

# Without Planning?

## Incremental Emergence of High Density Mixed Use Centres in Mega-Manila

Stefan RAU 饶士凡 Art CORPUZ



**REAL CORP 2012**

**RE-MIXING THE CITY**  
TOWARDS SUSTAINABILITY AND RESILIENCE?



**ISOCARP**  
Knowledge for better Cities



# SUMMARY: EMERGENCE OF MULTI-TIERED POLY-CENTRAL AGGLOMERATION BY MARKET FORCES

1. **Multi-tiered, poly-central structure is emerging in Mega Manila following market dynamics and private initiatives.**
2. **Despite existence of land use plans etc. formal, planning seems to play a marginal role; particular weakness of implementation.**
3. **Lack of effective regional plan, but renewed recognition for need of inter-municipal coordination (Greenprint 2030 announced in March)**
4. **Mega-Manila with pressing problems (e.g. traffic congestion; lack of affordable housing, open and recreational space; poor air quality...)**
5. **Potential for more active planning to guide, support development**

# PHILIPPINES PLANNING SYSTEM: FRAGMENTATION. *DEVOLUTION* VERSUS CENTRALIZATION, PLANNING VERSUS IMPLEMENTATION

## *Devolution following centralization and dictatorship.*

- President Marcos *Martial Law* - 1986: *People Power Revolution* - President Aquino
- Local Government Code 1991: administrative powers to local governments
- Unprecedented local autonomy, particularly for cities and municipalities,
- Weakening metropolitan and regional institutions.
- Fragmented planning and governance structure



# PHILIPPINES PLANNING SYSTEM: FRAGMENTATION. *DEVOLUTION* VERSUS CENTRALIZATION, PLANNING VERSUS IMPLEMENTATION

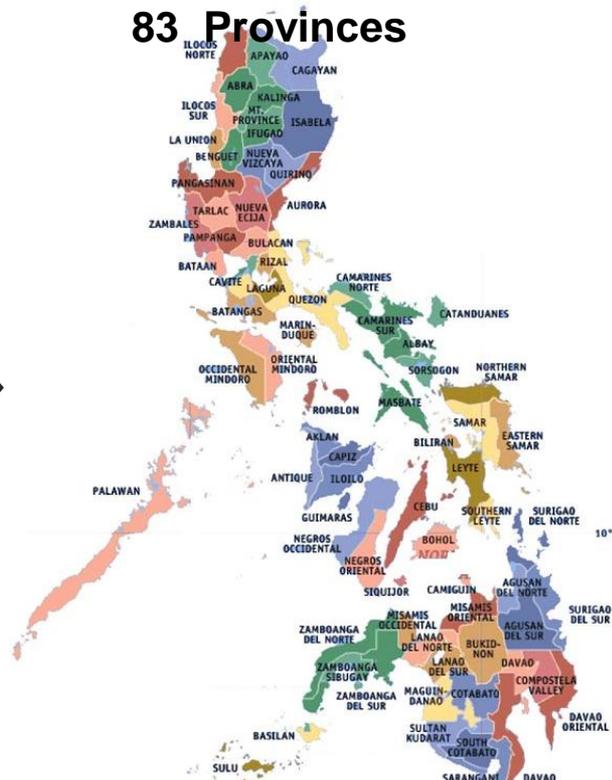
*RP. Mega-region. Region. Province. City/Municipality. Barangay.*

- **National Economic & Development Authority (NEDA):** long & medium term national & regional development plans – via regional development offices/councils
- **Mega-Regions** 4 in Philippines (RP). “**Metro- Luzon**”: Region 3+4+NCR-Manila used by NEDA for **statistics** and **strategic planning** purposes. **No powers.**
- **Mega-Manila.** NCR+ 6 provinces. NEDA for statistical purposes & plg. consideration.
- **Regions** 14 in RP. **Regional councils:** planning organizations. **NCR. No mandate.**
- **Provinces.** 83 in RP. Provincial development plans.
- **Metro Manila.** MMDA: -Development Authority. In theory: planning. Limited powers.
- **Cities / Municipalities.** 1634 in RP. 17 in Metro Manila. Formal planning authority, particularly land use planning and zoning,
- **Barangays.** 42,026 in RP. Metro Manila: 1,705.

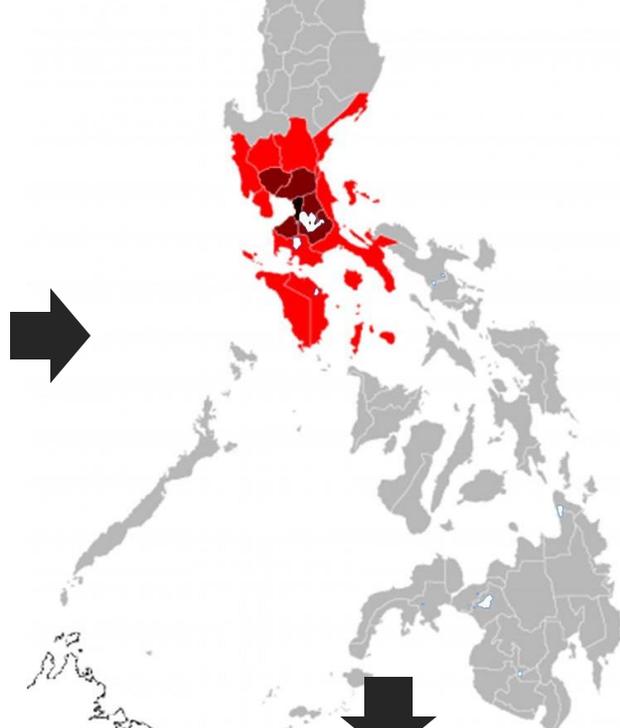
# 14 Regions



# 83 Provinces



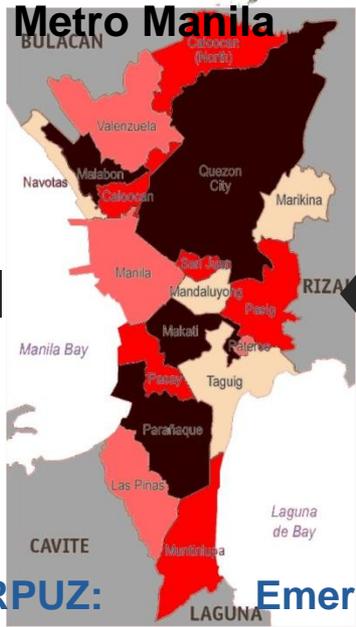
# 4 Mega Regions: Metro Luzon



## City of Manila



## Metro Manila



## Mega Manila



## Metro Luzon



Stefan RAU, Art CORPUZ: Emerging Polycentral Structure in Mega-Manila

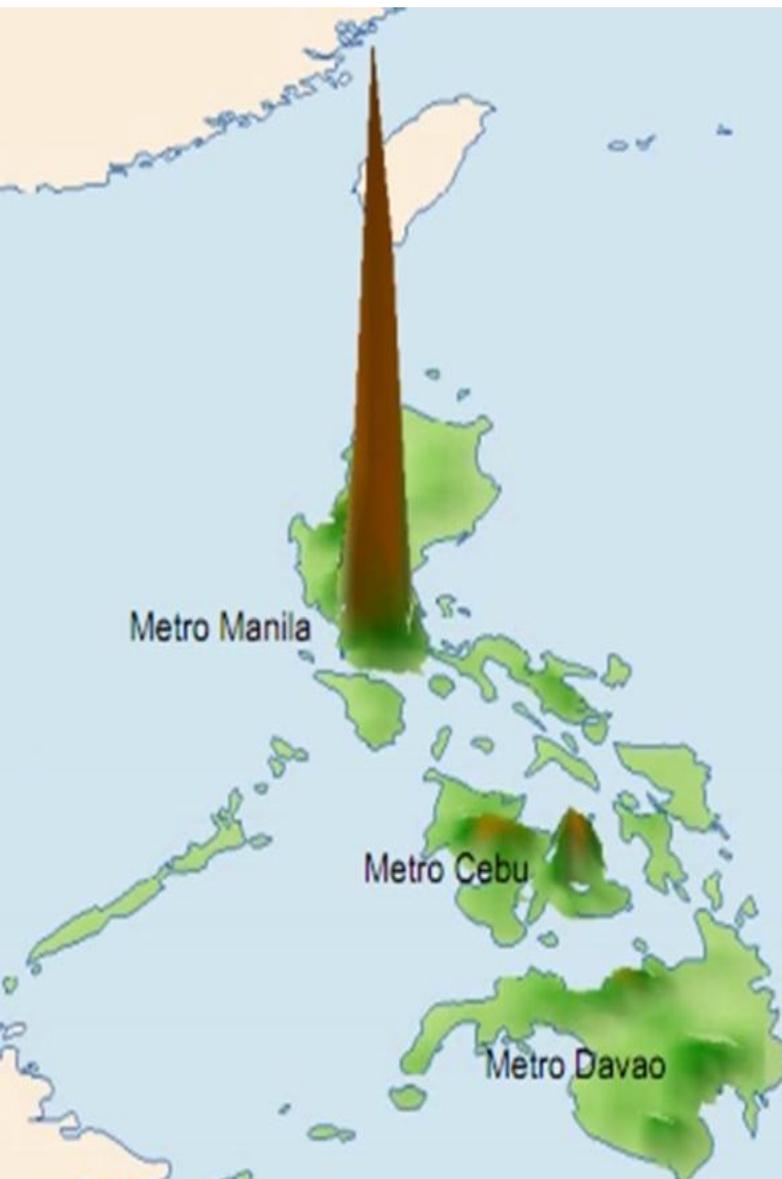
# CONTINUED GROWTH OF METRO- AND MEGA-MANILA AND METRO-LUZON: THE NATION'S FOCUS

## *Economic growth. Drivers.*

- BPO (business process outsourcing often referred to as call-centres),
- Manufacturing of consumer electronics for export,
- Tourism,
- Mining,
- Agriculture & Aquaculture
- Furniture,
- Trade,
- Logistics.
- Overseas Filipino Workers (OFWs) and their remittances to families

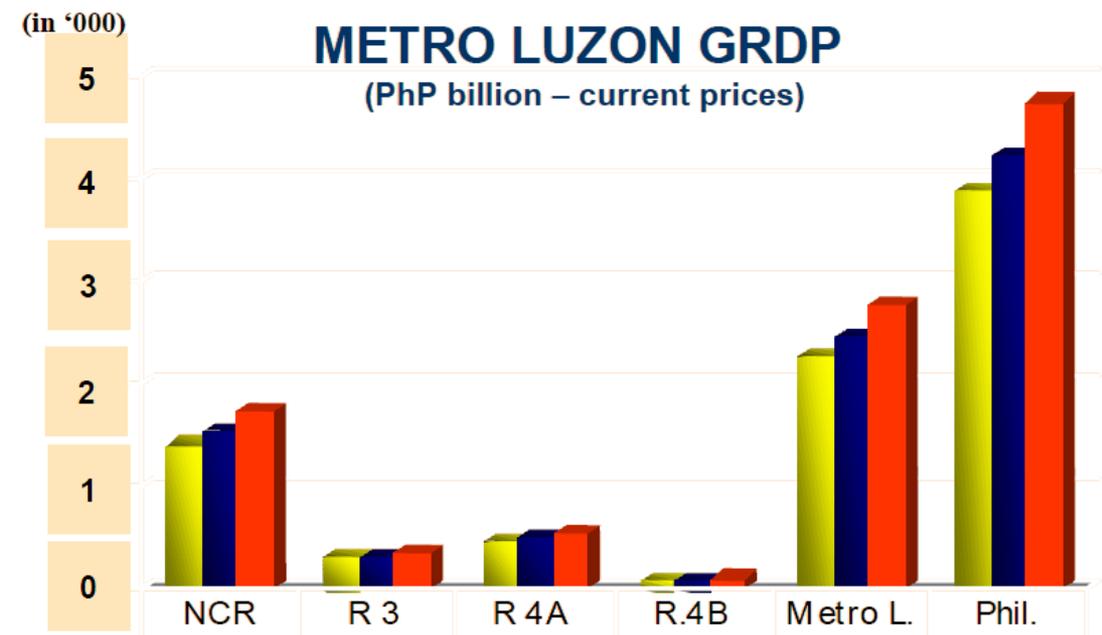


*Nation's Focus: Economic Density in the Philippines. Corpuz, Art 2010 / World Bank.  
 Population & GDP per region. <http://www.nscb.gov.ph/factsheet/pdf08/FS-200806-SS1-01.asp>*



Stefan RAU, Art CORPUZ:

Region	Population Density (persons/sq km)			GDP at current prices (in million pesos)	
	2007	2000	% Increase	2006 1/	2000
Philippines	260	225	15.6	6,032,624	3,354,727
NCR (Metro Manila)	18,650	16,033	16.3	2,244,705	1,179,471
Region IVA - CALABARZON	707	561	26.0	692,904	469,477 2/
Region III - Central Luzon	451	381	18.4	463,833	263,944



	NCR	R 3	R 4A	R.4B	Metro L.	Phil.
2002	1412.6	306.1	462.1	90.1	2270.9	3883.2
2003	1536.8	332.6	503.4	98.8	2471.6	4210.5
2004	1720.4	367.4	558.8	109.2	2755.8	4739.1

Emerging Polycentral Structure in Mega-Manila

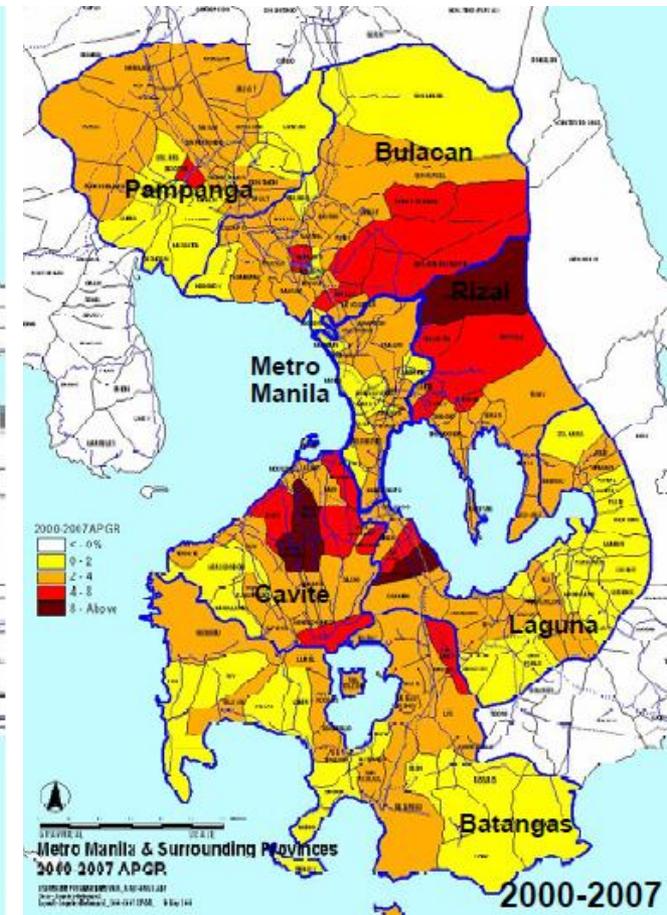
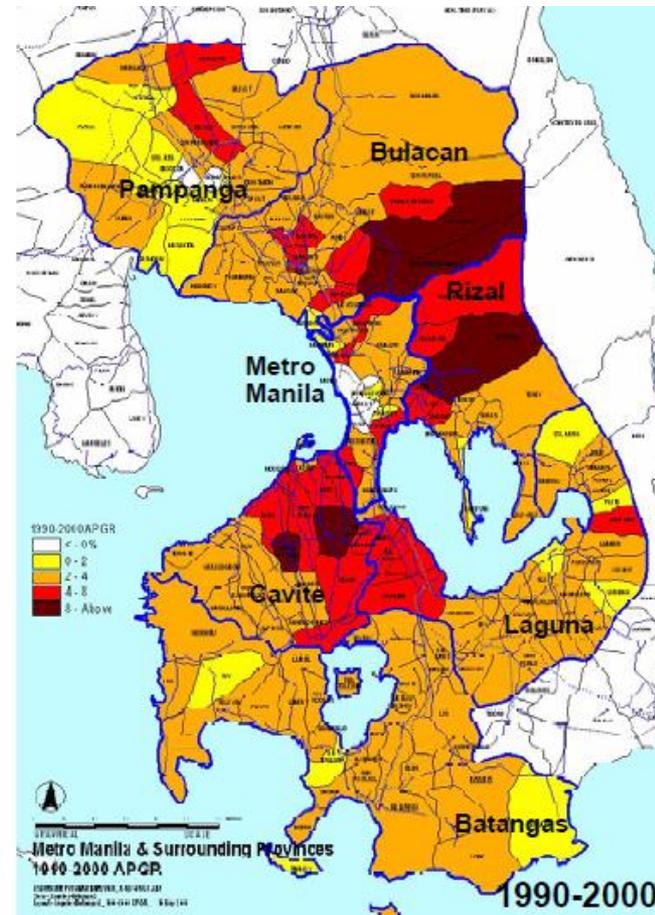
# SPATIAL DEVELOPMENT AND LOCATION PATTERNS IN METRO- AND MEGA MANILA: DENSER, HIGHER AND **MORE MIXED IN THE CORE**

*Expansion with higher densities & centre-clusters at periphery.*

- **Relatively higher densities of peripheral developments recently**
- **Mid-rise, sometimes high-rise residential and office developments**
- **New clusters at periphery with commercial and business centres**
- **Average density Metro Manila: 20,000 res/km<sup>2</sup>**
- **Some higher density core areas are twice to three times this level.**

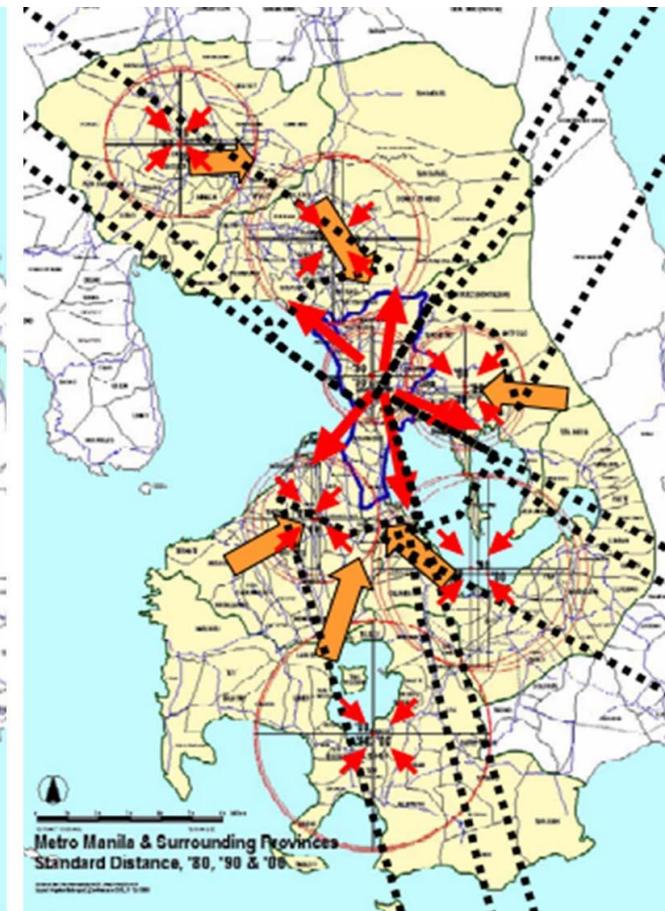
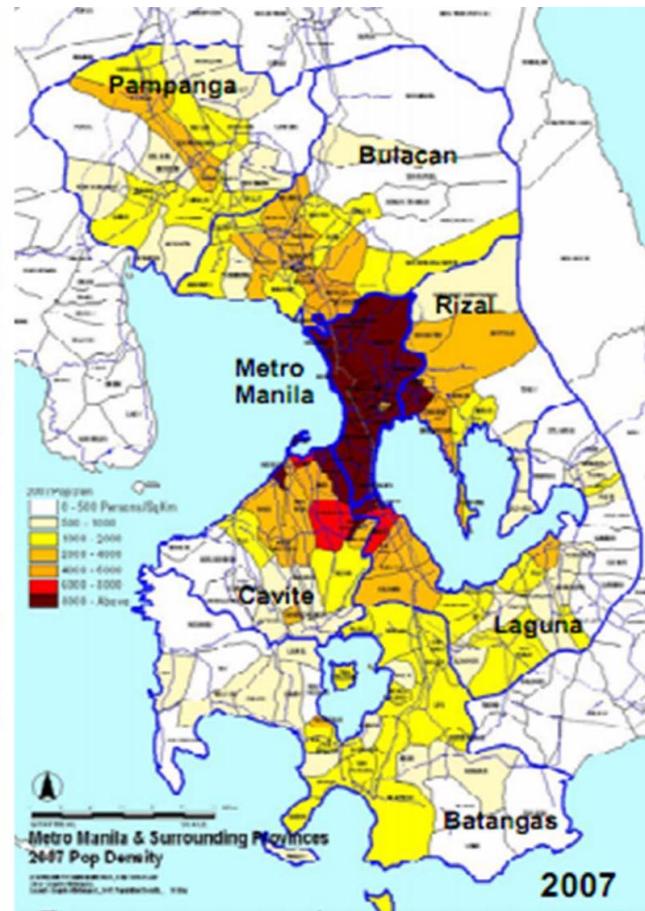
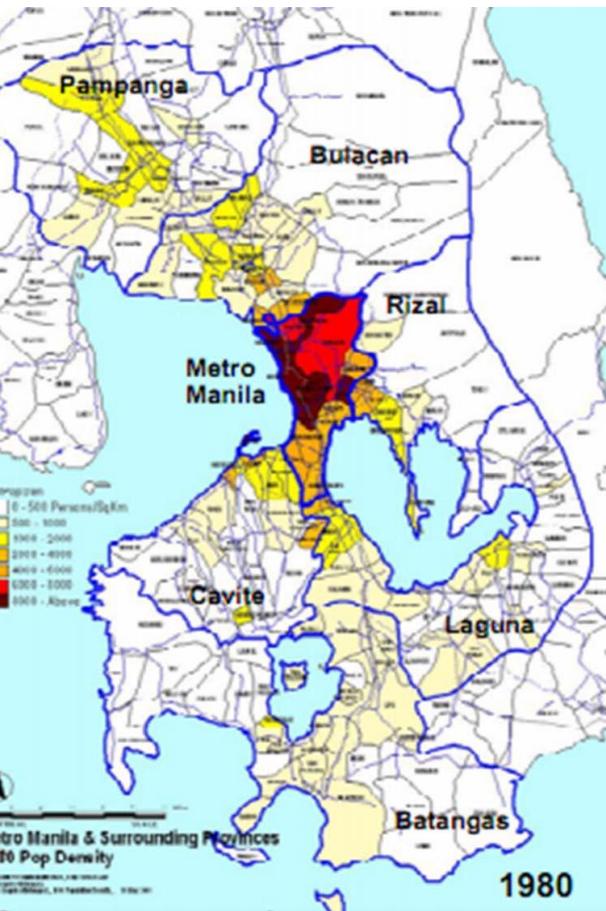


# MEGA MANILA REGIONAL GROWTH PATTERNS



*Mega-Manila population growth. Corpuz, Art 2010..*

# MEGA MANILA REGIONAL GROWTH PATTERNS



*Mega-Manila population density and spatial development trends. Corpuz, Art 2010..*

# SPATIAL DEVELOPMENT AND LOCATION PATTERNS IN METRO- UND MEGA MANILA: DENSER, HIGHER AND MORE MIXED IN THE CORE

*Expansion, densification and completed mix in existing centers.*

- **Mature centres, including Makati and Ortigas are evolving further**
- **New developments with wider mix of uses**
- **Residential condominiums, offices, hotels, entertainment, cultural**
- **Higher densities result in more compact urban forms**
- **Continuous appreciation of land values.**



# SPATIAL DEVELOPMENT AND LOCATION PATTERNS IN METRO MANILA: DENSER, HIGHER AND **MORE MIXED IN THE CORE**

*New centre-clusters in the region's core at transit stations.*

- Emerging high density mixed use clusters at transit / ring roads
- Typically developed with high-rise condominiums & shopping malls,
- Also attracting high-rise offices mostly BPO industry
- Leisure facilities
- Examples are Pioneer Highlands, East Avenue Station, Magallanes Station and the Taft Avenue Corridor along the LRT2 line.



# LIMITATIONS OF TRANSPORT LEAD TO CONSTRAINTS OF CENTRE LOCATIONS

*Metro Manila annual loss from traffic congestion: P140B*

- Traffic congestion severe
- Current public transit system insufficient of Metro Manila's needs.
- Plans and budgets for two LRT line extensions currently budgeted.
- Significantly more rail-based transit as well as BRT needed,
- Effective management of semi-public transportation services needed



# TRANSPORTATION INFRASTRUCTURE SHORTAGES



*Metro Manila Transit: One MRT, two LRT and two regional rail lines.  
[www.johomaps.com](http://www.johomaps.com) & [www.urbanrail.net](http://www.urbanrail.net)*

## MANILA SHOPPING MALLS: COMPLETE INTERNALIZED CITY CENTRES – FOCUS OF URBAN LIFE

*Air-conditioned spaces in a tropical climate are popular.*

- Local governments have to provide public services and often can't
- Contemporary public centres spaces have not been provided by LGU's.
- Privately owned and operated malls have become urban & civic centres
- Malls have complete mix of retail, food, services, entertainment
- Functions include: church, tax official, car-registration office, notary public, attorney, clinic, hair-dresser, classrooms, bingo-hall, retail stores, market stalls, supermarkets, food courts, restaurants, bars, movie theatres, farmer's markets, realtors, game-rooms etc.

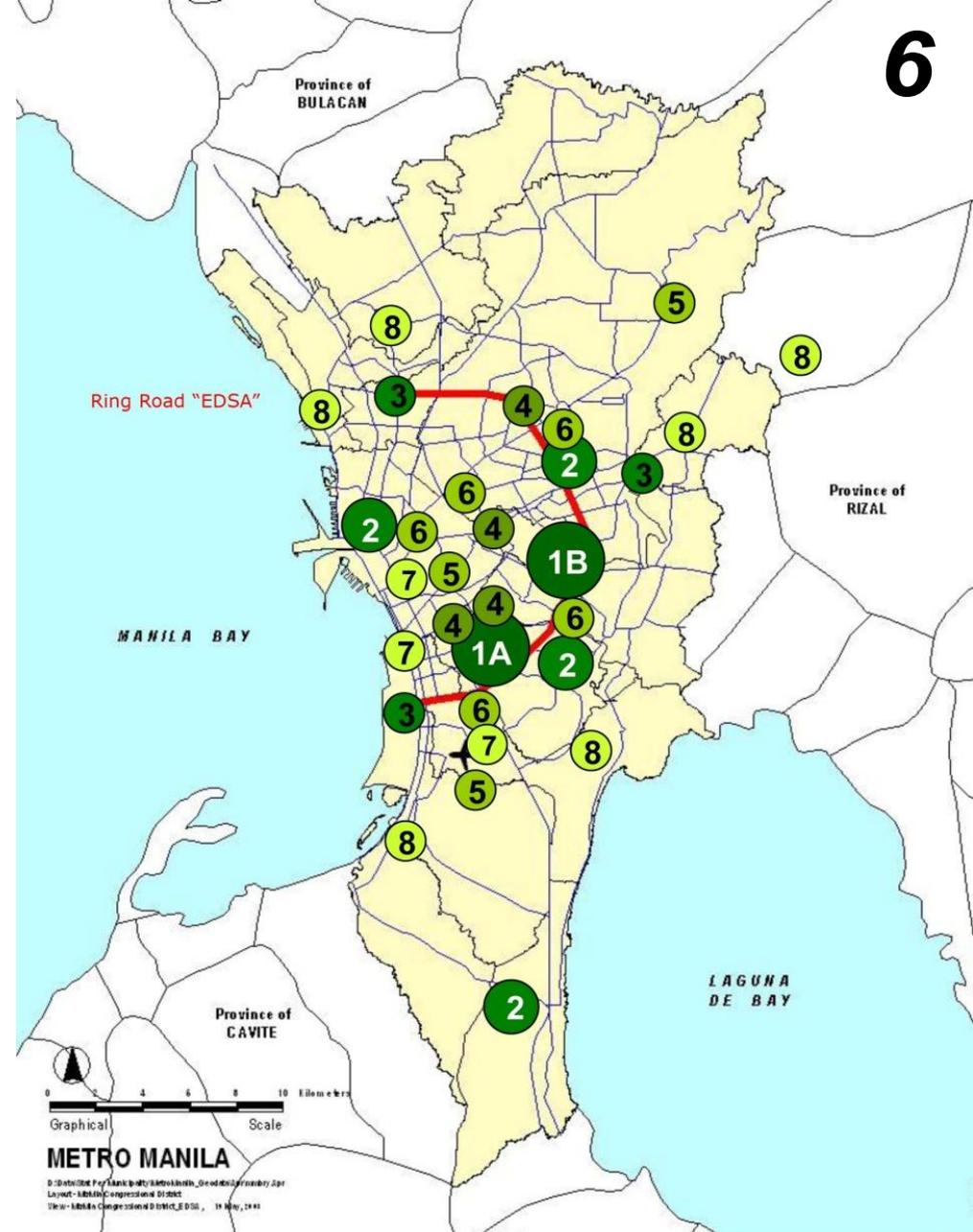
# METRO MANILA'S CENTRES AND MALLS IN TRANSITION: NEW LIFESTYLE PREFERENCES FAVOUR PUBLIC OUTDOOR SPACES

## *Pedestrian-friendly design from the start in new developments*

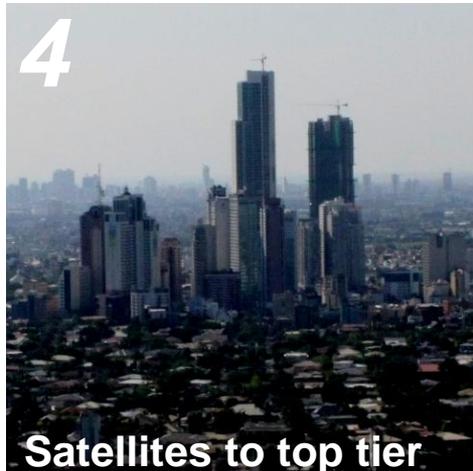
- **New trend: public outdoor space re-emerging as places for public life**
- **pedestrian-based activities become popular - all ages of middle class**
- **Shopping malls add outdoor spaces / reconfigure to focus on green.**
- **New malls designed around open spaces, open galleries.**
- **Roads redesigned; main-streets with improved sidewalks and shops.**

# EMERGING CENTRES

- 1. Primary CBDs
- 2. Second tier CBDs
- 3. Centres - focus on commerce
- 4. Satellites to top tier CBDs
- 5. Centres focused on government
- 6. Emerging transit-based centers
- 7. Entertainment/hospitality centers
- 8. City-centres low - and mid-rise

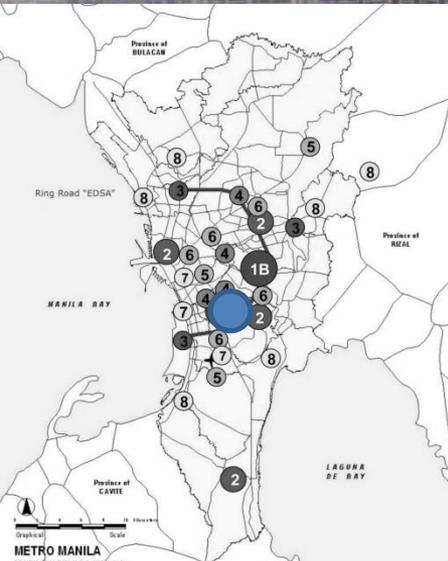


# EMERGING MULTI-TIERED CENTRES STRUCTURE



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## Makati: The No.1a – The National CBD



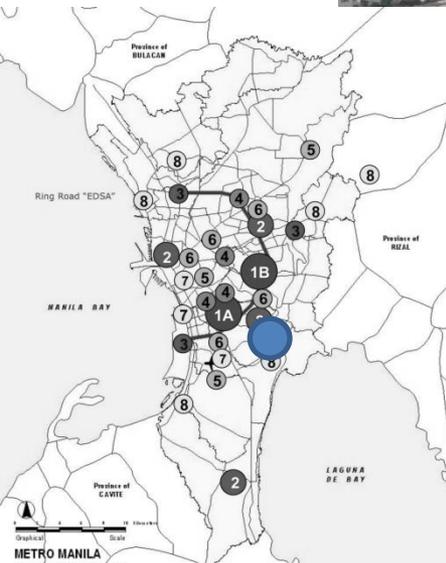
Stefan RAU, Art CORPUZ:

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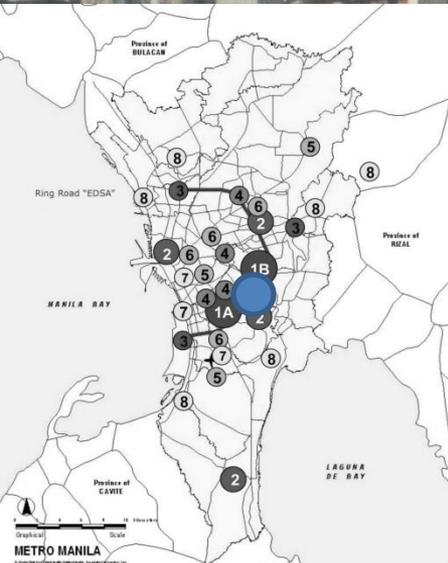
## Bonifacio Global City: No. 2. Planned New District.

Compact, mixed-use, pedestrian-friendly. 30% compl.



# EMERGING MULTI-TIERED CENTRES STRUCTURE

## Pioneer/Boni Ave: No.6 – Emerging Transit based Centre



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Emerging Polycentral Structure in Mega-Manila

## CONCLUSION: Re-Mix, Distributed Mix, Completed Mix

- Poly-centre structure result of market & social behavior - not planning
- General public, developers etc. would appreciate new transit & infrastructure
- Appreciation of more open space and networks
- Opportunities for planning: popularity of transit, urban lifestyles, open spaces.
- Rediscover the power good public space offers as instrument for systems integration and place making

## Opportunities for **New PLANNING**

### Proposal for principles of how planners can act to improve Mega Manila:

- 1.Planners' initiative i.e. Mega-Manila Planning & Policy Advisory Association
- 2.Develop and work on consensus for vision and principles for Manila's future
- 3.Prepare frameworks for road, rail, waterways, green, social initiatives.
- 4.Zoom in on few, doable key projects, coordinate, streamline funding.

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