

TARLAC - ANGELES - PAMPANGA

BACKGROUND RESEARCH, ISOSTATIC MAP & METRO MATRIX

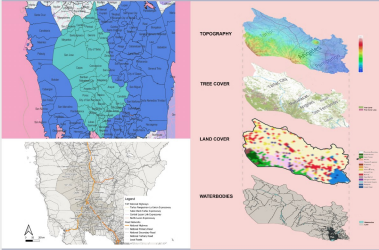
ARCH 162 FINAL PLATE | PROF. DE CHAVEZ ADRIANO, BARRIAS, DIANZON, DOMINGO, HUGO, LEONIDA, MAMANGUN-ROQUE & RAMIREZ-LAM

TAP OVERVIEW

GENERAL INFORMATION

REGIONAL CENTER OF REGION III (CENTRAL LUZON)

- Bordered by Pangasinan (North), Nueva Ecija (East), Zambales (West), and Bulacan (South)
- Population of 4,404,093



GREEN INFRASTRUCTURE

- Tarlac**
 - Landlocked
 - Western - mountainous, Eastern - mostly plains and farmlands
- Pampanga**
 - Mostly plains and farmlands
 - Coastal - northern shore of Manila Bay is located in its South
 - Numerous classified rivers (8 in Tarlac and 5 in Pampanga)

GREY INFRASTRUCTURE

- Four segments of the National Highway Network traverse the T.A.P. Area (North-South direction)
 - Parallel to green infrastructure (mountain range)
- National Primary Roads (East-West direction) further connect the cities and municipalities

DIRECTIONALITIES

- Main directionality**
 - Parallel to the mountain range to the West of TAP
 - Dialogue with green infrastructure; flight (evasion)
 - Reflected by National Highway Network; continuous from NCR
- Secondary directionality**
 - Reflected by National Primary Roads supporting main directionality

AGRICULTURAL CENTER

1 COMPONENT CITY, 17 TOWNS



TARLAC

- 498/SQ. KM. DENSITY
- 385,345 HAS. TOTAL LAND AREA
- AGRICULTURE
- FISHERIES
- CERAMICS
- FOOD PRODUCTION
- MINING
- MANUFACTURING
- ECONOMY AND INDUSTRIES

The province of Tarlac is a landlocked province bounded by Pangasinan, Nueva Ecija, Zambales and Pampanga. In order to understand the context of urban development of the province of Tarlac, its provincial capital, Tarlac City, will be used as a focal point.

Tarlac City is classified as a 1st Class Component City and covers about 27,466 has. of Tarlac Province's total land area. According to Tarlac City's most recent Comprehensive Land Use Plan in 2017, about 67% of its total land area is covered by Agricultural Lands. Meanwhile, the Built-up areas cover about 17% of the city's land area. New Clark City is currently being developed, located in the towns of Bamban and Capas, Tarlac.



A Structure Plan for 2018-2027, which serves as a development strategy, was developed for Tarlac City's CLUP. It identified six (6) districts for development, namely the Central Business District, Agricultural Development, Agro-Industrial Development, Industrial Development, Mixed-Use Development, and Tourism Development.

These districts have a radial scheme which are connected by a main circumferential road.

COMMERCIAL CENTER

HIGHLY URBANIZED CITY CLASSIFICATION



ANGELES

- 7,588/SQ. KM. DENSITY
- 4,217.37 HAS. TOTAL LAND AREA
- FURNITURE & HANDICRAFTS
- CLARK FREEPORT
- CALL CENTERS & IT INDUSTRY
- GASTRO-TOURISM
- SEX TOURISM
- ECONOMY AND INDUSTRIES

The City of Angeles, while geographically independent from the province. The city is divided into its North and South sides by the Abacan River.

Before restructuring its Comprehensive Land Use Plan in 2010, about 44% of its land area was made up of Built-up areas. Within these built-up areas, Residential Areas occupy the largest amount of land taking up 28% of the city's total land area. Second to built-up areas are the city's Agricultural Lands, covering about 25% of the city's land area. Notably, a portion of the Clark International Airport is situated in Angeles City as well, occupying 4% of its total land area.



In the restructuring of its CLUP for the years 2010 to 2020, Angeles City opted for a radial and circumferential urban form. Along with this development strategy, a central business district will be established along with various urban centers scattered around the radial development. The aim for these urban centers is to become as independent as possible from the CBD by providing them with essential services

INSTITUTIONAL & INDUSTRIAL CENTER

2 COMPONENT CITIES, 19 TOWNS



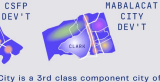
PAMPANGA

- 1,218/SQ. KM. DENSITY
- 288,228 HAS. TOTAL LAND AREA
- AGRICULTURE
- LIVESTOCK & FOOD PRODUCTION
- TRADING
- MANUFACTURING
- FURNITURE & IRONWORKS
- HOSPITALITY & RETAIL
- ECONOMY AND INDUSTRIES

Pampanga is bounded by Tarlac (North), Bulacan (East), Zambales (West), Bataan (Southwest), and the Northern portion of Manila Bay (South). It has two component cities, the City of San Fernando (CSFP) and Mabalacat City.

CSFP is the capital of Pampanga and the regional center of Region III due to its strategic location. All of its 35 barangays are classified as urban. A vast part of the land is considered built-up (42.2%), the other land use are agricultural (50.88%), inland water (0.2%), and grassland (0.27%). CSFP is rich in historical sites and is the home of the Giant Lantern Festival.

The urban development goal of CSFP is the decongestion of its core by forming supplemental urban centers. The strategy identified in the CLUP as a radial and circumferential urban form but the goal can be better achieved by a rectilinear system. Central functions are to be distributed to seven growth nodes, with corridors connecting two or more centers.



Mabalacat City is a 3rd class component city of Pampanga, composed of 27 barangays and covers a huge part of Clark Freeport Zone. In terms of current land use, most land area is classified as protected (46.30%) and agricultural (26.21%), while 9.06% is residential, and less than 2% is used for commercial, industrial, and institutional space.

Mabalacat is focused on commercial and industrial development trusts to reflect the vision of the city as a premier industrial-commercial hub in Central Luzon. This is through multi-nodal development with growth nodes for industrial centers (Clark, TECO, Ayala Technopark), commercial corridors, agrotourism/agricultural, and residential.

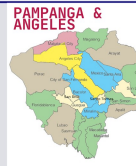
CHESSBOARD PLANNING



- KING**
 - Tarlac City
 - central historic district of the Province of Tarlac
- QUEEN**
 - Concepcion
 - main productive infrastructure
 - international point
 - tourism and imported goods
 - location of Santa Rosa Airport

- BISHOPS**
 - Camiling, San Jose, San Miguel
 - industrial and entrepreneurial productive fabric
 - end points of transport lines
- KNIGHTS**
 - Anso, Gerona, Mayantoc, Moncada, and Panipul
 - territorial sub-centers
 - secondary gateways / access
 - directly supports Tarlac City and Concepcion

- ROOKS**
 - Bilibian, La Paz, and Victoria
 - similar purpose to the bishop but independent from main transport lines
 - border and independent sectors
- PAINS**
 - Capas, Pura, Ramos, San Clemente, and Santa Ignacia
 - residential municipalities
 - has high potential to shift to other pieces
 - support other municipalities

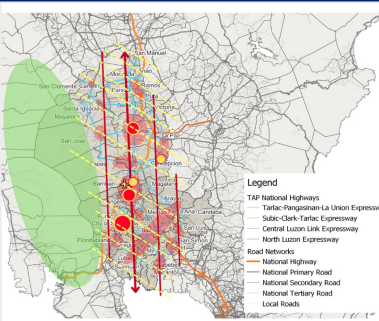


- KINGS**
 - Angeles City as its own king as an independent city
 - San Fernando as the king of the Province of Pampanga
- QUEEN**
 - Mabalacat
 - main productive infrastructure
 - tourism and imported goods
 - location of Clark Airport gateway
 - considered as a Business and Economic Hub

- BISHOPS**
 - Apalit, Arayat, Porac, Lubao
 - industrial and entrepreneurial productive fabric
 - endpoints of transport lines
- KNIGHTS**
 - Bacolor, Mexico, Manilal, and Santa Ana
 - territorial sub-centers
 - secondary gateways
 - directly supports San Fernando and Mabalacat

- ROOKS**
 - Candaba, Floridablanca, Macabebe, Magalang, Masenot, San Simon, and Seaman
 - secondary metropolitan centers
 - border and independent sectors
- PAINS**
 - Guayusa, San Luis, Santa Rita, and Santo Tomas
 - residential municipalities
 - has high potential to shift to other pieces
 - support other municipalities

ISOSTATIC MAP



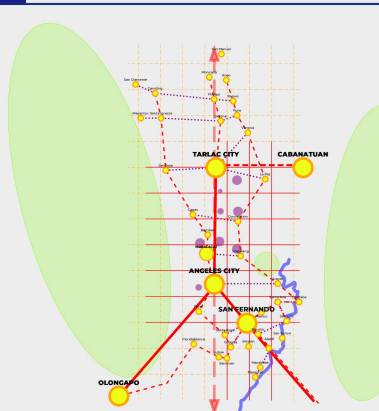
Isostatic Map is a diagrammatic approach used to understand the mechanisms of metropolises. The goal is to identify the necessary elements of the metropolis with which keeps the metropolis to work effectively. If one of those elements are missing the workings of the metropolis would topple or collapse. Lines links two or more parts of the metropolis; this links allow the metropolis work effectively and to provide solutions to current and future problems. It is through visualizing and abstracting metropolises do we understand its barebones and what is missing. In return to isostatic maps, planners organize cities within a reticular pattern providing necessary infrastructures, expansion for the metropolis land for new development.



For the Tarlac-Angeles-Pampanga, these necessary elements are the municipalities, their urban centralities or TODs, and the peripheral network. The municipalities of Tarlac, Angeles, Pampanga are further aside with chess pieces based on their history, industry, and influence to the surrounding municipalities. Under these municipalities, there are several urban centralities that are identified Urban Centrality is the element of a metropolis where there is a concentrated social, commercial, economic and civic services. For the TAP, the largest are Tarlac City, Mabalacat, Angeles City, and San Fernando City which falls under the main directionality. There are minor centralities scattered through the metropolis namely: San Manuel, Moncada, Anso, San Clemente,

Camiling, Panigul, Ramos, Mayantoc, Santa Ignacia, Gerona, Pura, Victoria, San Jose, La Paz, Capas, Concepcion, Bamban, Magalang, Arayat, Porac, Santa Ana, Candaba, Mexico, San Luis, Santa Rosa, Bacolor, San Simon, Floridablanca, Guayusa, Manilal, Apalit, Lubao, Sasman, Macabebe and Masanlot. And as the municipality grows, development nodes are underway to support the urban centralities in providing facilities and services. All the aforementioned elements are then connected to each other through linkages, whether by Highways, Primary Roads, or Secondary Roads. These road networks are also being supplemented by proposed road extension, railway extensions and creation of new railways.

METRO MATRIX



LEGEND

- Green Infrastructure
- Blue Infrastructure
- Main Directionality
- Existing Railways
- Existing Road Network
- Centralities
- Development Nodes
- Proposed Inter-regional Railway
- Proposed Inter-city Light Rail
- Proposed Rectilinear Grid

METRO MATRIX OVERVIEW

The Metro Matrix of TAP shows the synthesis of the isostatic map with the proposed developments to aid in the mobility and development of the area. The rectilinear matrix shows the division of the area into BUDs (Balanced Urban Developments). Proposed interventions, in line with existing projects, will be discussed individually.

PNR NORTH-SOUTH COMMUTER RAIL

The North-South Commuter Rail along the main directionality is envisioned as the backbone of the TAP Region and Central Luzon. This railway runs parallel to the existing road network. Additional extensions to the North will allow it to better serve Central Luzon as an inter-regional railway.

SUBIC-CLARK RAILWAY

The Subic-Clark Railway extension project is envisioned to improve mobility in the region through connecting the Subic Bay Freeport Zone and the Clark Freeport and Special Economic Zone (ZOD to TAP).

CLARK AIRPORT EXPANSION

The Clark Airport Expansion in Clark, another major development node, is expected to expand the Region III's potential as an international gateway. The railway extensions complement this development.

NEW CLARK CITY

The 9.45-hectare agro-industrial park is a major development node in Central Luzon. It is linked to several infrastructure projects in the region.

RECTILINEAR GRID & BUD

The TAP Matrix shows a rectilinear grid, defined by the general periodicity of the region. Each square of the grid represents a BUD (Balanced Urban Development), surrounded by perimeter roads. This proposed rectilinear approach to regional planning hopes to further promote economic growth and equity throughout the TAP area and Central Luzon as whole.