

Appendix 2.2
Summary of Road Information for Cubao

No.	Road Name	Section Name	Length (km.)	Total	Road Width			Median Strip	Pavement		Traffic Volume (V/14h)	V/C Ratio
					Carriage-way ^{1/}	Sidewalk ^{2/}			Type	Condition		
						Right	Left					
1	Gen. Roxas	EDSA - Romulo	0.62	12.1, 16.8	12.1 (4)	-	(4.7)	-	Asphalt	Good	10100	0.3
2	Gen. Aguinaldo	Aurora Blvd-Tuazon	0.65	13.8-22.6	12.8 (4) 14.7 (4)	(2.4)	(4.8)	(0.7)	Conc. Asph.	Good	16400	0.5
3	Gen. McArthur	EDSA - Romulo	0.56	12 - 19.7	12.1 (4) 12 (4)	(1.9)	(1.9, 1.0)	-	Asphalt	Good	8400	0.7
4	Session Rd.	Center - Gen. McArthur	0.17	8.3	8.3 (2)	-	-	-	Conc.	Good	-	-
5	Gen. Santos	Aurora Blvd - Gen. Roxas	0.18	11.3	11.3 (2)	-	-	-	Asphalt	Good	2700	0.2
6	Gen. Malvar	Gen. Araneta - Romulo	0.39	11.1	11.1 (2)	-	-	-	Asphalt	Fair	11500	1.1
7	Aurora Blvd.	Benitez - Gen.	0.72	20.1-31.3	23.4 (8) 20.1 (6) 10.2 (4)	(2.5)	(4.1, 1.2, 2.4) 2)	(1.3)	Conc.	Good	44900	1.4
8	Center Ave.	EDSA - Gen. Araneta	0.25	10.2	10.2 (4)	-	-	-	Conc.	Good	4300	0.1
9	Gen. Romulo	Aurora Blvd. - P. Tuazon	0.63	12.4, 15.3	12.4 (3) 15.3 (4)	-	-	-	Asphalt	Fair	15800	0.5
10	Gen. Araneta	Aurora Blvd - McArthur	0.47	10-16.5	10 (4) 14.6 (4)	(2.1-9.1)	-	-	Asphalt	Good	12300	0.4
11	P. Tuazon	EDSA - 13th Ave.	0.72	10-11.6	9 (2)	(1.3-0.6)	1.3	-	Conc.	Good	14500	1.3
12	Irid	Banahaw - Arayat	0.19	6.7	6.7 (2)	-	-	-	Asphalt	Good	-	-
13	Banahaw	EDSA - Irid	0.16	9.6	7.0 (2)	1.3	1.3	-	Conc.	Good	-	-
14	Time Square	Gen. Roxas - P. Tuazon	0.47	14.0	14.0 (4)	-	-	-	Conc.	Good	7000	0.2
15	EDSA	Serrano - Erwin Garcia	2.16	40.0	(12, 10)	2	2	-	Conc.	Good	20600	1.9
16	Arayat	Benitez - EDSA	0.24	8.4	8.4 (2)	-	-	-	Asphalt	Fair	-	-
17	Pinatubo	Aurora Blvd. - Arayat	0.21	7.4	7.4 (2)	-	-	-	Asphalt	Fair	-	-
18	Benitez	Aurora Blvd. - Arayat	0.21	7.5	7.5 (2)	-	-	-	Asphalt	Bad	-	-
19	Mataba	Benitez - Arayat	0.15	4.4	4.4 (2)	-	-	-	Asphalt	Fair	-	-
20	Malabito	Matulid - Arayat	0.15	4.3	4.3 (2)	-	-	-	Asphalt	Bad	-	-
21	Matulid	Benitez - Pinatubo	0.12	5.7	5.7 (2)	-	-	-	Asphalt	Bad	-	-
22	Monte de Piedad	Virgilia - EDSA	0.08	10.3	8.0 (2)	1.1	1.2	-	Asphalt	Good	-	-
23	Virginia	Monte de Piedad - Aurora	0.22	6.5	6.5 (2)	-	-	-	Asphalt	Bad	-	-
24	Imperial	Columbia - Aurora Blvd.	0.27	6.5	6.5 (2)	-	-	-	Asphalt	Good	-	-
25	West Point	Columbia - Aurora Blvd.	0.27	7.2	7.2 (2)	-	-	-	Asphalt	Good	-	-
26	Oxford	Columbia - Aurora Blvd.	0.27	5.7	5.7 (2)	-	-	-	Asphalt	Good	-	-
27	Yale	Columbia - Aurora Blvd.	0.27	5.4	5.4 (2)	-	-	-	Asphalt	Good	6900	0.6
28	Cambridge	Columbia - Aurora Blvd.	0.27	9.0	7.2 (2)	0.8	1.0	-	Asphalt	Good	-	-
29	St. Mary	Columbia - Aurora Blvd.	0.27	7.0	7.0 (2)	-	-	-	Asphalt	Fair	-	-

Appendix 2.2 cont'd

No.	Road Name	Section Name	Length (km.)	Total	Road Width			Median Strip	Pavement		Traffic Volume (V/14H)	V/C Ratio
					Carriage-way ^{1/}	Right	Left		Type	Condition		
30	Columbia	St. Mary - Yale	0.30	6.0	6.0 (2)	-	-	-	Asphalt	Good	-	-
31	N. Domingo	Aurora - Banahaw	0.20	8.0	8.0 (2)	2.5	2.5	-	Asphalt	Poor/Fair	-	-
32	Santolan	EDSA - 20th Ave.	1.50	6-18	14 (4) 18 (6) 6 (2) 7 (2)	(1.0, 0.5, 3) (1.2, 3, 4.5)	-	-	Conc. Asph	Good/Poor	20600	0.6
33	15th Avenue	E. Garcia - Santolan	1.99	8.0	8 (2)	(2.5, 1.0)	(2.5, 1.0)	-	Conc.	Good	8000	0.7
34	13th Avenue	Santolan - P. Tuazon	0.83	7.0	7 (2)	1.0	1.0	-	Conc.	Good	500	0.1
35	18th Avenue	Santolan - P. Tuazon	0.88	8.0	8.0 (2)	-	-	-	Asphalt	Good	-	-
36	9th Avenue	Santolan - P. Tuazon	0.75	7.0	7.0 (2)	1.0	1.0	-	Asphalt	Fair	5300	0.5
37	7th Avenue	Santolan - P. Tuazon	0.69	7.0	7.0 (2)	1.0	1.0	-	Asphalt	Fair	-	-
38	20th Avenue	Aurora - Santolan	1.625	16.0	16 (4)	1.5	1.5	-	Asphalt	Good	9900	0.3
39	Liberty Avenue	EDSA - 15th Avenue	0.97	8.0	8.0 (2)	1.0	1.0	-	Asphalt	Very Poor	-	-
40	Main Avenue	EDSA - 18th Avenue	1.21	9-7	9-7 (2)	(1.0)	(1.0)	-	Asphalt	Very Poor	-	-
41	Hirasol	20th Avenue - 15th Avenue	0.53	7.0	7 (2)	1.5	1.5	-	Asphalt	Very Poor	-	-
42	Annapolis	Aurora - E. Garcia	0.77	6-7	6-7 (2)	1.0	1.0	-	Asphalt	Poor/Fair	-	-
43	Stanford	E. Garcia - Shoe Expo.	0.70	6	6 (2)	1.0	1.0	-	Asphalt	Fair/Poor	-	-
44	Harvard	Aurora - E. Garcia	0.47	7	7 (2)	1.0	1.0	-	Asphalt	Good	-	-
45	New York	E. Rodriguez - Ermin Garcia	0.80	7-8	7-8 (2)	1.0	1.0	-	Asphalt	Fair	9900	1.0
46	Ermin Garcia	Aurora - Jimenez	3.31	7-10	7-10 (2)	(2.1)	(2.1)	-	Asphalt	Good/Poor	-	-
47	Arayat	Aurora - Irid	0.43	6-7	6-7 (2)	(1)	(1)	-	Asphalt	Good/Poor	-	-
48	Mary Land	Monte de Piedad - Ermin Garcia	0.94	6	6 (2)	1	1	-	Asphalt	Poor	-	-
49	Sgt. J. Catolao	Aurora - E. Garcia	1.21	5-6	5-6 (2)	(1)	(1)	-	Asphalt	Poor	-	-
50	Felix Manalo	Aurora - E. Garcia	1.29	6	6 (2)	1	1	-	Asphalt	Good/Fair	-	-
51	E. Rodriguez	Hennady - Benitez	?	12-18	18 (6) 12 (4)	1	1	-	Concrete	Good	22000	0.6
52	Seattle	Vancouver - N. Domingo	0.36	6-7	6-7 (2)	1	1	-	Asphalt	Poor/Fair	-	-
53	Boston	H. Domingo - Lantana	0.57	6	6 (2)	(1)	(1)	-	Asphalt	Poor/Fair	-	-
54	Lantana	Valley Road - Aurora	?	7	7 (2)	1	1	-	Asphalt	Good	-	-

1/ figures in parenthesis mean number of lanes.

2/ figures in parenthesis mean apply to roads which are provided a sidewalk for partial stretches only.

Appendix 2.3
Summary of Cubao Consumers Survey

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1. Introduction

1.1 Objective

The purpose of this survey is to obtain information on the characteristics of consumers of Araneta Center Commercial Complex.

1.2 Survey Description

Two small-scale surveys were conducted, the first survey was conducted for two (2) days - August 10 to 11, 1984. A total of 214 samples was taken with each type of transport (bus, love bus, jeepney, taxi and private car) represented. Different establishment within Araneta Center were likewise represented during the survey.

The second one was conducted for one (1) day - September 3, 1984 particularly to supplement information of private car users. A total of 103 samples was collected.

The surveyors were advised to conduct the interviews inside the around the vicinity of the more popular establishments. However, to capture the private car users, the surveyors were likewise instructed to stay within the vicinity of the parking areas.

The composition of the samples collected in the first survey is as follows:

Mode	Number of Sample	
	those who spent	interviewed
Bus	46	51
Love Bus	31	32
Jeepney	75	81
Taxi	13	15
Private	35	35

2. Survey Results and Major Findings

2.1 Visitors Characteristics

a) Purpose of Visit to Araneta Center by Access Mode

Of the persons who came to Cubao for private purposes, more than 70% are for shopping. This is the common feature regardless of access modes.

Table 1
Purpose of Visit by Access Transportation
Mode of Visitors to Araneta Center

Mode	Purpose of visit; no. of persons					% to Total
	Shopping	Eating	Amusement	Others	Total	
Ordinary bus	41 (69.5%)	6	5	7	59	24.6
Love Bus	27 (75.0%)	1	1	7	36	15.0
Jeepney	62 (68.9%)	9	10	9	90	37.5
Taxi	12 (66.7%)	1	3	2	18	7.5
Pass. Car	30 (81.1%)	1	2	4	37	15.4
Total	172	18	21	29	240	110.0
% to total	71.7	7.5	8.7	12.1	100.0	

b) Length of Stay in Araneta Center by Access Mode

Average length of stay in Araneta Center in 2.5 hours. Those who came with amusement purpose stay long, 3.1 hours, while those with eating purpose stay short, 1.5 hours. Those with shopping purpose stay 2.6 hours.

Table 2
Length of Stay by Access Transportation Mode
of Visitors to Araneta Center

Mode	Purpose of visit; hours				Average
	Shopping	Eating	Amusement	Others	
Ordinary bus	3.4	1.3	3.0	1.8	3.1
Love Bus	2.6	2.0	-	2.3	2.5
Jeepney	2.5	1.5	3.0	1.3	2.4
Taxi	2.5	-	3.0	1.0	2.3
Pass. Car	1.9	1.0	4.0	5.0	2.2
Average	2.6	1.5	3.1	2.2	2.5

c) Average Size of Group of a Visitor to Araneta Center

Approximately half of public transportation users visit Araneta Center by group, while whose average number of companions is 3.2 and larger than those of the public transportation users.

Table 3
Number of Interviewed Visitor to Araneta Center
by Number of Companions and Access Transportation Mode

Mode	C ^{1/}	1	2	3	4	5 & Above	Total	Ave. Size of Group
Ordinary Bus	26(51.0%)	9	10	4	2	-	51	2.0
Love Bus	21(65.6%)	9	2	-	-	-	32	1.4
Jeepney	37(45.7%)	18	6	8	8	4	81	2.3
Taxi	4(26.7%)	1	2	5	2	1	15	3.2
Pass. Car	10(28.6%)	3	5	8	4	5	35	3.2
	98(45.8%)	40	25	25	16	10	214	-

^{1/} figures in parenthesis indicate percentage of visitors who come to Araneta Center alone.

d) Average Number of Establishments visited in Araneta Center

Visitors to Araneta Center visit two establishments in average for two and a half hours during weekdays.

Table 4
Average Number of Establishments
Visited in Araneta Center

	Access Mode					
	Ord. bus	Love bus	Jpy.	Taxi	Pvt. car	Ave.
Average no. of establishments visited	1.7	2.1	1.9	1.9	2.1	1.9

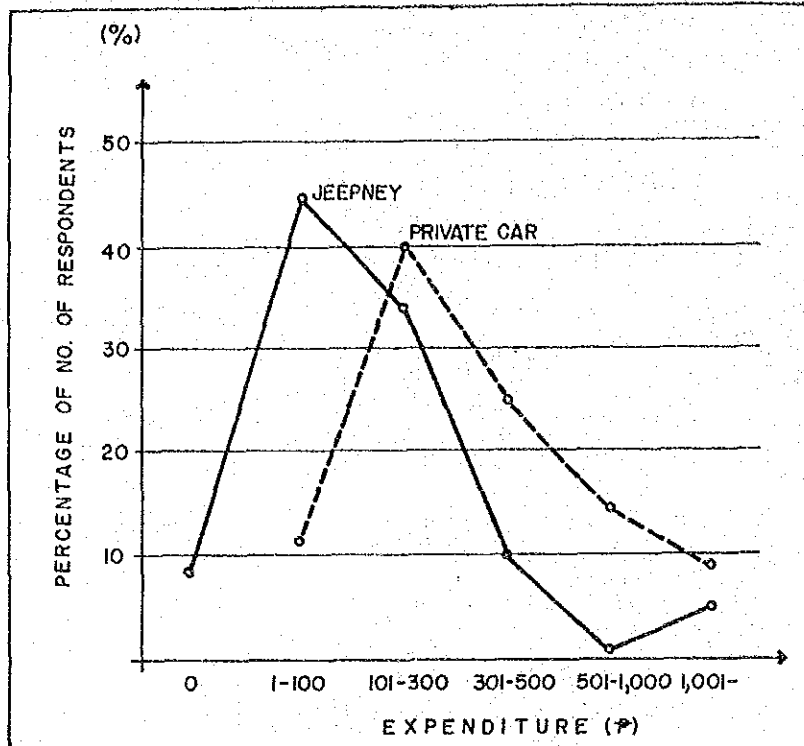
2.2 Expenditure Characteristics

a) Average expenditure sent of visitors using different access modes.

Table 5
Average Expenditure

Mode	Ave. expenditure (₱)
Bus	167
Love Bus	265
Jeepney	252
Taxi	260
Private Car	392
Total	261

Figure 1
Comparative Analysis of the Expenditure
Patterns of Jeepney and Private Car Users



b) Average expenditure per shopper by area in Araneta Center.

Table 6
Average Expenditure per Shopper by Area
in Araneta by Access Transportation Mode

Area	Average Expenditure (₱/Shopper)	No. of Shoppers by Access Mode					
		Ord. Bus	Love Bus	Jpv.	Taxi	Pass. Car	Total
1. EDSA/Aurora		-	-	1	-	-	1
2. EDSA/P. Tuazon	50	-	-	1	-	-	1
3. Farmers Plaza	128	9	-	10	1	7	27
4. Farmers Market	281	2	-	5	-	3	10
5. EDSA/New York	35	2	-	-	-	-	2
6. Aurora/Araneta	31	2	-	9	-	6	17
7. Aurora/Agui- naldo	22	1	-	4	-	4	9
8. P. Tuazon/G. Romulo	27	5	-	16	-	-	21
9. Aurora/15th Ave	152	4	-	9	-	2	15
10. P. Tuazon/Gen. Aguinaldo	127	3	-	6	2	2	13
11. P. Tuazon/Gen. Romulo	173	29	23	36	10	19	117
12. P. Tuazon/15th Ave.	99	11	19	10	7	10	57
13. EDSA	83	12	18	25	6	10	71
14. Aurora Blvd.	184	8	6	17	3	11	45
15. P. Tuazon	150	-	1	-	-	1	2
Total	261	88	67	149	29	75	408

2.3 Perceived Level of Public Transportation Service to Araneta Center

Table 7
Perceived Service Level of Public Transportation
of Araneta Center

	Perceived Level	Mode					Total
		Ord. Bus	Love Bus	Jpy.	Taxi	Pass. Car	
(1) Transfer :	Good	22	24	51	6	23	126
	Fair	27	8	30	9	11	85
	Rel. Poor	-	-	-	-	1	1
	Poor	1	-	-	-	-	1
	Total	50	32	81	15	35	213
(2) Accessibility to Commercial facility from public transportation	Good	31	26	53	8	28	146
	Fair	19	6	25	5	7	62
	Rel. Poor	-	-	3	2	-	5
	Poor	-	-	-	-	-	-
	Total	50	32	81	15	35	213
(3) Availability of public transportation	Good	28	24	59	11	33	155
	Fair	21	8	22	4	2	57
	Rel. Poor	-	-	-	-	-	-
	Poor	1	-	-	-	-	-
	Total	50	32	81	15	35	213

2.4 Transportation Expenses

a) Average transportation expenses by mode.

Table 8
Average Transportation Expenses by Mode

Mode	Pesos		
	To Cubao	From Cubao	Total
Ordinary Bus	7.4	2.3	4.8
Love Bus	6.5	6.3	12.8
Jeepney	2.7	2.7	5.4
Taxi	24.8	24.4	29.1
Pass. car	-	-	1.5 ^{1/}

^{1/} indicates average parking fee spent.

b) Distribution of transportation expenses by mode

Table 9
Distribution of Transportation Expenses by Mode

Range (P)	Ord. bus	Love bus	Jespney	Taxi
Less than 1.0	-	-	-	-
1.1 - 2.0	17.6	-	27.5	-
2.1 - 5.0	41.2	-	50.0	-
5.1 - 10.0	39.2	3.1	21.3	6.7
10.1 - 13.0	2.0	96.9	-	-
13.1 - 20.0	-	-	1.2	13.3
20.1 - 30.0	-	-	-	26.7
30.1 - 50.0	-	-	-	20.0
More than 50.0	-	-	-	33.3
Total	100.0	100.0	100.0	100.0

2.5 Convenience to Private Car Users

a) Accessibility to Araneta Center

Table 10
Perceived Level of Accessibility of Private Car Users to Araneta Center

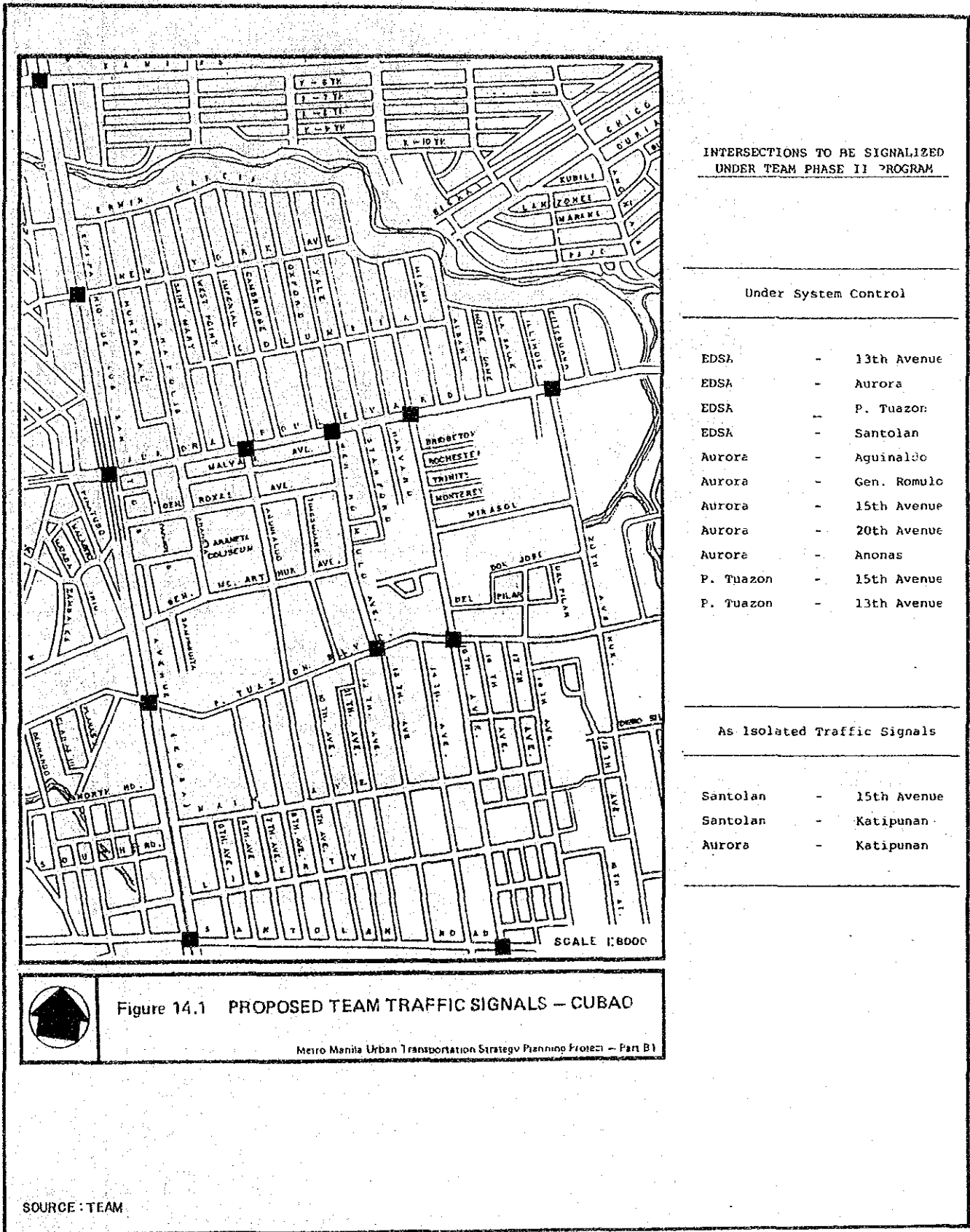
	Percentage		
	Easy	Not Easy	Total
(1) Access to Araneta Center	89	11	100.0
(2) Finding parking space			
• Free parking	90	10	100.0
• Fee parking	100	0	100.0

b) Perceived problem locations for private car users

Table 11
Perceived Problem Locations in Cubao Mode Interchange Area by Passenger Car Users

Location	No. of Persons Answered "Yes"	% to Total
Intersections :		
1) EDSA/Aurora	27	21.6
2) EDSA/P. Tuazon	2	1.6
3) EDSA/McArthur	0	-
4) EDSA/Gen. Roxas	5	4.0
5) EDSA/New York	1	0.8
6) Aurora/G. Araneta	11	8.8
7) Aurora/G. Aguinaldo	2	1.6
8) Aurora/G. Romulo	0	-
9) Aurora/15th Ave.	5	4.0
10) P. Tuazon/Gen. Aguinaldo	0	-
11) P. Tuazon/G. Romulo	0	-
12) P. Tuazon/15th Ave.	1	0.8
Links:		
1) EDSA	11	8.8
2) Aurora Blvd.	18	14.4
3) P. Tuazon	17	13.6
Others	35	28.0
Total	135	100.0

c) Estimate of expenditure; public transportation user vs. car user.



INTERSECTIONS TO BE SIGNALIZED UNDER TEAM PHASE II PROGRAM

Under System Control

EDSA	-	13th Avenue
EDSA	-	Aurora
EDSA	-	P. Tuazon
EDSA	-	Santolan
Aurora	-	Aginaldo
Aurora	-	Gen. Romulo
Aurora	-	15th Avenue
Aurora	-	20th Avenue
Aurora	-	Anonas
P. Tuazon	-	15th Avenue
P. Tuazon	-	13th Avenue

As Isolated Traffic Signals

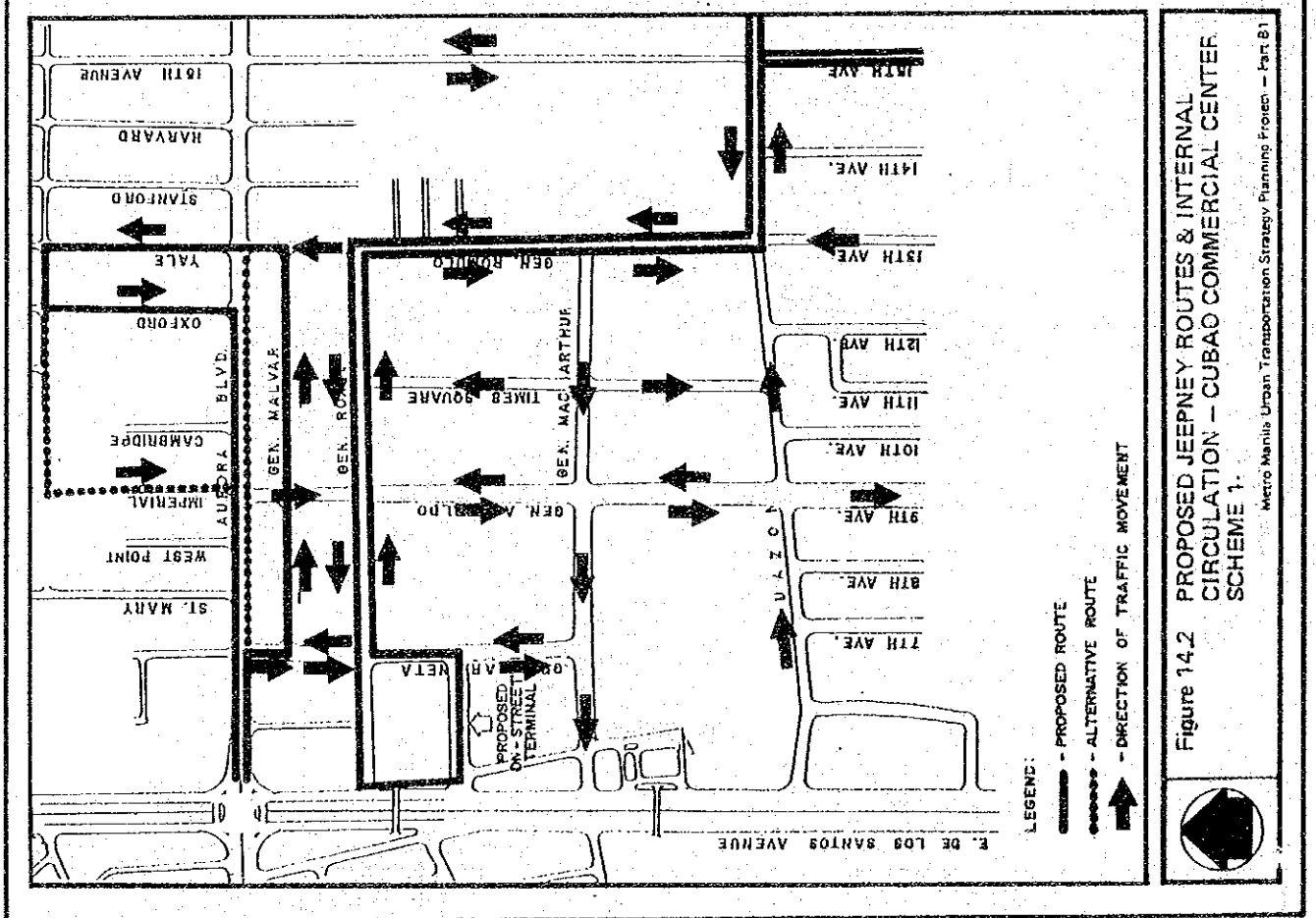
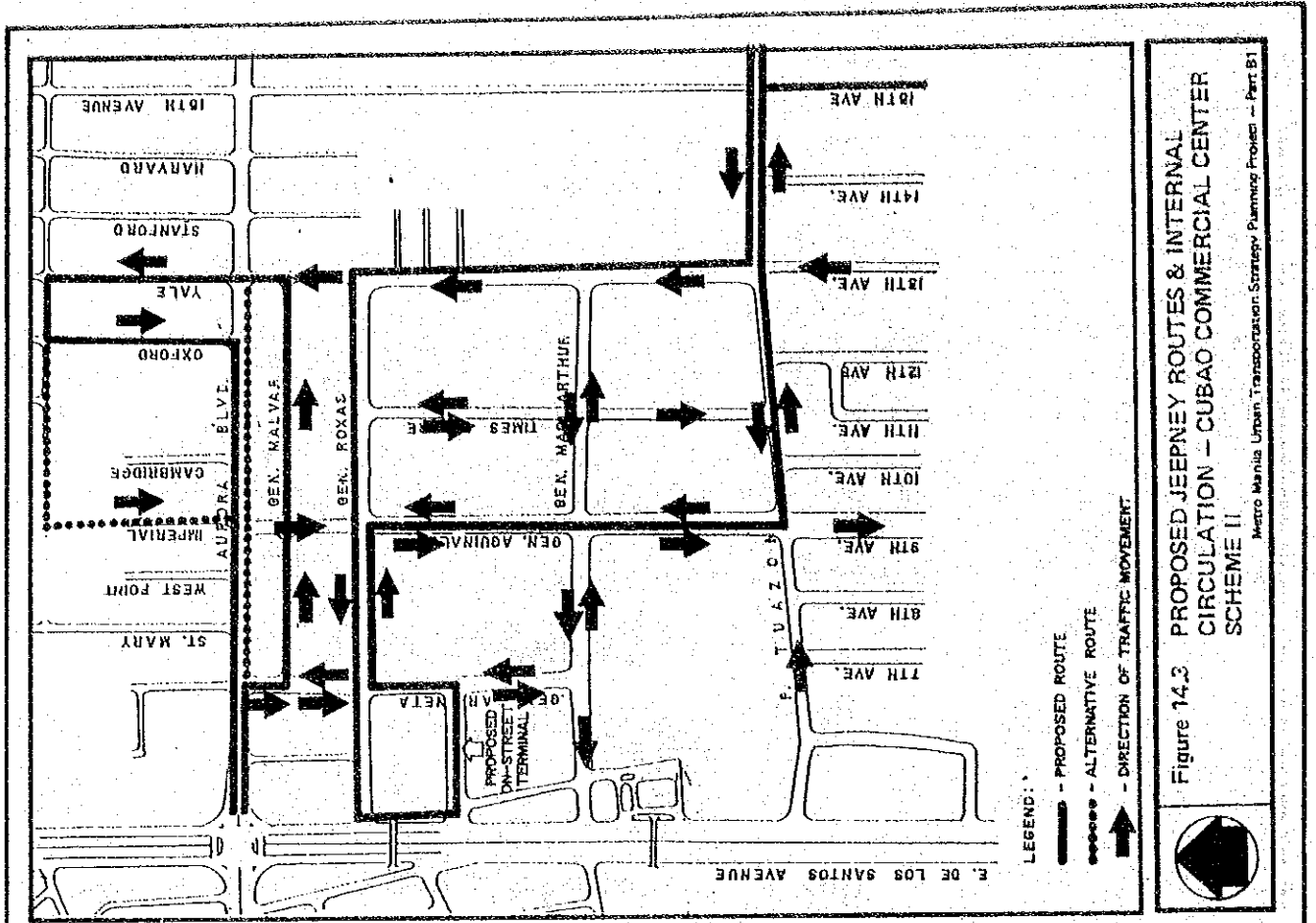
Santolan	-	15th Avenue
Santolan	-	Katipunan
Aurora	-	Katipunan

Figure 14.1 PROPOSED TEAM TRAFFIC SIGNALS – CUBAO

Metrol Manila Urban Transportation Strategy Planning Project – Part B1

SOURCE: TEAM

**Appendix 3.1
Proposed TEAM Traffic
Signals – Cubao**



Proposals of MMUTSTRAP B1

Appendix 3.2
 Proposed Jeepney Routes and
 Internal Circulation -
 Cubao Commercial Center

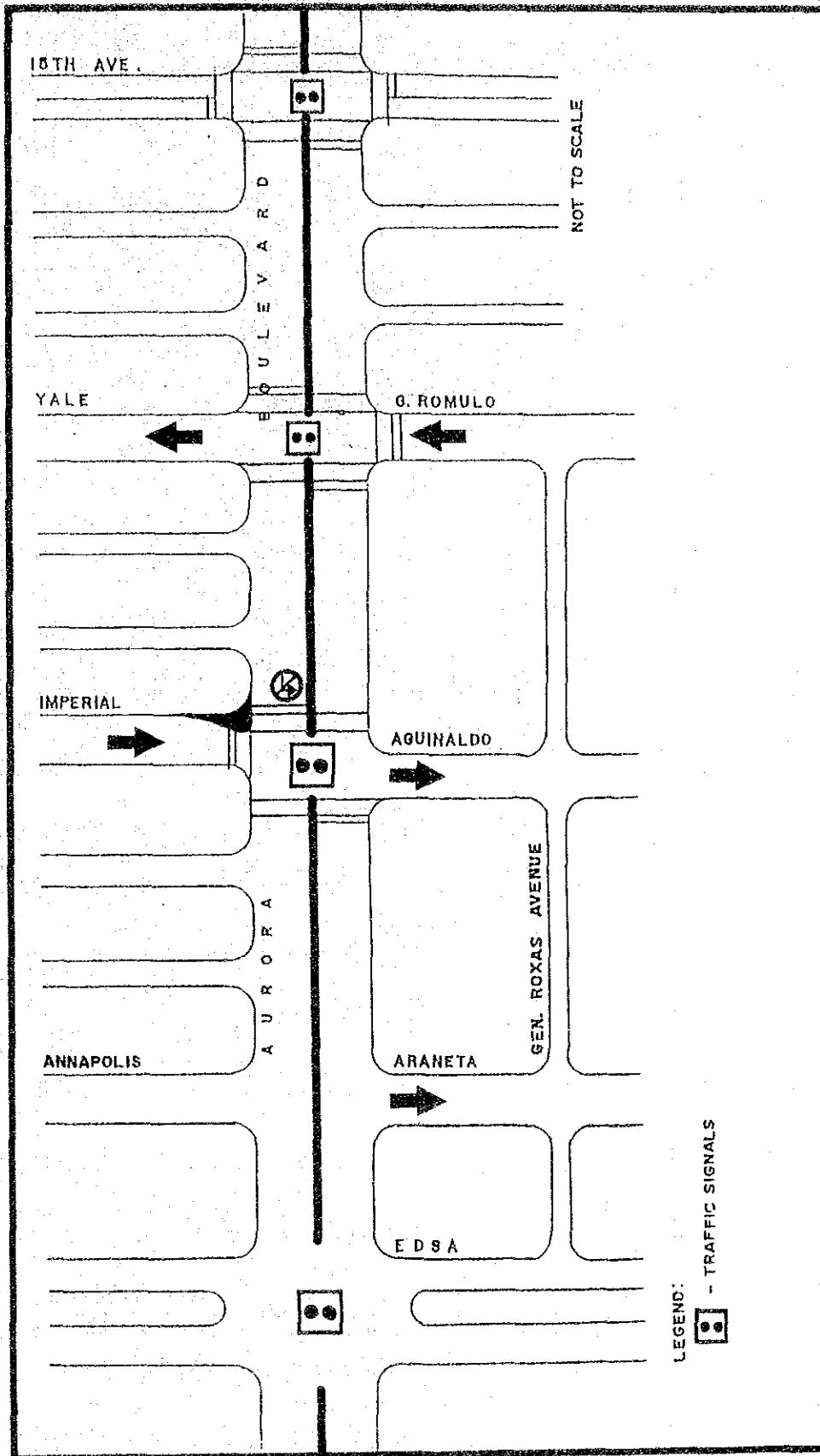


Figure 14.5 RECOMMENDED TRAFFIC MANAGEMENT SCHEME FOR AURORA BLVD.

Metro Manila Urban Transportation Strategy Planning Project - Part B1

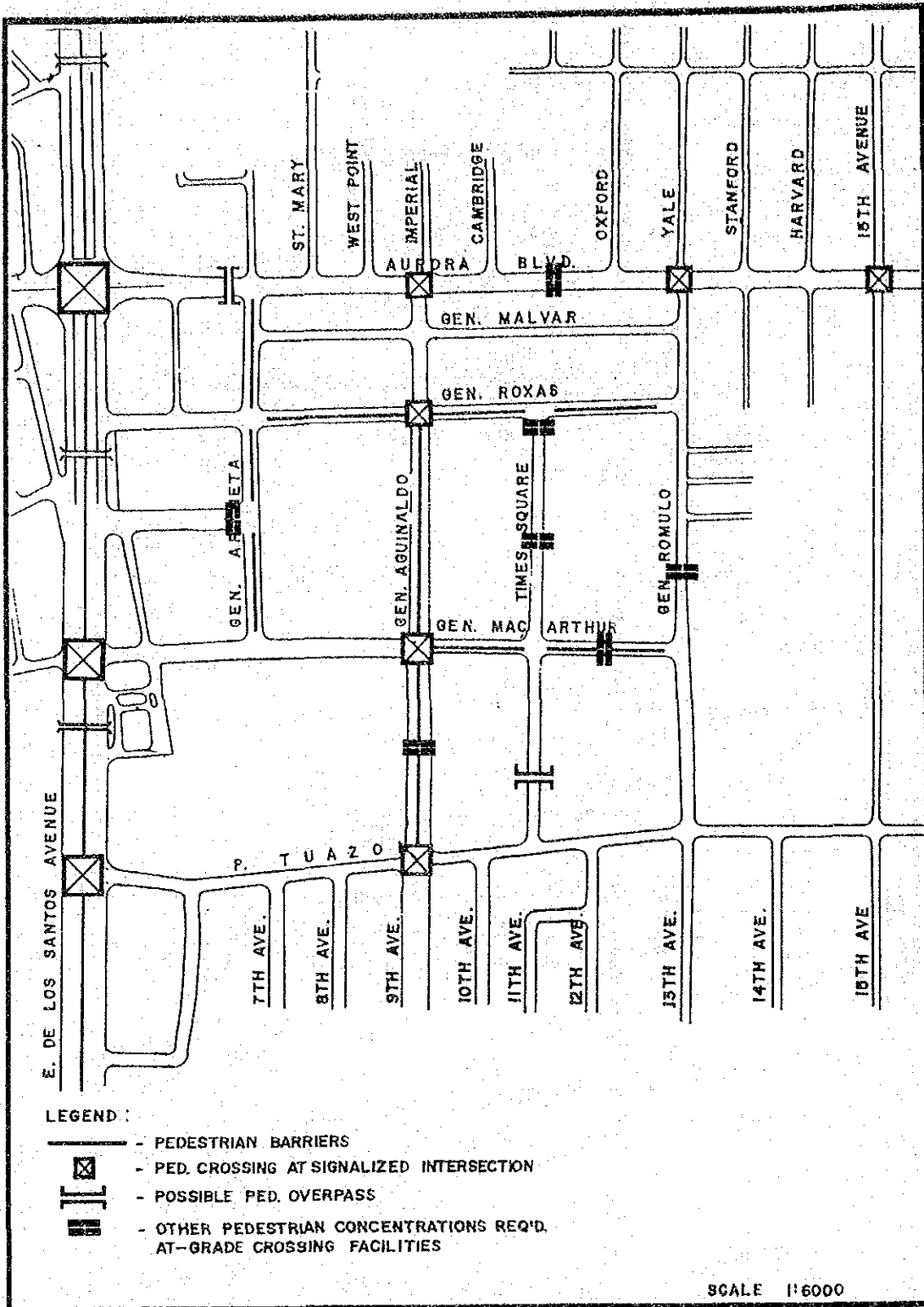
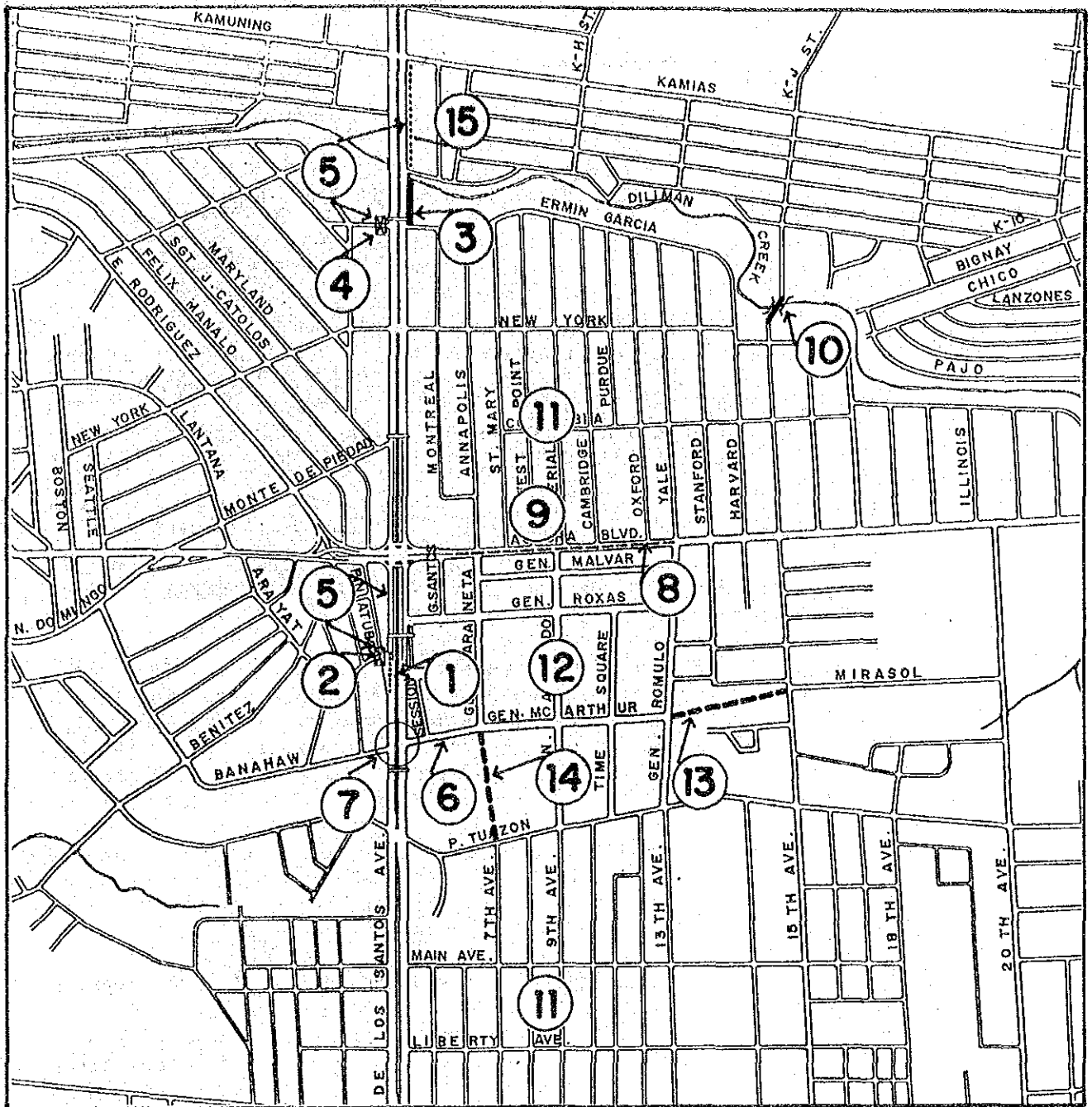


Figure 14.6 PROPOSED PEDESTRIAN FACILITIES – POSSIBLE LOCATIONS

Metro Manila Urban Transportation Strategy Planning Project – Part B1

Proposals of MMUTSTRAP B1

Appendix 3.4
Proposed Pedestrian
Facilities - Possible
Locations



LEGEND:

- 1 - Relocation of bus stops on southbound side of EDSA.
- 2 - Close Arayat and Pinatubo at EDSA to improve Bus Stops.
- 3 - Remove angle parking outside Nepa Q-Mart on EDSA.
- 4 - Close E. Garcia at EDSA on westside.
- 5 - Construct passenger shelters at bus stops which have no adequate shelters.
- 6 - Implement Banahaw - Tuazon one-way pair.
- 7 - Signalize Banahaw/Gen. McArthur/EDSA to complement internal traffic management scheme of Araneta Center and one-way pair.
- 8 - Install median along Aurora Blvd.
- 9 - Remove angle parking along Aurora.
- 10 - Provide bridge from 15th Avenue to K-J Street.
- 11 - Institute one-way systems to north and south of Araneta Center.
- 12 - One-way system with PUJ rerouting in Araneta Center.
- 13 - Provision of a new access road to Araneta Center between Gen. Romulo and 15th Avenue.
- 14 - Provision of a new link in Araneta Center between Gen. Araneta and 7th Avenue.
- 15 - Remove vendors, reconstruct sidewalk.

Appendix 3.5
Other MMUTSTRAP
Recommendations

Appendix 5.1
Building Survey for Pinatubo Block in Cubao MIA

1. General

This paper describes the results of the survey conducted on the use and conditions of buildings in the Pinatubo block which are to be affected by the proposed terminal development plan. The information obtained are summarized in Table 1, Figures 1 and 2.

2. Building Use

In summary, building use is residential and/or commercial (public utility wet market and school may be included as commercial since they were intended for such purpose).

First floor : Most building average two floors but lot area occupied by one-storey establishments is rather large, differing little from that occupied by two-storey establishments. Twenty (20) buildings out of a total of thirty-one (31) are residential on the first floor. Public utility, commercial comes in a close second with respect to area (but only 4 buildings). Stores dot the whole area, especially evident along EDSA. Most are big in floor area. These also include small "sari-sari" stores (or small retail stores usually operated by residents). There are two office buildings with combined usage (on same floor), 2 restaurants (of which one is a lucrative drinking place) and a school.

Second floor : Second floors of residences are still residential and one store/office first floor space combined residential in its second. Still, residential is predominant but office space more than doubles as compared to the space allotted it in the first floor. The drinking place has a second floor eating place. Most residences have only up to two floors, 6 are bungalows and none had a third.

Third floor : Building with three storeys are those with relatively larger base areas. Of the three buildings with a third storey, 2 combined usage: one combined office in the 2nd and 3rd floor with public utility in first, another combined same (office) with the store and school in the first, the other is a 3 storey store.

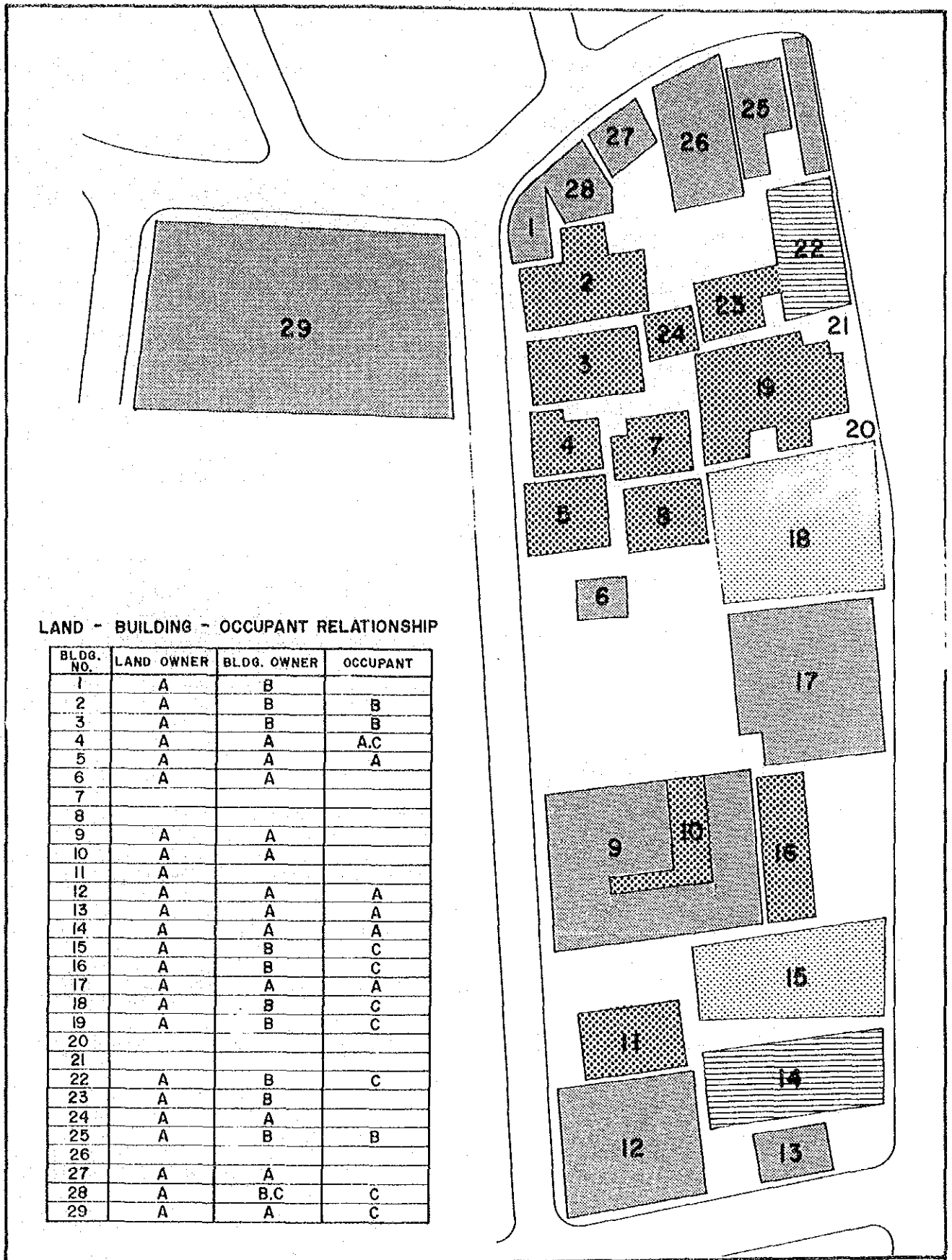
Only one building has a 4th storey : This building is of multiple functions combining store and school in the first, office in the second and third, as mentioned earlier, and a store and office space in the 4th. It is one of the buildings with multiple function, a concept that this study means to advance.

3. Building Conditions

A survey was conducted to determine present condition of buildings. The survey, though was very general, providing at most, a cursory view of the area. Survey findings are translated on the maps where buildings are classified according to material with which they are built: wood, wood-concrete, concrete; their age: old, new; and maintenance: good, fair, poor. But as to what is old from new and what is fair from poor is very subjective. Structure standards to fortify classification have not been laid out. All buildings, with the exception of 2, are classified old in age. But many buildings are in a fair condition (include one "new" building) and several are in good (includes to other "new" building). The bigger buildings are those that are maintained in good and fair conditions. Most of the smaller buildings, including the residences, are in poor condition. Most of the buildings are wood-concrete and concrete; only three are made purely of wood.

Table 1
Building Information of Pinatubo Project Area

Building No.	Use	Bldg. Area (sqm)	Floor Area (sqm)	No. of Stories	Bldg. Structure	Age	Mainte.-Condition	Remarks
1	Residential	77	77	1	W	old	poor	
2	Residential	301	602	2	W	old	poor	
3	Residential	240	480	2	W	old	poor	
4	Residential	129	258	2	W	old	poor	
5	Residential	195	390	2	W	old	poor	
6	-	63	63	1	W	old	poor	
7	Residential	131	262	2	W	old	medium	
8	Residential	168	336	2	W + CB	relatively new	medium	
9	Factory	727	727	1	W + CB	old	poor	
10	-	169	338	2	w	old	poor	
11	Residential	216	432	2	RC	new	-	
12	Residential	563	563	1	W	relatively new	good	
13	Residential	117	117	1	CB	relatively new	good	
14	Commercial	455	1,365	3	RC	relatively new	good	
15	Office/ Restaurant	543	2,170	4	RC	relatively new	medium	
16	Office/Comm/ Restaurant	234	468	2	CB	new	good	
17	Restaurant	704	704	1	RC	medium	medium	
18	Commercial School	793	3,172	4	RC	old	good	
19	Office	505	1,010	2	RC	medium	poor	
20	-	-	-	-	-	-	-	
21	-	-	-	-	-	-	-	
22	Commercial Office	288	864	3	RC	medium	poor	
23	Residential	147	147	1	W	old	poor	
24	Residential	72	72	1	W	old	poor	
25	Residl/Comm/ Restaurant	249	249	1	W	old	poor	
26	Residential Restaurant	319	319	1	CB	old	poor	
27	Residential	99	99	1	W	old	poor	
28	Residential	112	112	1	W	old	poor	
29	Commercial	1,815	1,815	1	S	old	poor	
Total	-	9,431	17,211	1.8	-	-	-	



LAND - BUILDING - OCCUPANT RELATIONSHIP

BLDG. NO.	LAND OWNER	BLDG. OWNER	OCCUPANT
1	A	B	
2	A	B	B
3	A	B	B
4	A	A	A,C
5	A	A	A
6	A	A	
7			
8			
9	A	A	
10	A	A	
11	A		
12	A	A	A
13	A	A	A
14	A	A	A
15	A	B	C
16	A	B	C
17	A	A	A
18	A	B	C
19	A	B	C
20			
21			
22	A	B	C
23	A	B	
24	A	A	
25	A	B	B
26			
27	A	A	
28	A	B,C	C
29	A	A	C

LEGEND :



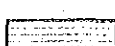
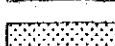
-  1 STOREY BUILDING
-  2 STOREY BUILDING
-  3 STOREY BUILDING
-  4 STOREY BUILDING

Figure A.5.1.
Pinatubo Project Area

JICA