSPORTATION. THE APPLICATION OF SUCH TECHNOLOGY AND DESIGN ADDRESSES THE PROBLEM OF THE CONSISTENCY AND REGULARITY OF TRANSPORTATION.

UV SCHEME

BUS SCHEME

FERRY SCHEME

TRAIN SCHEME



RIGHT SIDE ELEVATION

LEFT SIDE ELEVATION

FRONT ELEVATION

REAR ELEVATION

THE NODE

AN OPEN TYPE
INTERMODAL TERMINAL

PROJETO
2021

POWER HOUSE

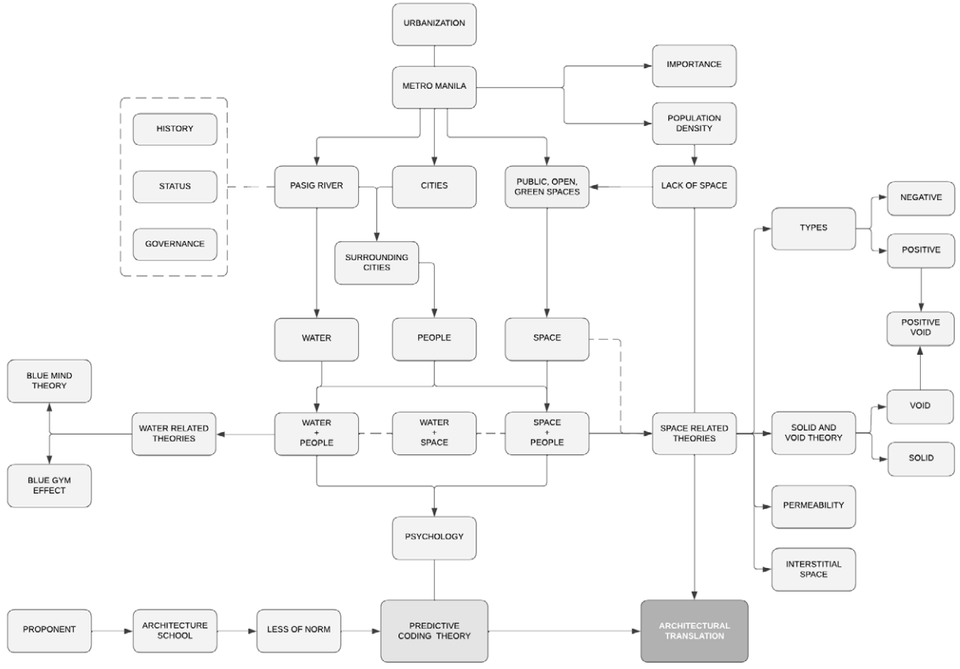
BOARD 2

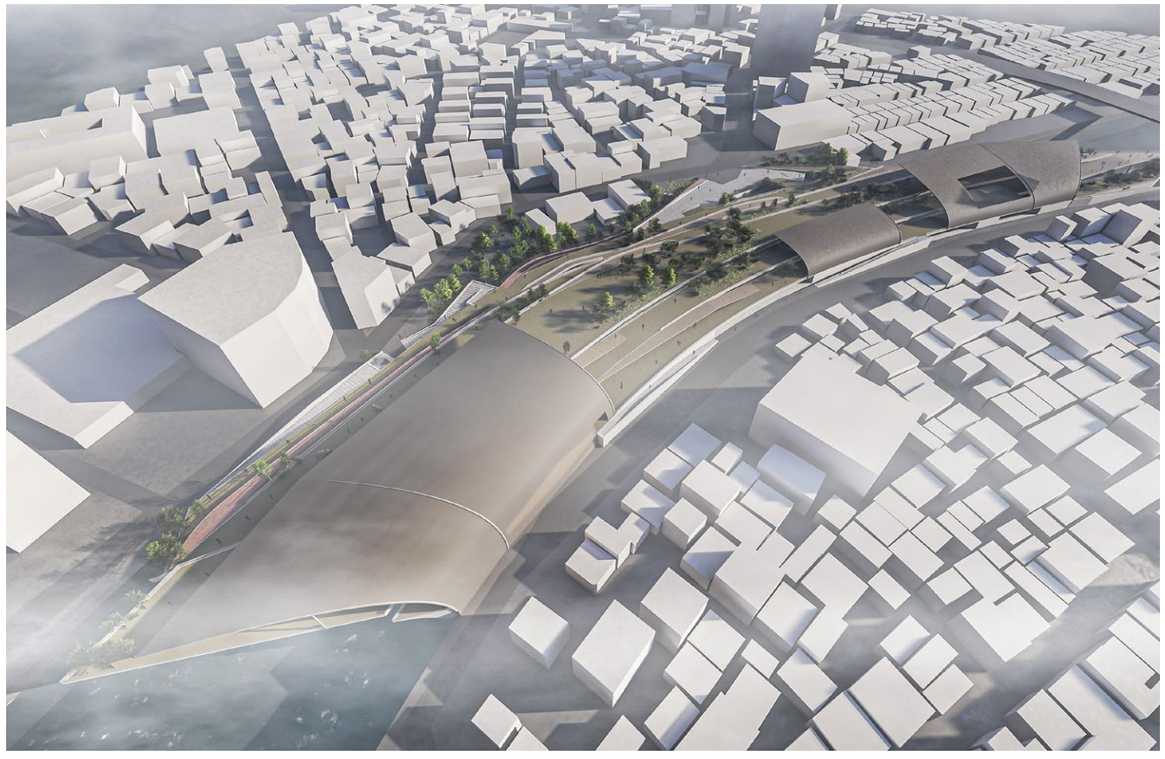
02| Consider the River

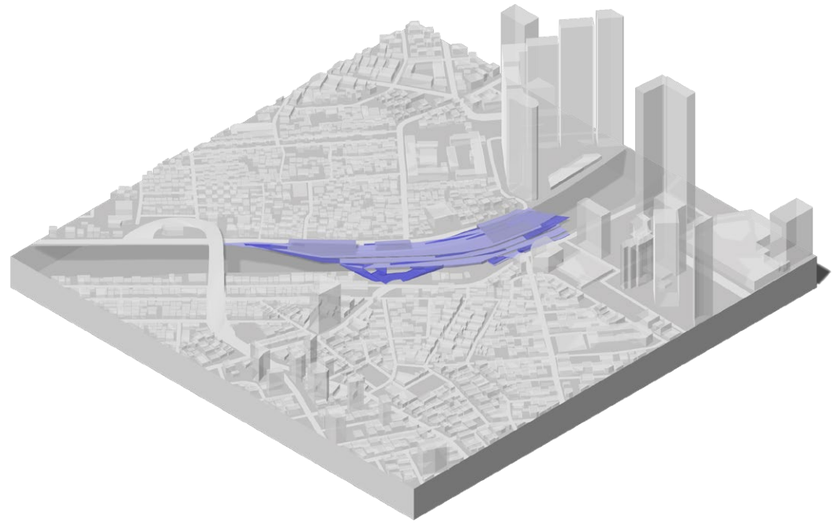
An Explorative Design of Open Spaces for Pasig River through the Predictive Coding Theory in Addressing High Population Density

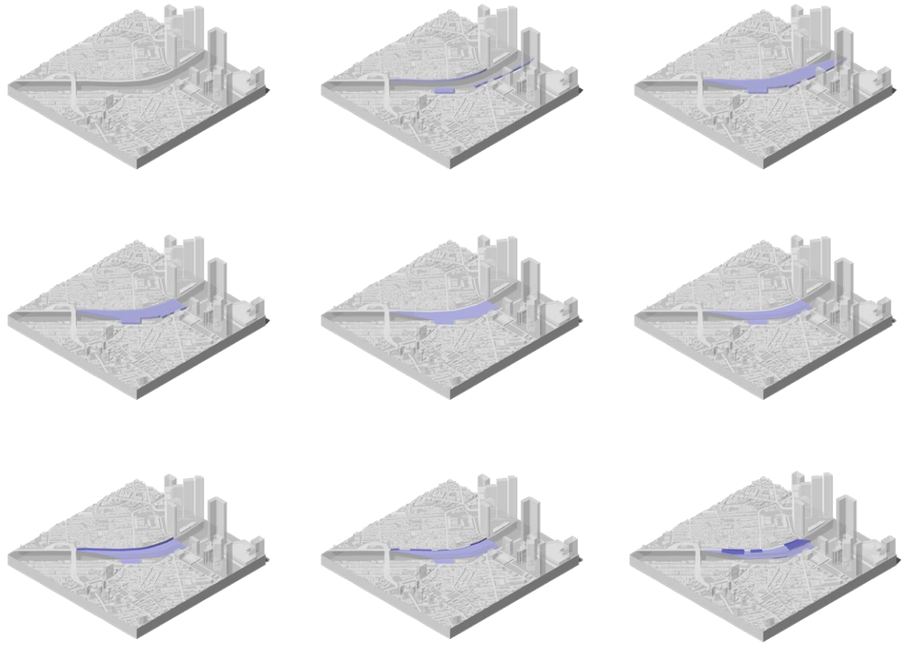
Metro Manila has a population density of 21,765 persons per square kilometer which is 60x the national population density. High population density includes land area as a major factor. The relation of elevated population density and land area is the demand for urban developments which take up former open spaces.

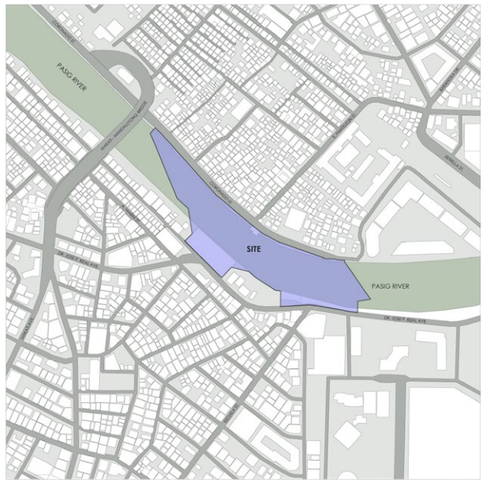
This results to lack of public open and green spaces. In numbers, a total of only 0.03% of the 600 sq. km. region are areas of green space which is significantly below world standards. The lack of open spaces has become consequential to its inhabitants as changing demographics increase the need for these spaces to support daily human activities.


URBANIZATION
METRO MANILA
IMPORTANCE
POPULATION DENSITY
HISTORY
STATUS
GOVERNANCE
PASIG RIVER
CITIES
PUBLIC, OPEN, GREEN SPACES
LACK OF SPACE
SURROUNDING CITIES
WATER
PEOPLE
SPACE
TYPES
NEGATIVE
POSITIVE
POSITIVE VOID
BLUE MIND THEORY
WATER RELATED THEORIES
BLUE GYM EFFECT
WATER + PEOPLE
WATER + SPACE
SPACE + PEOPLE
SPACE RELATED THEORIES
SOLID AND VOID THEORY
VOID
SOLID
PERMEABILITY
INTERSTITIAL SPACE
PSYCHOLOGY
PROPONENT
ARCHITECTURE SCHOOL
LESS OF NORM
PREDICTIVE CODING THEORY
ARCHITECTURAL TRANSLATION

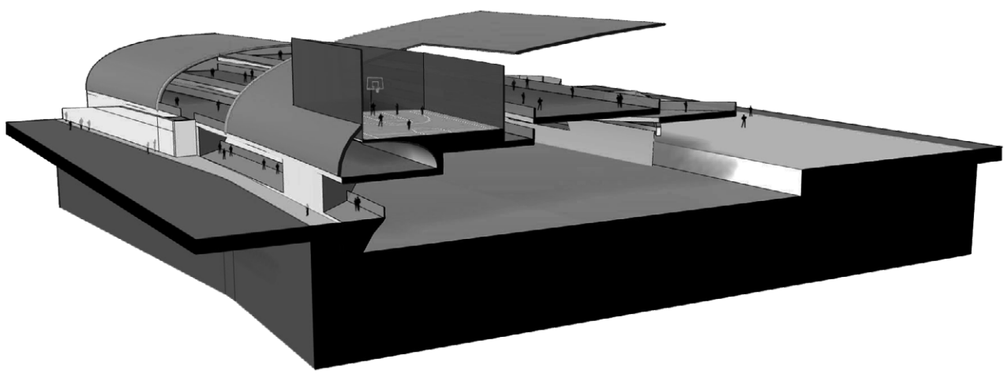








The exploration of open spaces for Pasig River has taken a conceptual form based on the research that has been conducted. Together with key theories which revolved around the main driver, the predictive coding theory, an architectural translation encapsulated the entirety of the study. The design was achieved by exploring how humans and open spaces correlate with each other when water was added as a variable. Metro Manila's main river is the Pasig River. By proposing the region's river, the design was anchored on land + water developments and technologies.

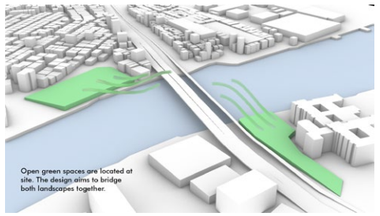


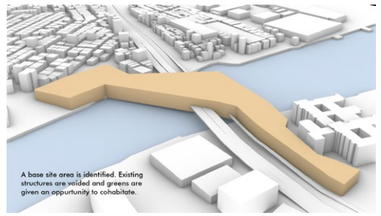
03| Flyover Maneuver

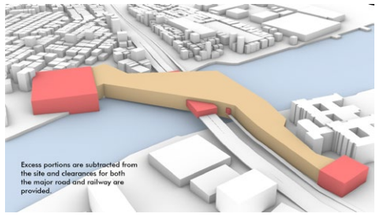
Recreational Landscape & Terminal

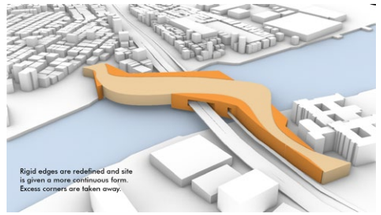
"Flyover Maneuver" is designed for the people of Sta. Mesa and Pandacan. It serves as a linkage for both sectors—to be able to present the continuity and connectivity that these should bear. To maneuver is to redirect, guide or even manipulate, and the design intervention aims to do just as such. The people are in great need of more walkable spaces and a breathable environment; they necessitate a less saturated cityscape and an outdoor living space that could serve as extensions of their dense homes. Motorists are also considered, as the colors would stimulate appreciation and value to the highway, which would

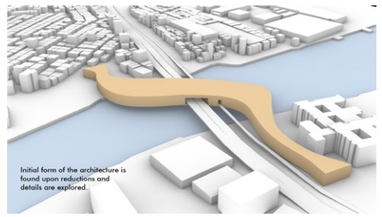
Compared to the rigidness of the buildings one is accustomed to seeing, the form evident in the design gives a sense of movement and flow in its manner. The goal of the design is to deviate from existing forms and somehow blend natural forms with architecture, thus, creating an intervention that connects landscapes. To persist on with the reoccurring theme of fluidity, the connection of the ferry line with the Philippine National Railway is key to the programs that have been thoroughly designed for them.

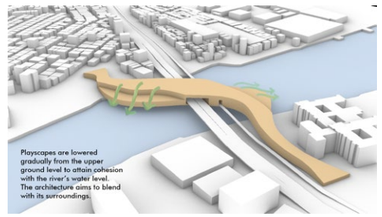


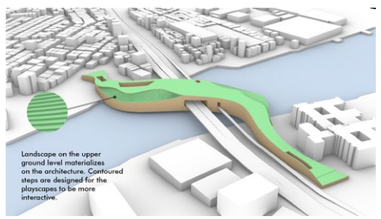


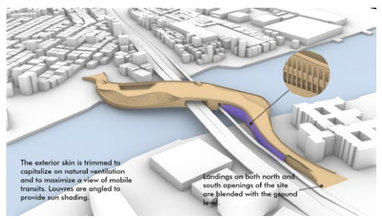


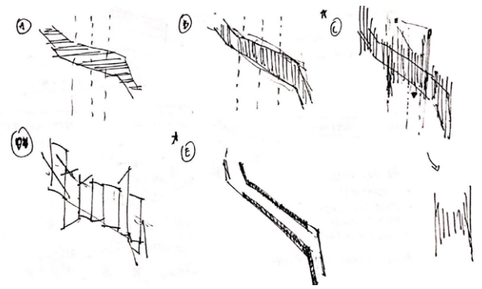








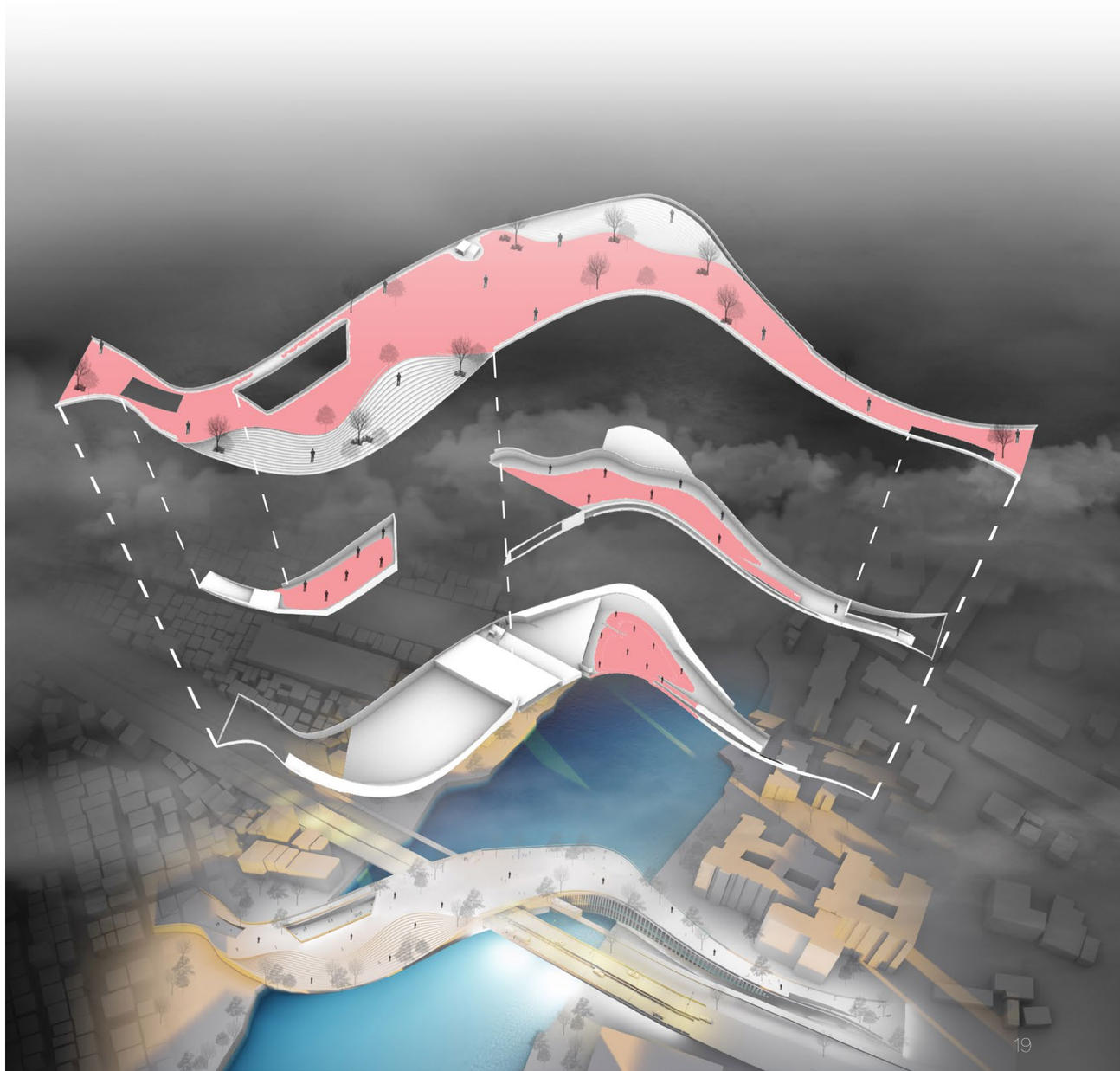




In June of 2020, during the Archinext: HCG Young Designers' Competition, the Flyover Maneuver ranked top 10 among 187 contestants. The competition was titled "UGNAYAN: A Community Multiplex Interactive Space".

Archinext: HCG Young Designers' Competition (AYDC) challenges the ingenuity and proficiency of young students to design sound yet sustainable architectural masterpieces. It is a platform that tests and showcases creativity.

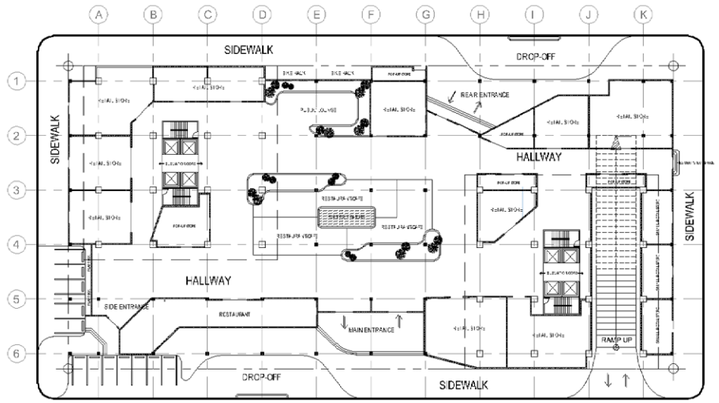
AYDC, is in partnership with the United Architects of the Philippines (UAP) and the Council of Deans and Heads of Architecture Schools in the Philippines (CODHASP).



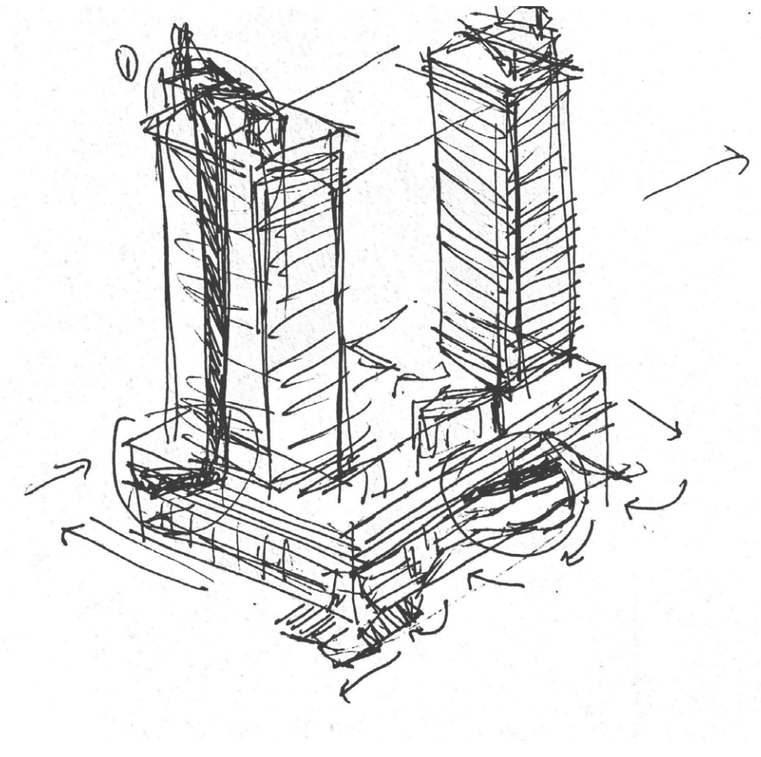
04| Windbreaker Hotel

Luxury Hotel with Commercial Spaces

The Windbreaker Hotel contains a variety of spaces. The ground level provides generous opportunities for commercial and retail establishments. A multi-level carpark is found right above the commercial establishments and it is designed to have high efficiency. The podium level is a mix of function rooms and greenery. A 50-meter swimming pool is located right in the middle of the two towers for equal access. The design of the hotel is equipped with multiple geometric elements that contributes to its overall aesthetics.



The sharpness and imposing character of these elements all led to its label, Windbreaker. The ground floor level may be accessed by non-customers of the hotel which caused the need for readily available outdoor parking spaces. This also helps ease the movement of traffic as it can be used by vehicles on standby to avoid clogging the driveways. The ground floor plan indicates drop-off areas on both the north and south sides of the hotel as the commercialized ground floor has entry points in both .



05| In-Store Design

Best Design Award

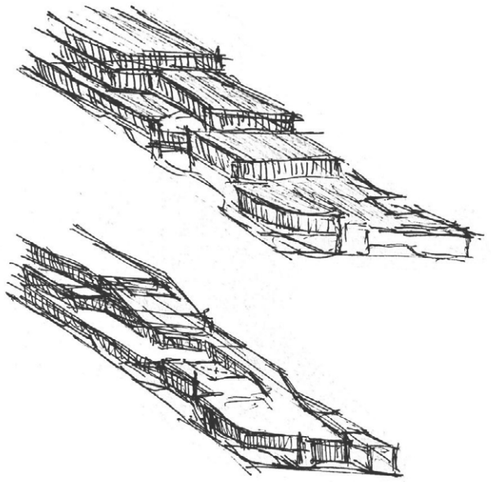
De La Salle- College of St. Benilde, in partnership with Human Heart Nature Philippines, held a competition during the industrial design fest last July 2019. The competition called on representatives from ID, Architecture, Fashion Design and merchandising, and Interior Design, in coming up with the best design solution for a sustainable kiosk, pop-up store, and an in-store design for Human Heart Nature.

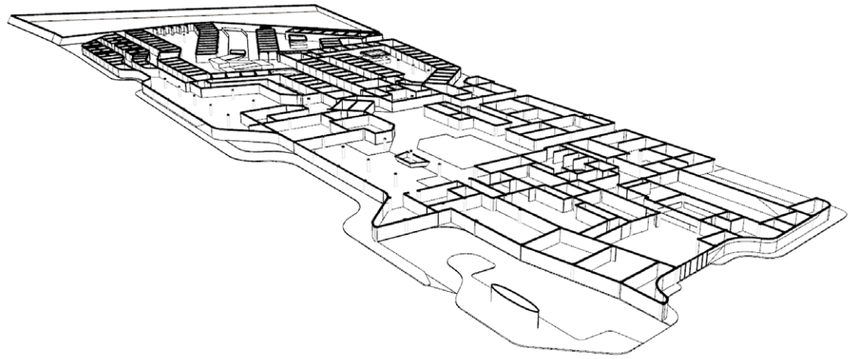
The design was awarded Best Design Award for the first ever collaborative competition of the courses. It ranked first among ten teams that participated.

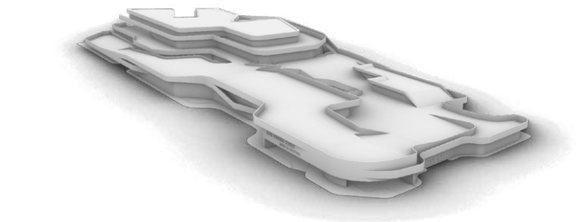
The finale was judged by Human Heart Nature's Ms. Caccam (Marketing), Ms. Gonzales (Head of Sales), Mr. Er (WDO Board member), and Ms. Nobleza (Chairperson, BS-ID). The design for the in-store concept used mostly of reclaimed woods and plastics. The entire area of the store was divided into three parts namely the sampling and testing area (left) , refilling area (center), and payment area (right).

06| Los Baños Prime Hospital

Los Baños Prime Medical Hospital is a 200-bed facility that is designed mainly for pandemic times. The hospital is equipped with various programs that are necessary for maximum performance of the facility. In terms of the architecture, it manifests a brutalist approach that is integrated with landscaping and agriculture. This design approach aims to highlight an important characteristic of Los Baños, such as its agriculture and biosystem.







The materials used for the design focused on subdued tones and natural elements to show a reflection of the surrounding environment where the hospital is located. Research show that there are psychological benefits in humans if they are exposed to natural features like shown in the images. Since UP Los Banos is abundant of green biodiversities and agriculture, it may also serve as an opportunity for the stakeholders in engage themselves for the well-being of the patients. Areas like the lobby capitalizes on natural ventilation to limit the usage of artificial cooling that could be more hazardous in airborne diseases and contagious viruses.

26

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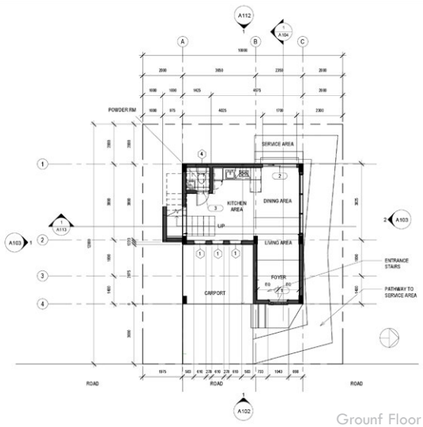
07| Modular House

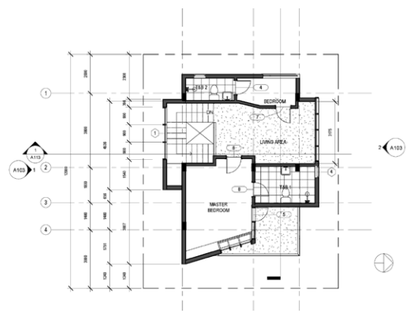
Residential House

The buildable floor area for this modular house was a limiting 42-square meters. The design stretched the boundaries and maximized its potential as it focused on the expansion of the second floor. This house tackled on the challenge of putting together pre-fabricated and modular parts that envisions a future of easily assembled houses. Given that modular parts are usually in cubic forms, the design brought this norm up a notch as it takes on slanted walls and unique openings.

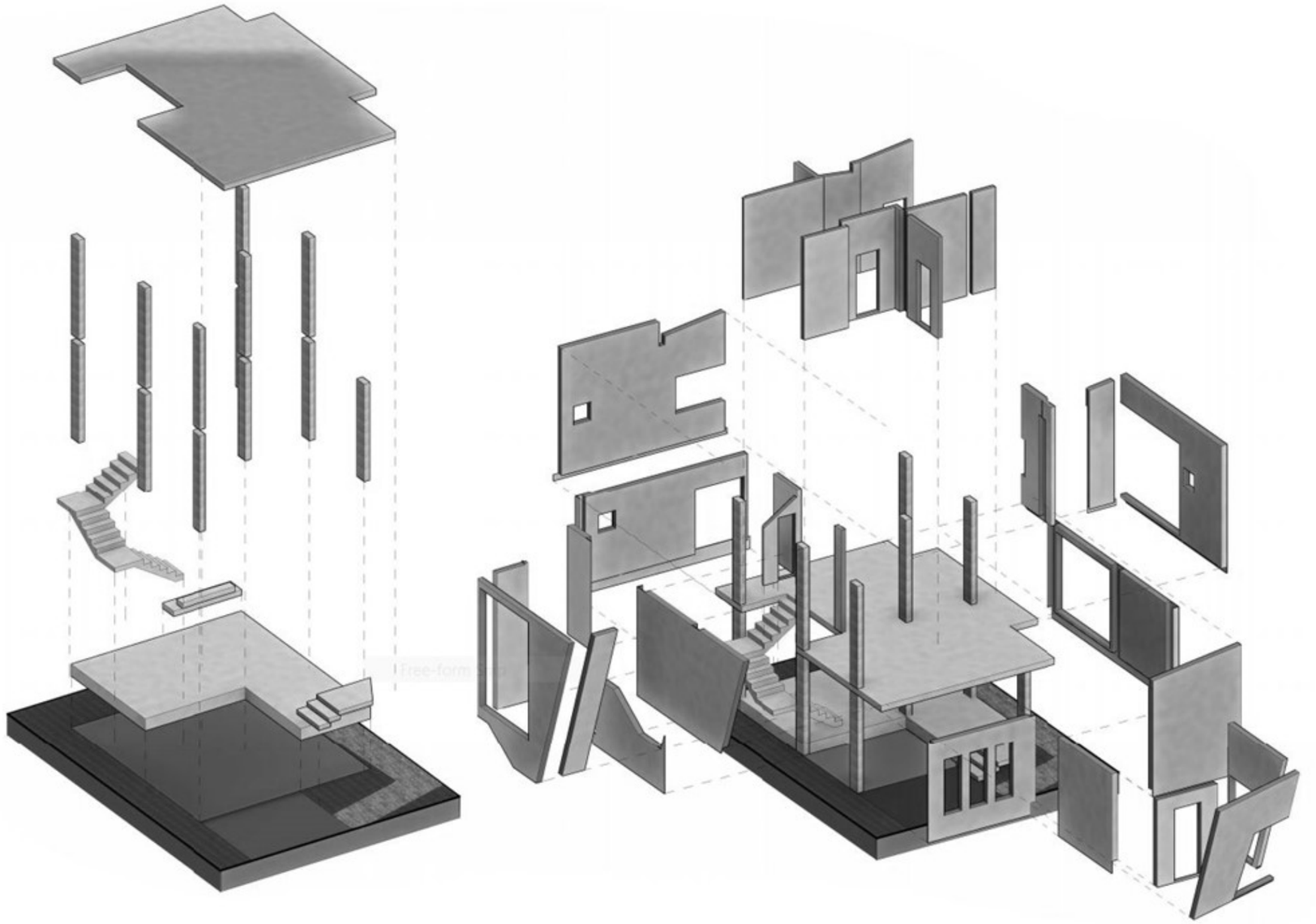
The materials used inclined more on earthly tones with the hues of brown and grays. The house contains all the necessities of a home such as the bedrooms, a kitchen, dining area, bathrooms, etc. It includes a carport which is found right beside the main entrance.



Grounf Floor Plan



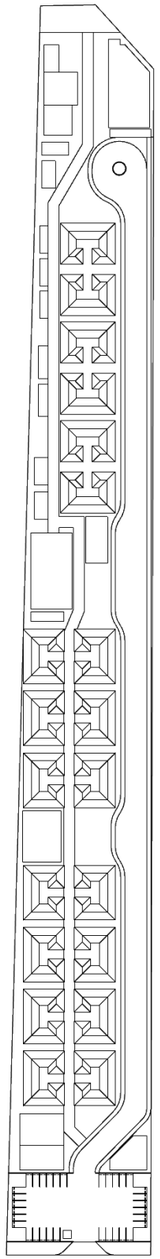
Second Floor Plan



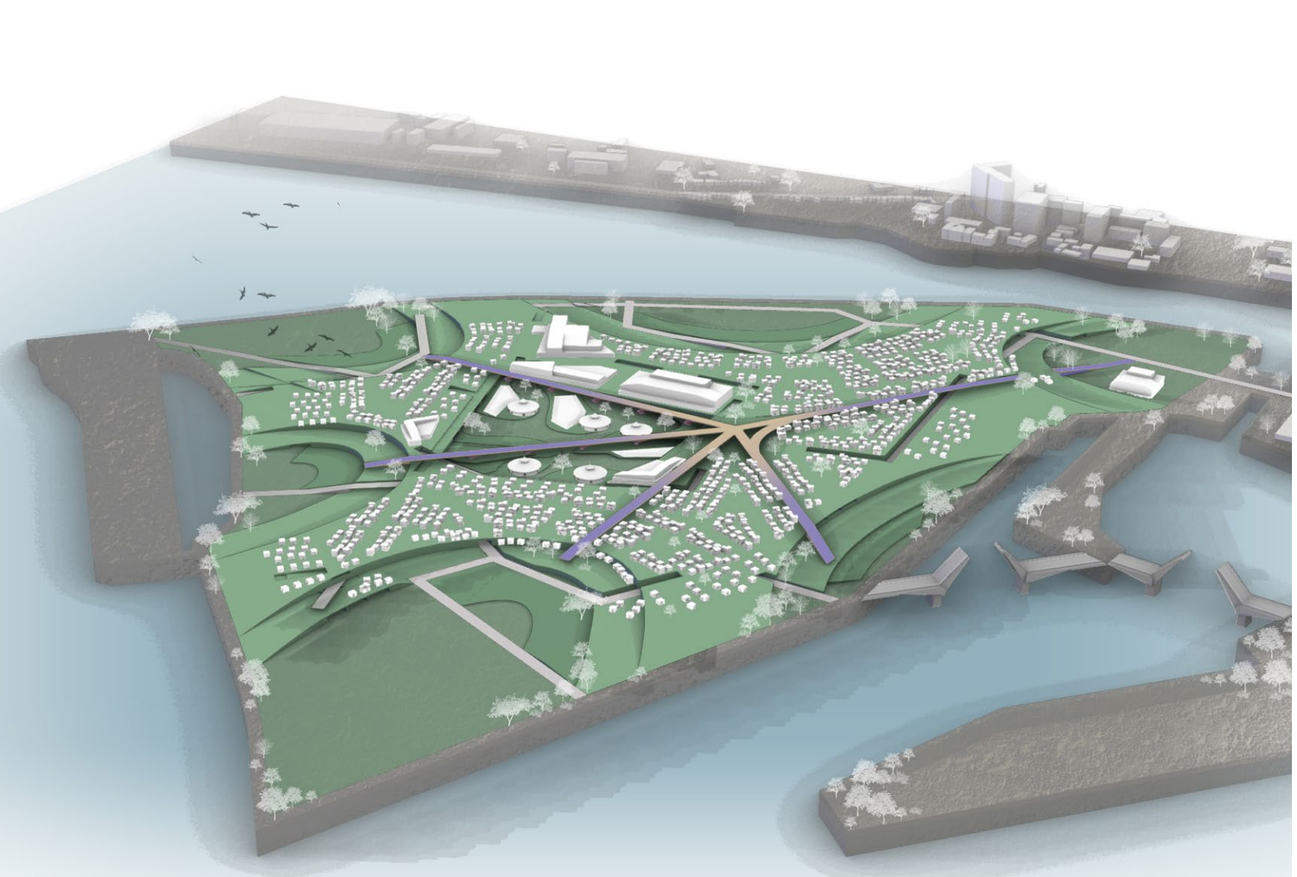
08| Socialized Housing

The ABS-CBN Lingkod Kapamilya Foundation Inc. collaborated with DLS-CSB to institute a project of designing housing units for victims of a volcano eruption in Brgy. Imelda, San Juan, Batangas. The 2-hectare site has a longitudinal profile which stretches towards the Tayabas Bay.

In a macro scale, the conceptual master plan includes a variety of zones such as housing clusters, livelihood spaces, recreational spaces, etc. The primary goal was to provide communal living spaces for the beneficiaries in order to strengthen the community. Unique 2-storey housing clusters were designed in a way that it includes 14 housing units in one housing cluster with overall dimensions of 12 x 17 meters. Collective impact is achieved through area development and it became vital in designing livelihood spaces of mariculture and aquaculture near the water as fishing is their major source of income. This coincides with the overall population of majority being the youth hence, recreational spaces such as playgrounds and covered courts were allotted.



In a micro scale, each housing cluster was configured in ways that ensure security for the users, more especially for the kids. Inclusivity for tourists and researchers are considered and this required pedestrian safety and accessible navigation. Designing with self-sustainability, vernacular materials and systems are incorporated in the architecture because this concludes having an environment friendly and low-cost build. The architecture aims to blend tropical and modern characters in its overall aesthetic as it anchors on simplicity.

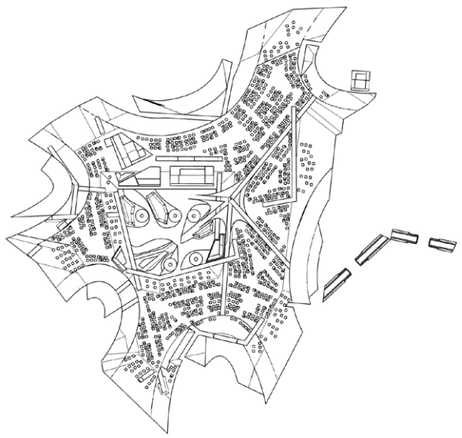


09| Urban Reformation: Baseco Compound

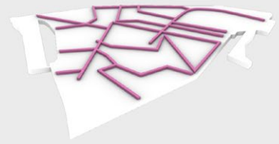
Urban Design

The Baseco compound is envisioned in this project as a model for decongestion of dense urban areas. As known, the site contains severe disfigurements in numerous regards—economy, sustainability, planning, programming, etc.

The main problem of Baseco is its poor and neglected spatial relationships within the blocks and different sectors of the compound. Due to rapid escalation of population, construction of residential housing has been done without proper planning and governing. This led to extreme randomization of overall layout and visual clutter. Individuality is prominent over sense of community. The effects are poor walkability, disorienting nodes, lack of access roads and the like. Secondly, there lies the problem of the rising sea level. Baseco being at the west end of Manila is one of the most susceptible areas when it comes to flooding. Thirdly, the absence of breathable areas such as green spaces. More garbage and disorganized clutter forfeit the idea of enlightening spaces that may be shared by the residents.



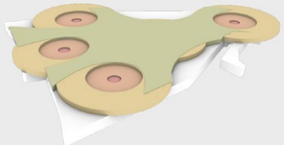
EXISTING ROAD &
PATHWAY NETWORK



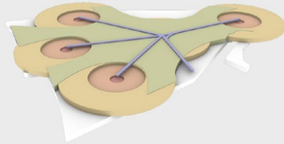
NEW NETWORK: KEY JUNCTIONS
AND PATHWAYS WERE
EXTRACTED AND SOME RETAINED

GRID LINES MADE: 200m
APART FOR ASSUMED WALKABLE
DISTANCES FOR INHABITANTS

NODES MADE FROM VERTICES
CREATED BY THE GRID TOGETHER
WITH PROGRAM PROXIMITIES



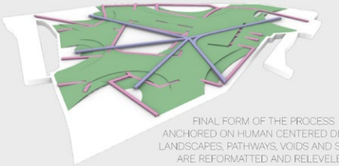
JOINING OF OUTER LAYER:
RESIDENTIAL AREA. (INNER LAYER:
MIX OF RETAIL AND RECREATIONAL,
CORE: RECREATIONAL)



OVERLAYING OF ADDED PATHWAYS
FOR BEST TRAVEL FROM POINT A
TO POINT B AMONG THE SECTORS

REDUCTION OF RIGID EDGES
) ACHIEVE MORE COHESIVENESS
WITH THE ARCHITECTURE

INITIAL FORM CREATED BY
THE DESIGN PROCESS

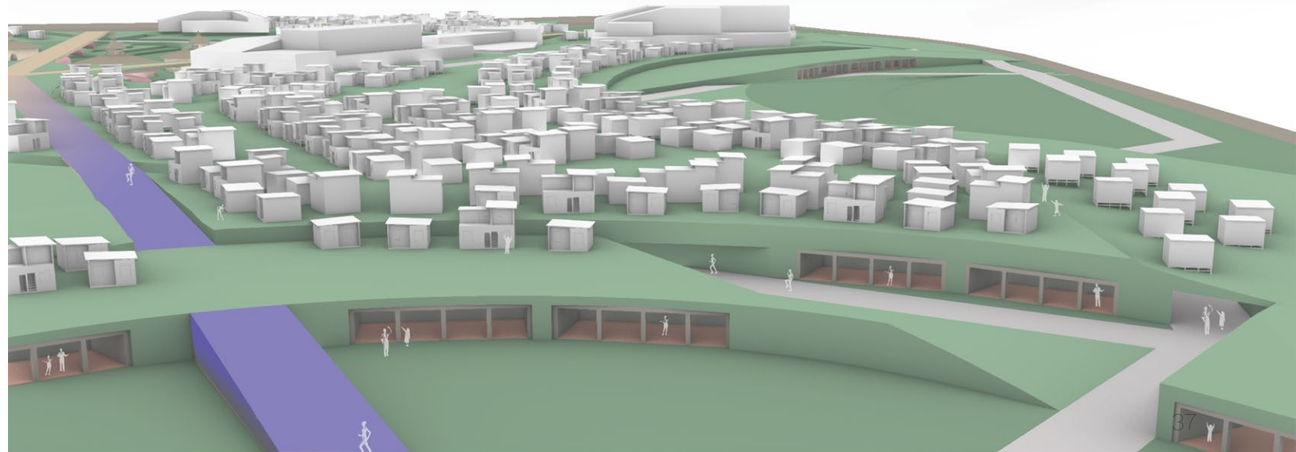


FINAL FORM OF THE PROCESS
ANCHORED ON HUMAN CENTERED DESIGN.
LANDSCAPES, PATHWAYS, VOIDS AND SPACES
ARE REFORMATTED AND RELEVELED.

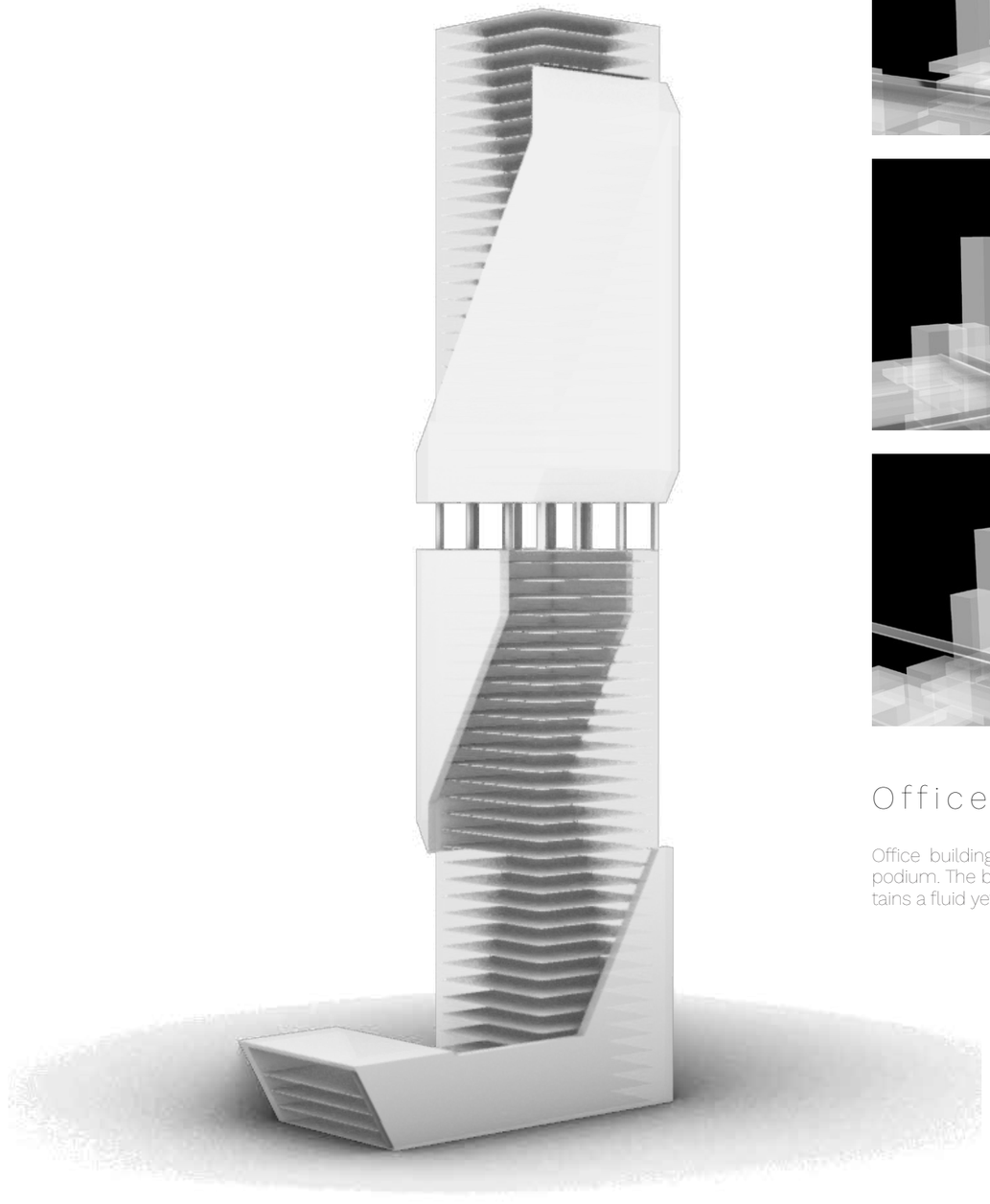
HUMAN CENTERED DESIGN - Two key aspects highlight the architecture for this project, "reformatting" and "releveling".

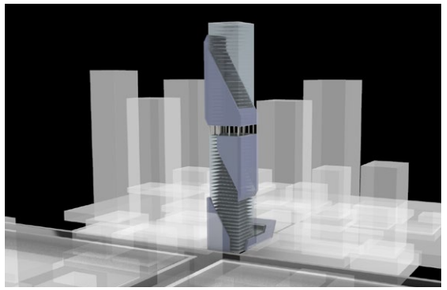
Reformatting: The existing road networks show how they move about the area and as well as the voids and spaces. (1) In reformatting the road networks, the vital pathways were retained and the minor ones were disregarded. (2) Clustering different sectors and blocks were necessary as it is a priority in making their homes more livable. (3) Points of interest were retained and provided better setbacks such as schools, hospital, barangay hall, police station, etc. The main feature is the area for different religious activities in the center as the research pointed out numerous places of worship in the site.

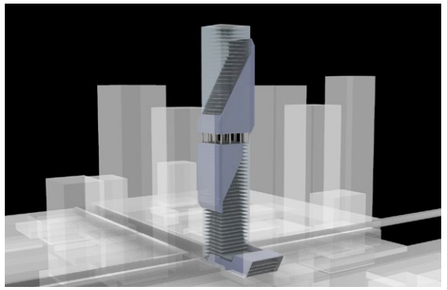
Releveling: (1) The site is contextually extruded upwards with different access points from various directions. (2) Hierarchy of programs are capitalized: top level is residential, mid-level is residential/retail and bottom level for all kinds of programs and land uses. (3) Some pathways are elevated as this promotes faster transit from point A to point B without hazards.

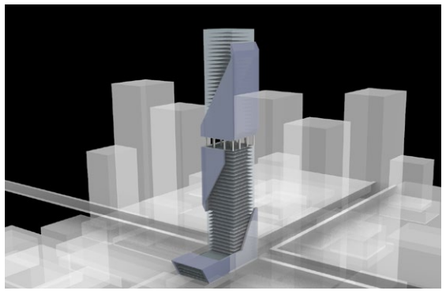


10| Miscellaneous Works



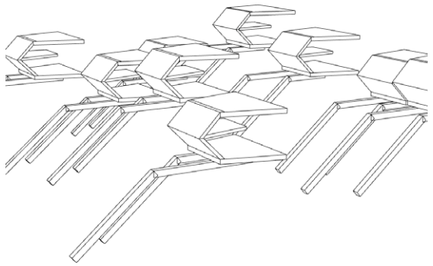


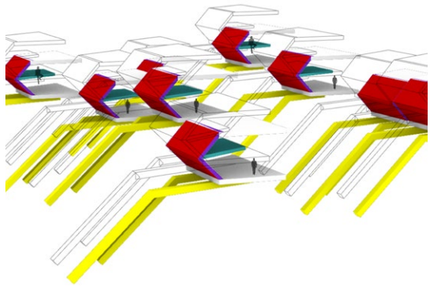




Office Building

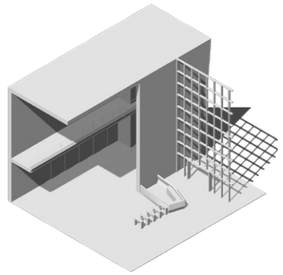
Office building concept that includes a rear podium. The building has 60 levels and obtains a fluid yet elegant form.

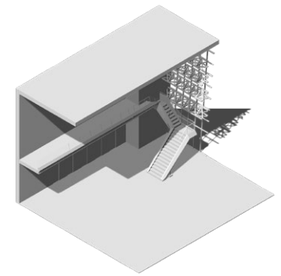


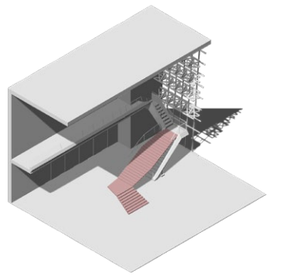


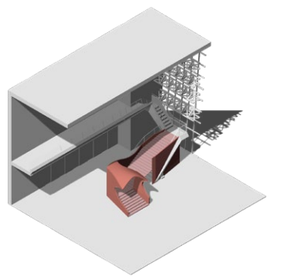
Badjao Dwellings

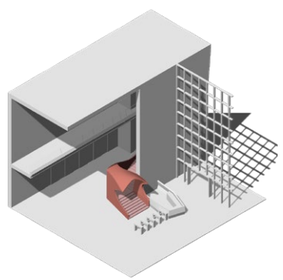
Philippine Sea Gypsies: Reformation of Badjao dwellings as coastal barriers. The design promotes stabilization of coastline and prevention of land erosion caused by natural calamities. Characteristics of mangroves have been adapted.



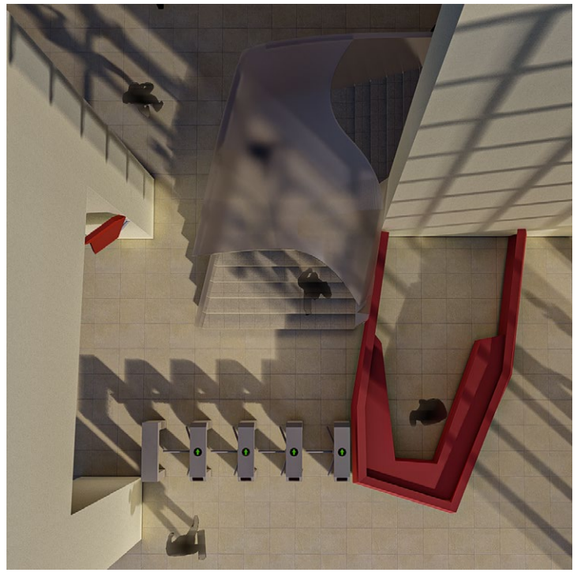


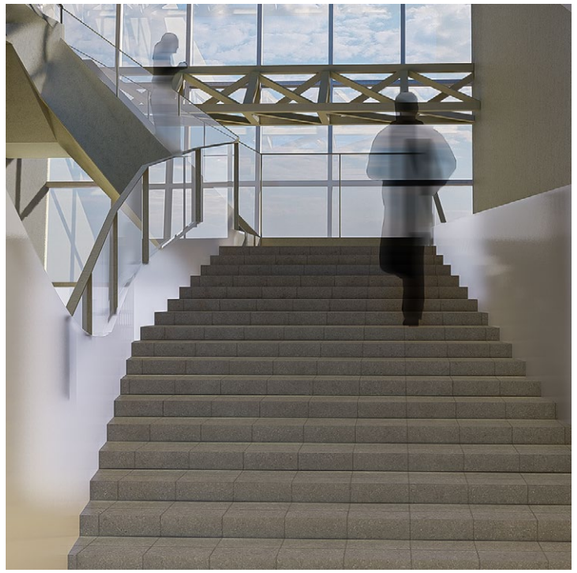






Translucensee





De La Salle- College of St. Benilde, School of Design and Arts Lobby. A design proposal for the SDA Lobby. Possible solution to lack of staircase usage. (1) Extension of stairs by the turnstiles. (2) Curvilinear partitions to provide a break in rigidness of the lobby's existing geometries. Translucent recycled plastic or wood is the material of choice.

End