

MOMBASA FERRY TERMINAL

DESCRIPTION

The project locus is at the ferry terminals in Mombasa, where the ferry system connects the Island of Mombasa to the South Coast region of Likoni. The ferry is a vital lifeline, handling over 300,000 passengers and 6,000 vehicles daily.

Several hindrances, however, compromise the functioning of the existing terminals, and thus require resolution: Inadequate integration of the transport modes; Low passenger safety and accessibility; Deficient passenger comfort due to congestion, insufficient seating and sanitary facilities; Absence of commercial spaces; A poor urban image, featuring non-iconic waiting shelters and dumping at the waterfront; Absence of public space.

The proposal thus envisions a redevelopment of the island-side terminal, integrating these programs: Ferry Terminal; Bus Rapid Transit (BRT) Terminal; Mobility hub, with dedicated ranks for tuktuks, motorbikes and taxis and vehicle parking; Police Station, to replace the existing one taken down to accommodate the mobility hub; Activated waterfront.



EXISTING FERRY TERMINAL



Congested Terminal



Informal street trade



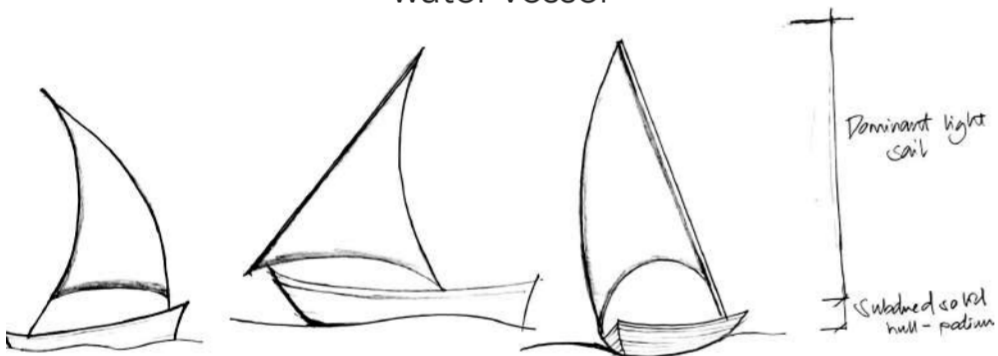
Informal transit stops



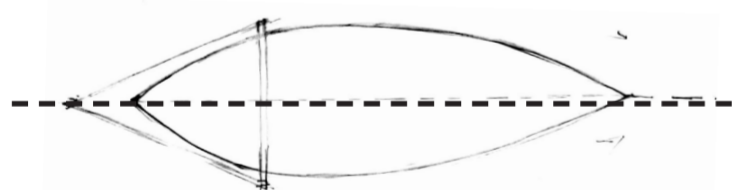
Derelict Waterfront

CONCEPT

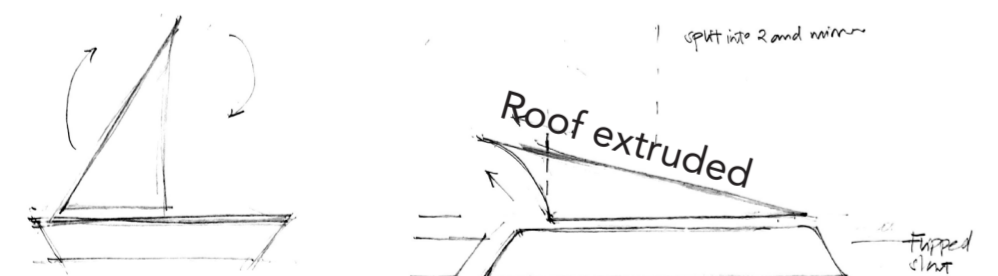
The form is derived through an abstraction of a traditional Swahili 'dhow' which is the quintessential water vessel



The dhow has two compositing elements, the dominant light sail and the subdued but heavy hull



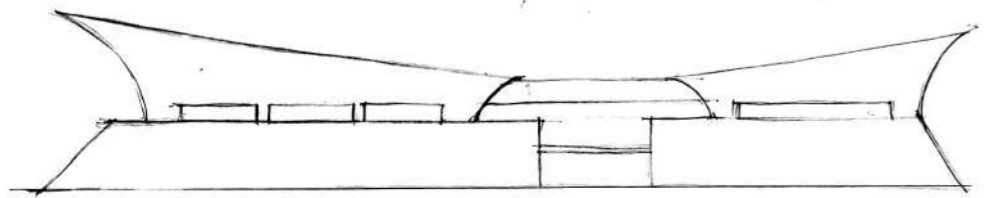
On plan it has a perfectly symmetrical streamlined form



Sail roof form rotated

Ferry form Podium walls slanted

Abstraction: the sail is tilted onto its side, whilst maintaining its dominance and the forms are mirrored



Ferry Terminal

Bridge

BRT Terminal

Resultant Form

MASSING



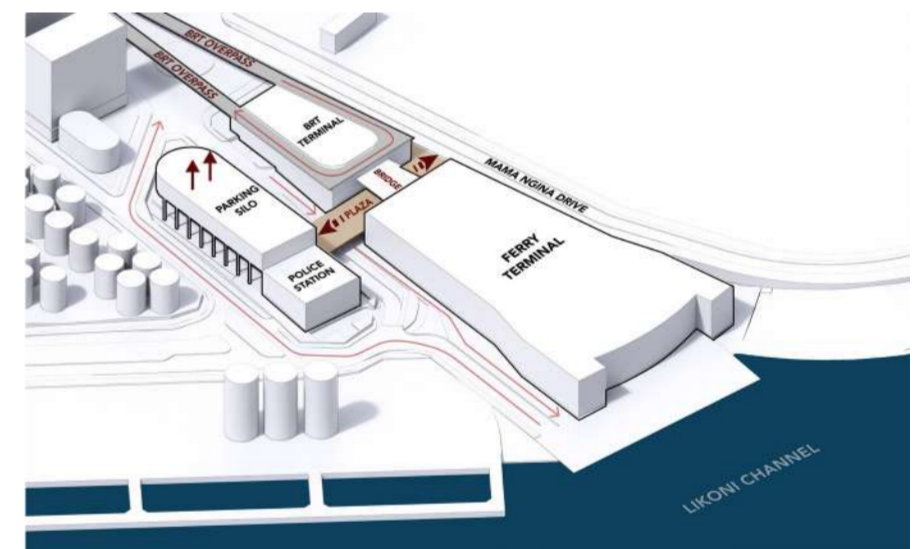
Basic Massing

A basic block on each site maximizing the ground coverage. The two remain separated and access for the BRT buses would also cause conflict.



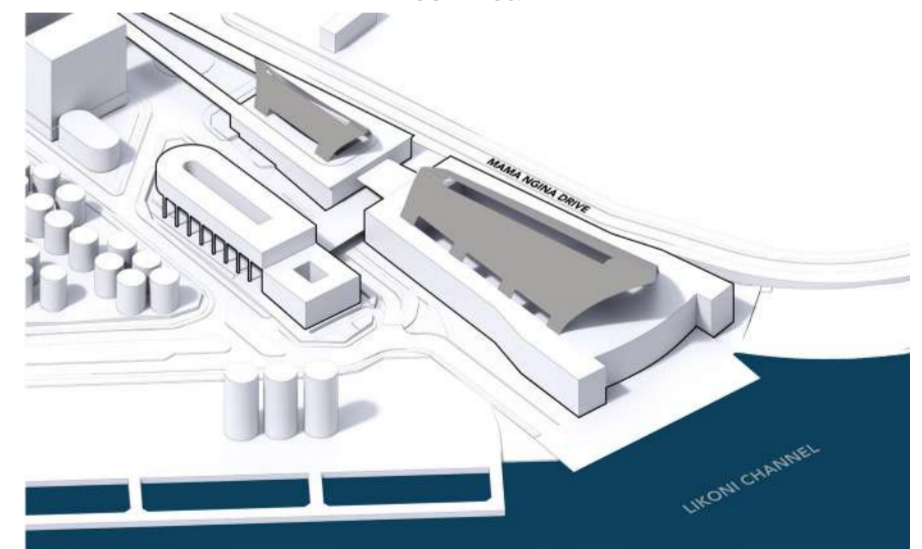
Courtyards

Courtyards and atria are introduced in all the masses, for optimal lighting and ventilation



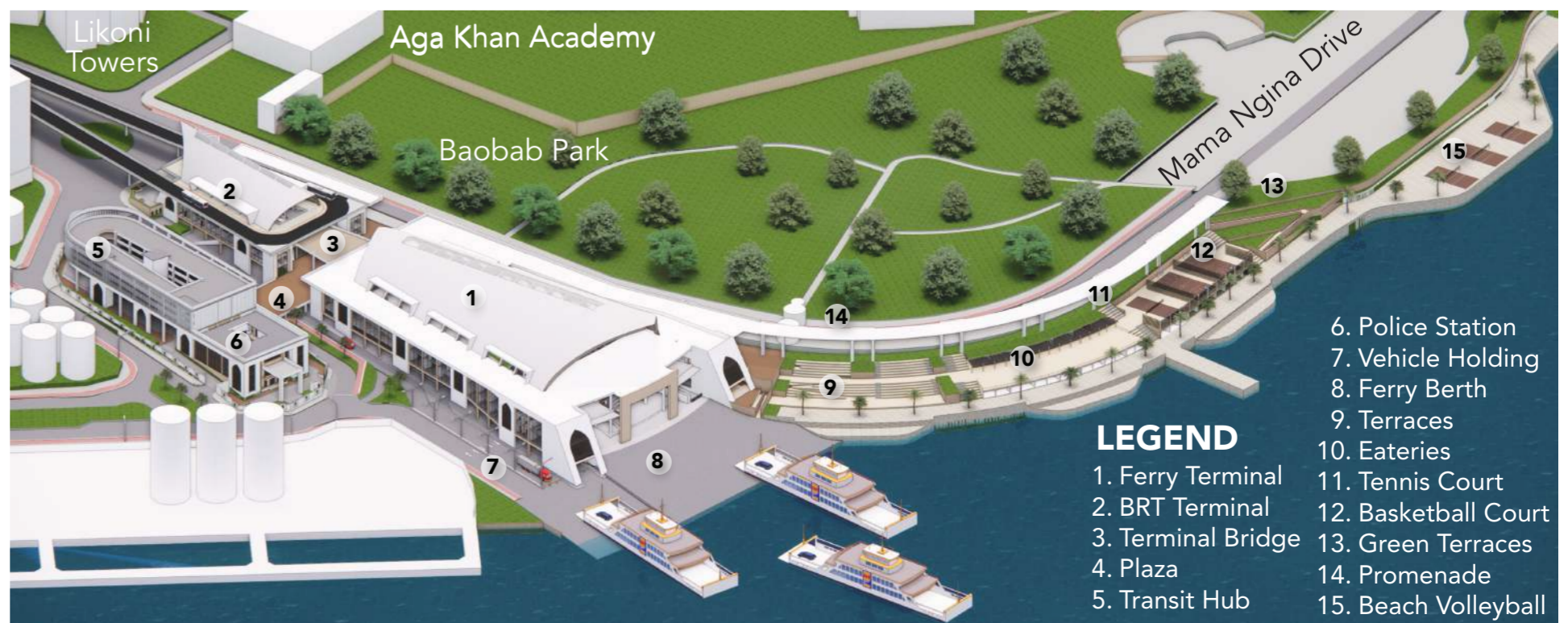
Connection

A transit hub is integrated below the silo and a bridge links it to the plaza. A BRT overpass prevents potential vehicular conflict.



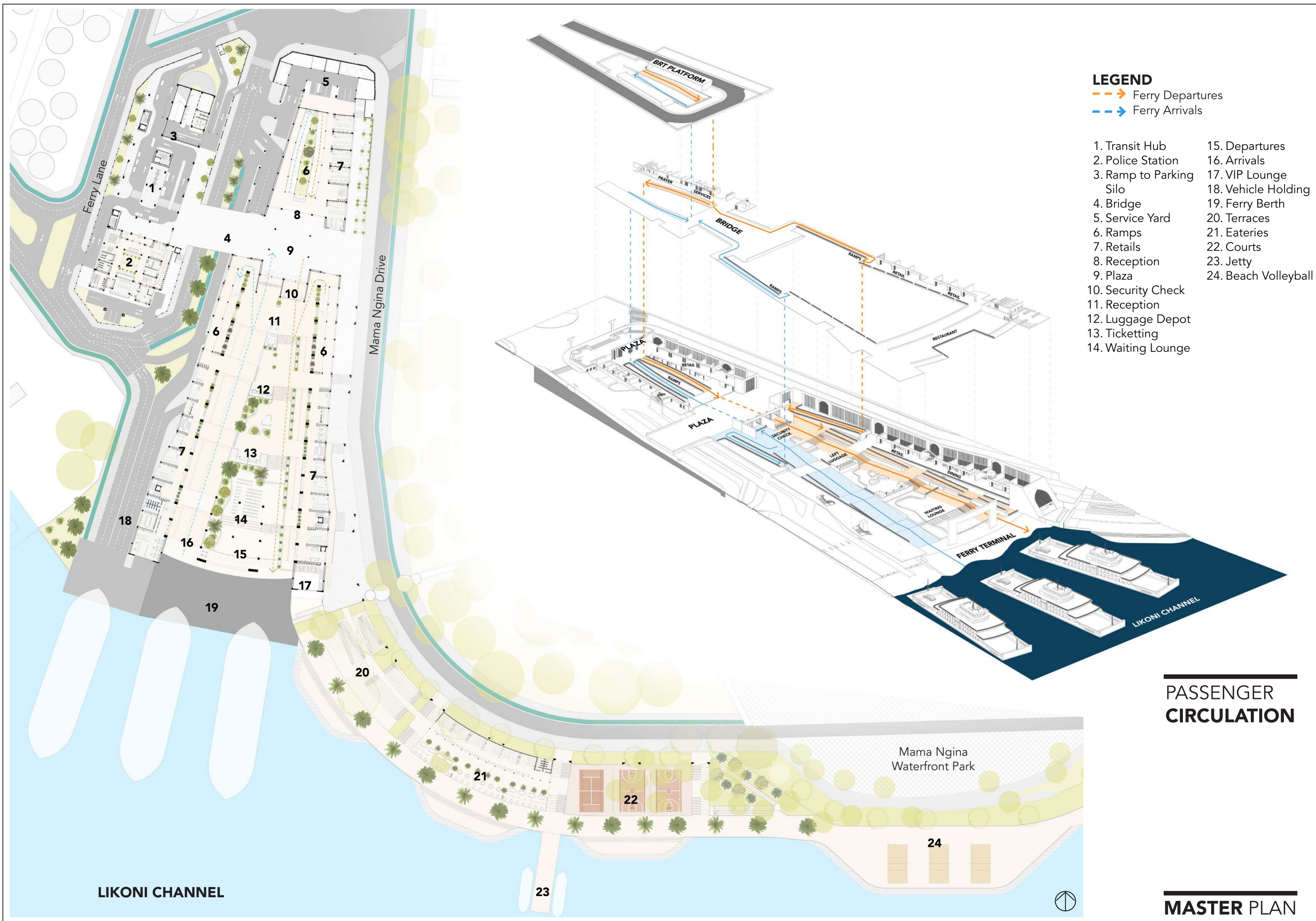
Final form

The resultant form includes the roofs, designed to mimic the sail of a dhow.



LEGEND

- 1. Ferry Terminal
- 2. BRT Terminal
- 3. Terminal Bridge
- 4. Plaza
- 5. Transit Hub
- 6. Police Station
- 7. Vehicle Holding
- 8. Ferry Berth
- 9. Terraces
- 10. Eateries
- 11. Tennis Court
- 12. Basketball Court
- 13. Green Terraces
- 14. Promenade
- 15. Beach Volleyball



- LEGEND**
- > Ferry Departures
 - > Ferry Arrivals
- | | |
|-------------------------|----------------------|
| 1. Transit Hub | 15. Departures |
| 2. Police Station | 16. Arrivals |
| 3. Ramp to Parking Silo | 17. VIP Lounge |
| 4. Bridge | 18. Vehicle Holding |
| 5. Service Yard | 19. Ferry Berth |
| 6. Ramps | 20. Terraces |
| 7. Retails | 21. Eateries |
| 8. Reception | 22. Courts |
| 9. Plaza | 23. Jetty |
| 10. Security Check | 24. Beach Volleyball |
| 11. Reception | |
| 12. Luggage Depot | |
| 13. Ticketing | |
| 14. Waiting Lounge | |

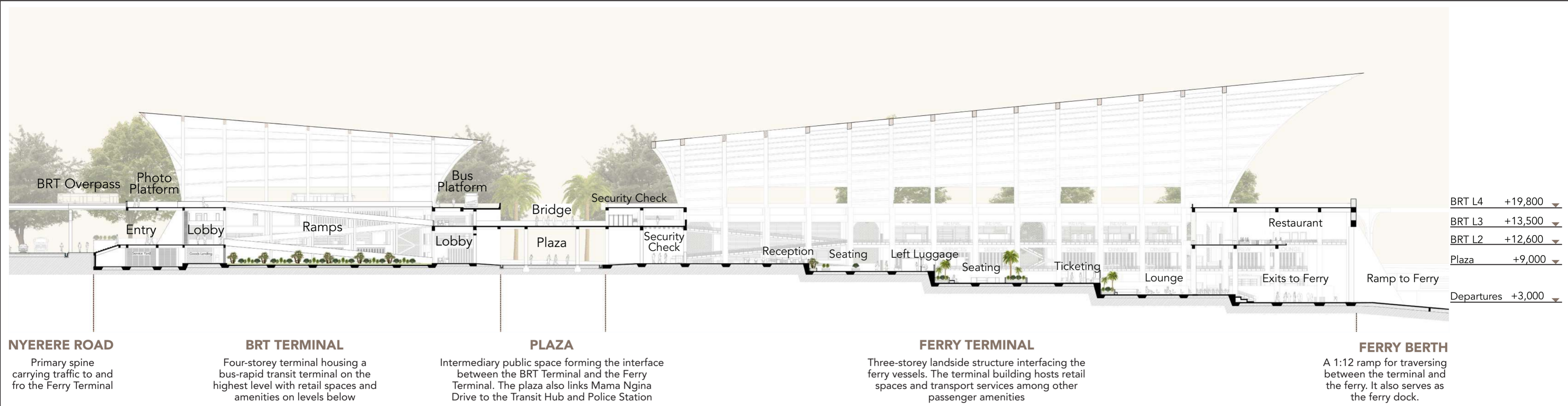
PASSENGER CIRCULATION

MASTER PLAN

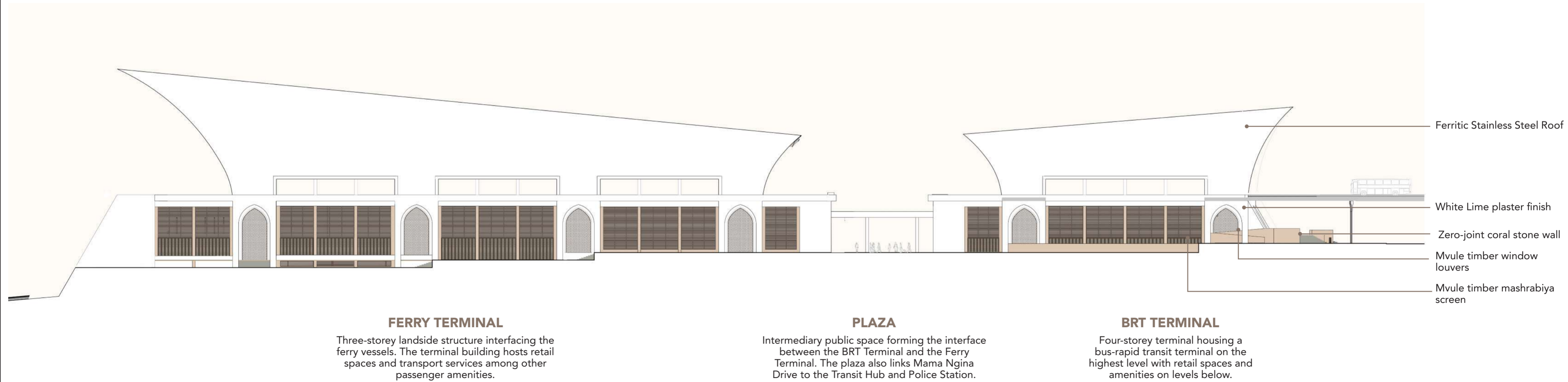
LIKONI CHANNEL

Mama Ngina Waterfront Park

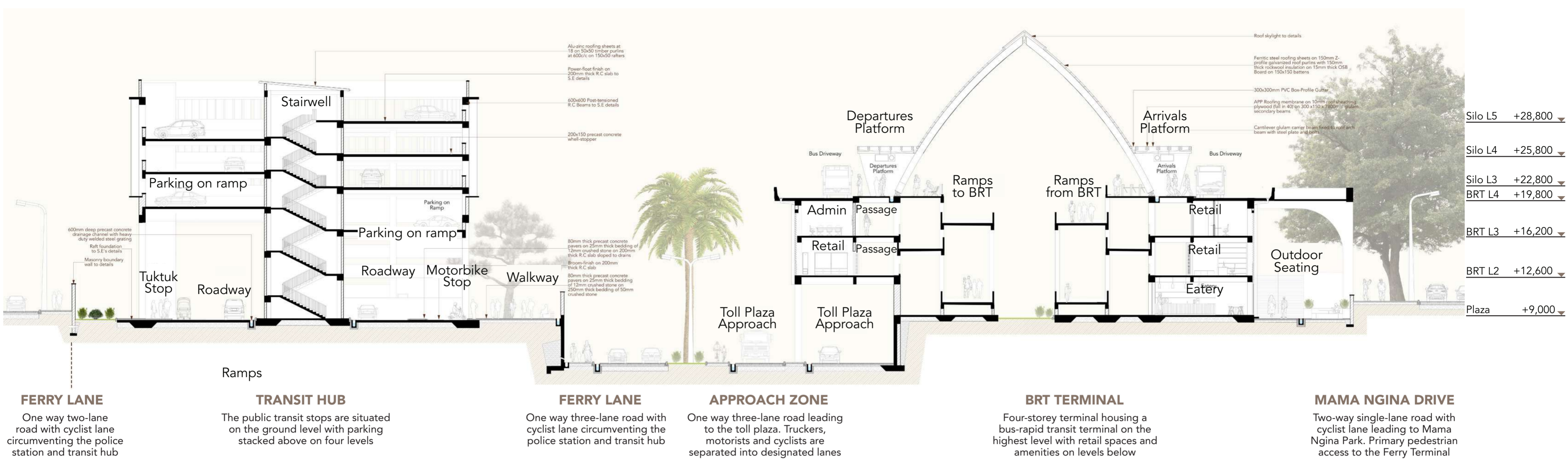




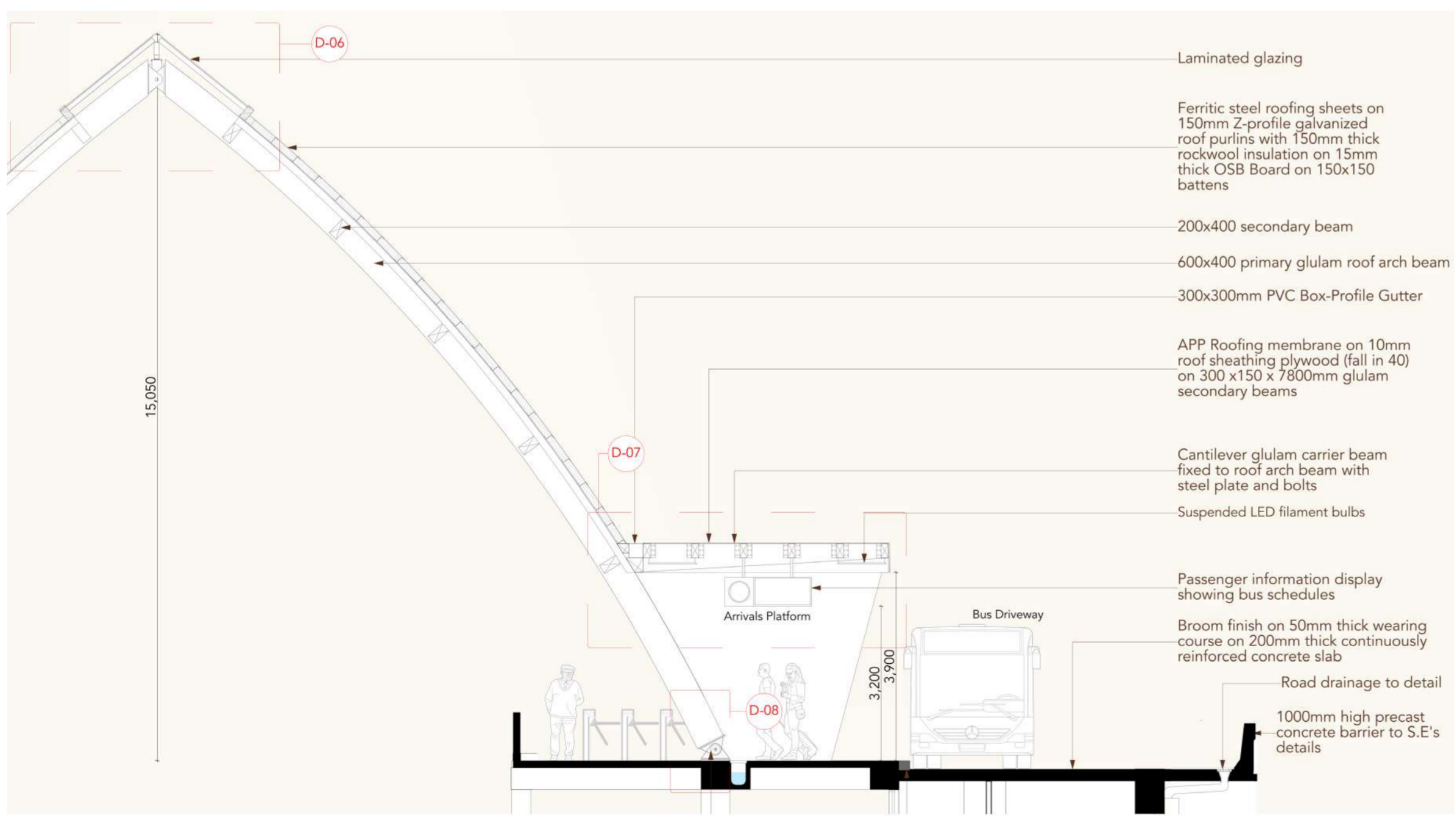
LONGITUDINAL SECTION THROUGH BRT AND FERRY TERMINALS



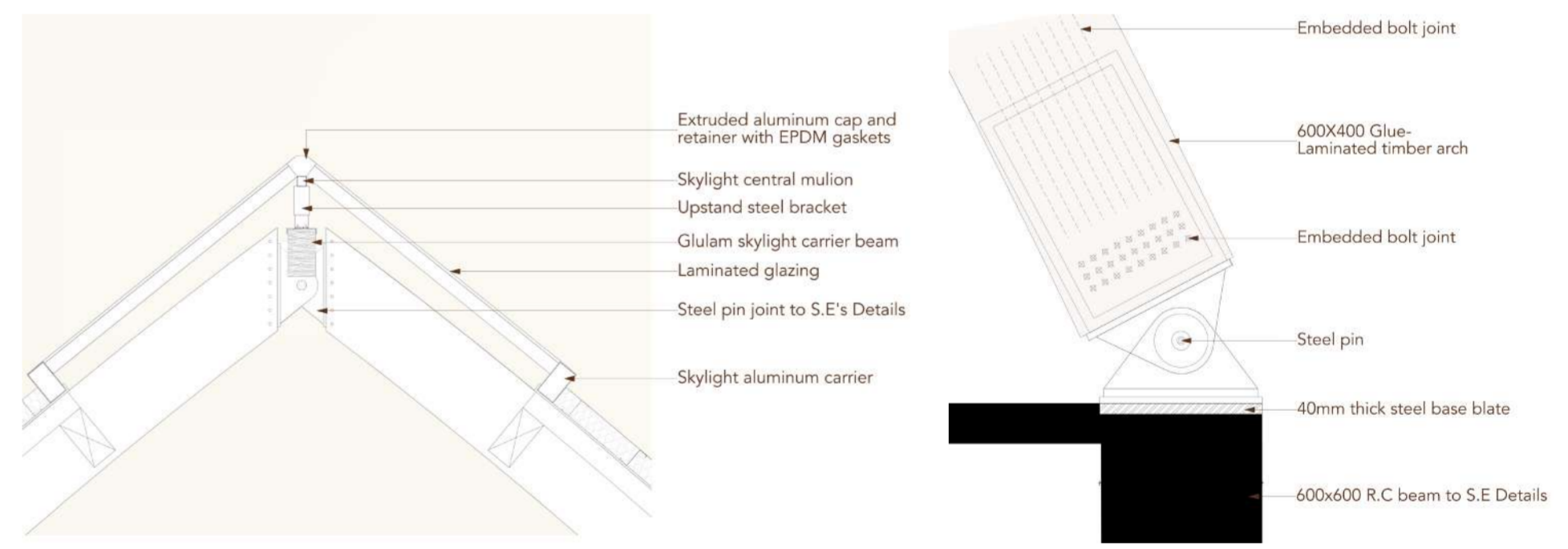
EAST ELEVATION (FERRY AND BRT TERMINALS)



TRANSVERSE SECTION THROUGH PARKING SILO AND BRT TERMINALS

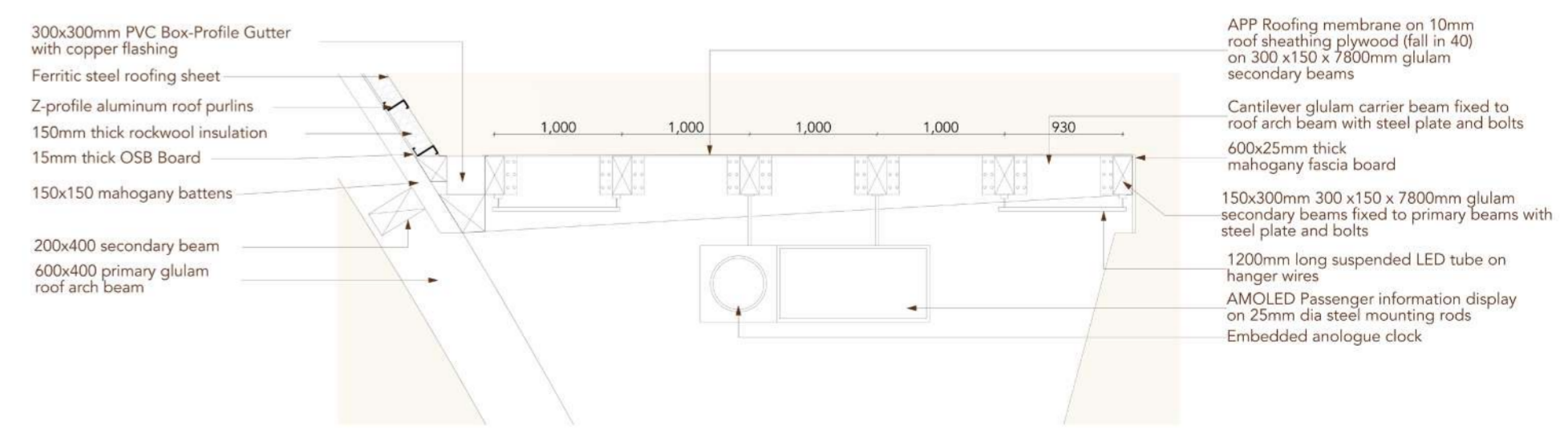


BRT TERMINAL ROOF DETAIL

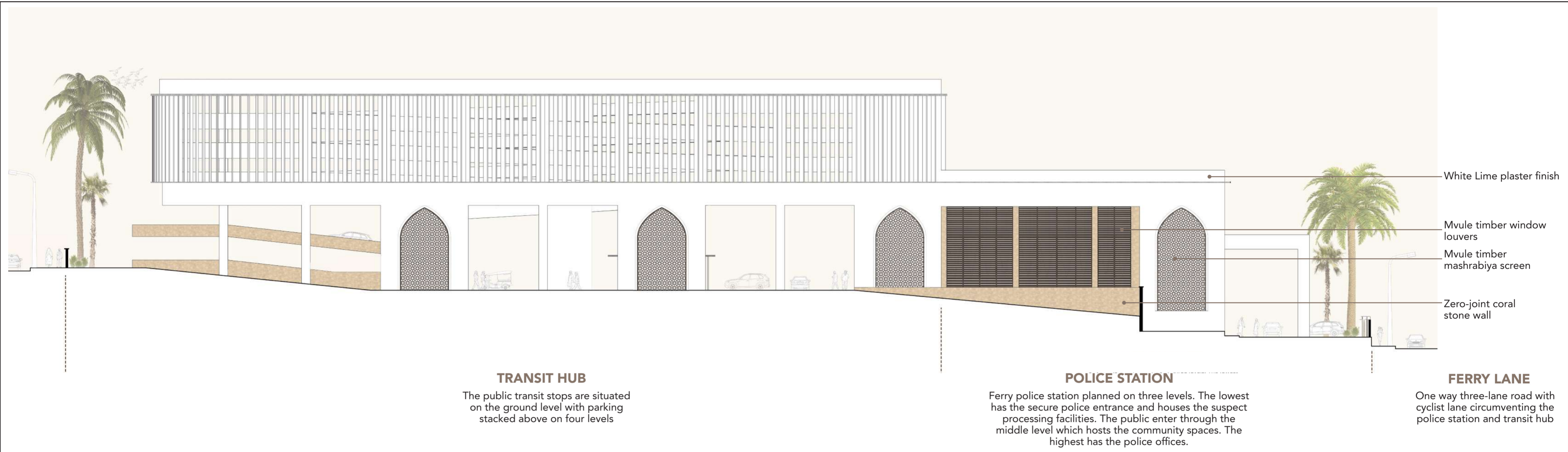


SKYLIGHT DETAIL

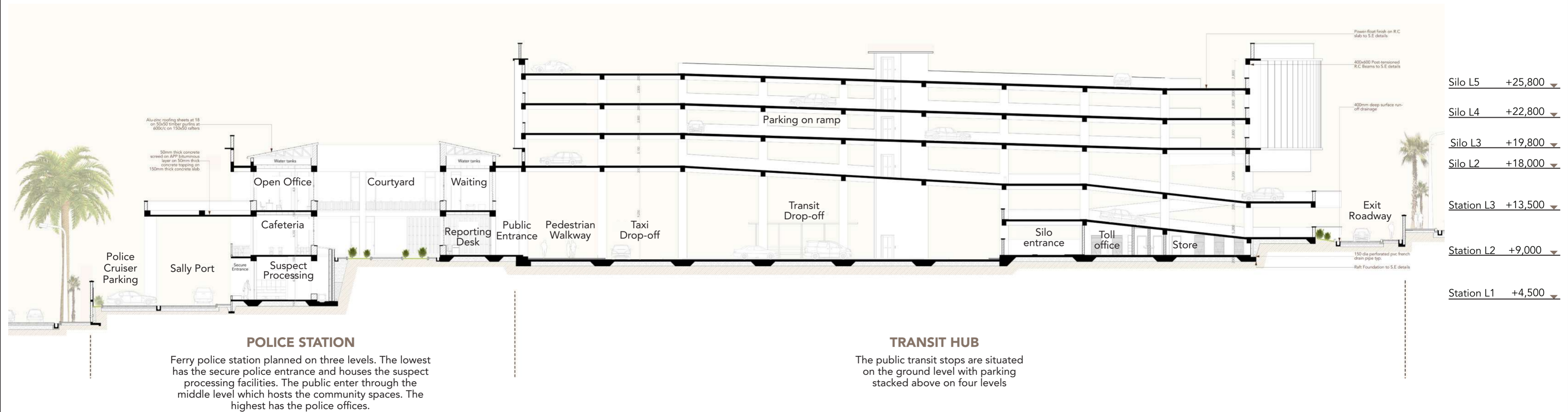
GLULAM ARCH DETAIL



PLATFORM CANOPY DETAIL



WEST ELEVATION (PARKING SILO & POLICE STATION)



TRANSVERSE SECTION THROUGH TRANSIT HUB AND POLICE STATION



ENTRANCE



WATERSIDE



ENTRANCE



FERRY LOUNGE



FERRY LOUNGE



BRT TERMINAL



FERRY LOUNGE