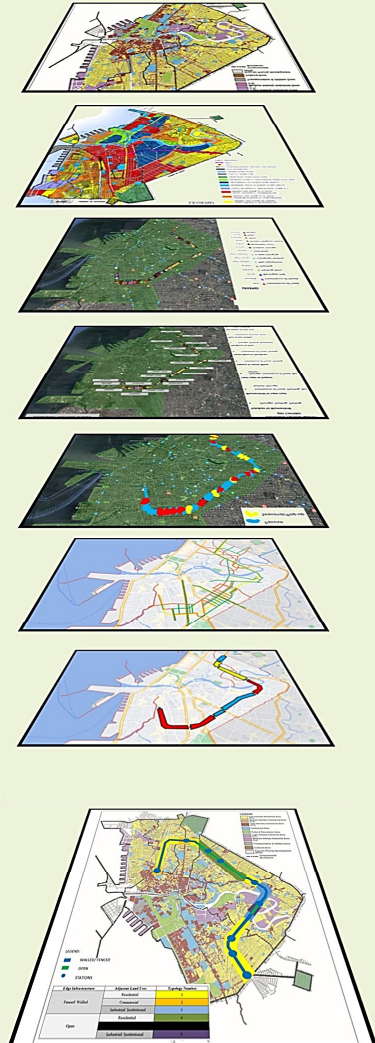




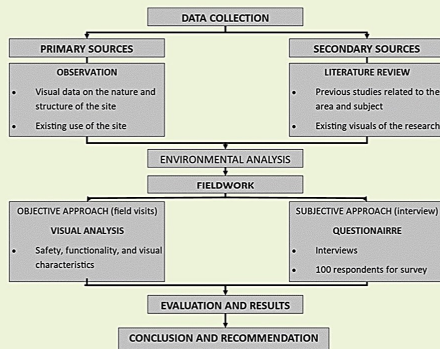
Tactical Urbanism Along the PNR Railways of Manila as a Catalyst for Transit Oriented Development in a Dense Metro



Summary of Mapping and Analysis



Methodological Framework



Classified Tactical Urbanism Along the PNR railways According to their type of Practice

Tactical Solutions (TS)	TACTICAL URBANISM					
	QUALIFICATIONS			TYPE OF PRACTICE		
	Low Cost	Temporary	Scalable	Citizens	Government	Phase 0
Opposition from Citizens						
(TS) Outdoor Storage (27)	Linking the citizens and developers with the city, Citizens can play the role of initiator					
Grotto/ Religious Statue (5)						
ripa Huts (2)						
Lounging/ Seating (9)						
Tents (12)						
Problem with Cost Recovery						
(TS) Streetside Planting (13)	Regenerate existing spaces, Reuse of pre-existing materials, Grant or funding may be offered					
Commerce of Food (27)						
Commerce of Goods (6)						
Parking Slots (47)						
Specialized Service Accessibility & Planning Roads for Shifted Traffic						
(TS) Basketball Court (12)	Temporary flexible material, Short term interventions, Bringing immediate results					
Planting (13)						
Parking Slots (47)						
Lack of Institutional & Governmental Support						
(TS) Basketball Court (12)	Citizen-planner-government collaboration, A recommended tool for government planning					
Barangay Hall (8)						
Play Equipment (3)						

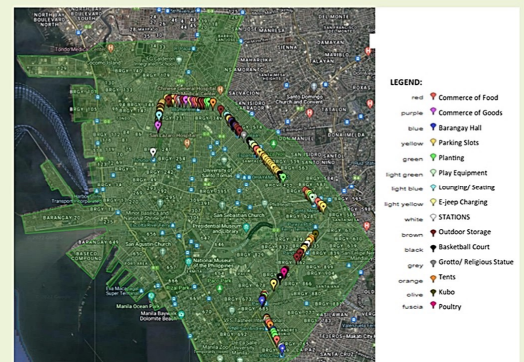
Tactical Urbanism Spaces Grouped into their Type

Passive	Active	Seasonal/ Pop-up
Storage	Play Equipment	Tents
Streetside Planting	Commerce of Goods	Basketball Court
Vegetable Garden	Commerce of Food	
Seating/ Lounging	Basketball Court	
Religious Statue/ Grotto	Barangay Hall	
Parking		

Abstract

The Philippine National Railway (PNR) is a national transportation legacy with rich value that deserves high regard when it comes to optimum utilization (Licerio, 2008). Bettering the railways does not only mean the stations' façade and structure but also its long extent of railways that stretches from Northern to Central Luzon traversing different land uses. With the idea of bettering the transportation, its adjacent lots and open spaces are being used by the communities to serve as a place of informal use. Community facilitated spaces are then made by the neighborhood to cater to their recreation and visual needs through tactical urbanism. To treat contemporary urban paradigms, Tactical Urbanism aims to recover and activate spaces through fast and easily applied actions that allow the possibility of large-scale and long-term changes in the city (Barata & Fontes, 2017). The purpose of this study is to highlight the potential of Tactical Urbanism in promoting Transit Oriented Development by revealing opportunities for a compact, walkable, pedestrian-oriented, mixed used communities centered around the train system. For that, the researcher conducted mapping, surveys, and interviews to gather data, define and characterize different typologies along the site, measure community perception on the tactical urbanism created by the neighborhoods to cater to their activities, and assess these tactics through the lens of landscape architecture. The study implies that there are several basic preferences of open spaces and neighborhood facilities that cater to an urban community and that tactical urbanism is affected by the demand of their purpose and land use of its placement. The research study dwells on the use of spaces adjacent to the PNR rails of Manila as a way of neighborhoods to maximize and improve the social environment for its users.

Keywords: Transit Oriented Development, Railways, Tactical Urbanism, Sustainability

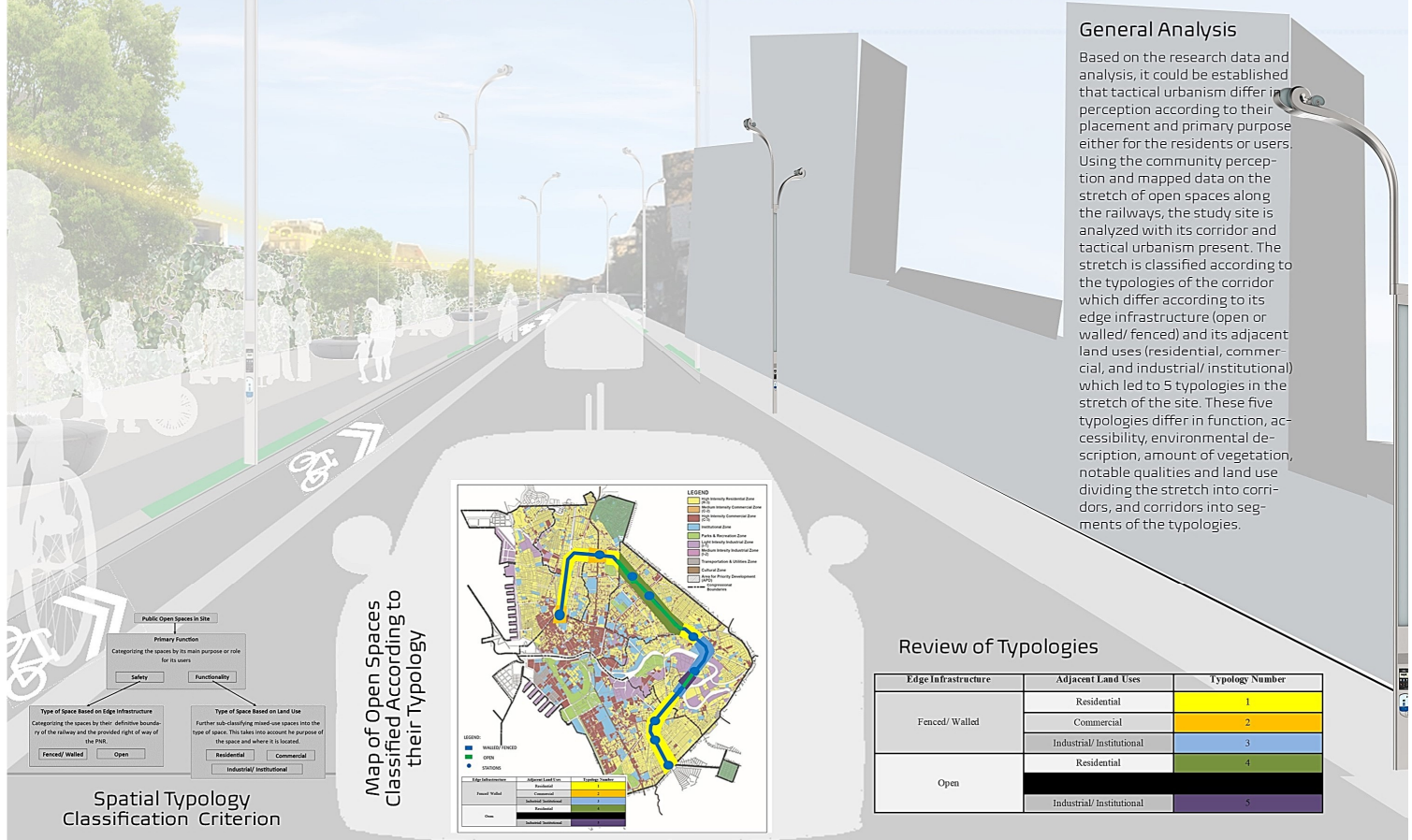


Map of Tactical Urbanism Present Along the PNR Railways



TACTICAL URBANISM ALONG THE PNR RAILWAYS OF MANILA AS A CATALYST FOR TRANSIT ORIENTED DEVELOPMENT IN A DENSE METRO

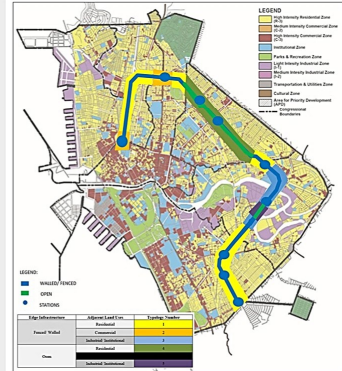
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General Analysis

Based on the research data and analysis, it could be established that tactical urbanism differ in perception according to their placement and primary purpose either for the residents or users. Using the community perception and mapped data on the stretch of open spaces along the railways, the study site is analyzed with its corridor and tactical urbanism present. The stretch is classified according to the typologies of the corridor which differ according to its edge infrastructure (open or walled/ fenced) and its adjacent land uses (residential, commercial, and industrial/ institutional) which led to 5 typologies in the stretch of the site. These five typologies differ in function, accessibility, environmental description, amount of vegetation, notable qualities and land use dividing the stretch into corridors, and corridors into segments of the typologies.

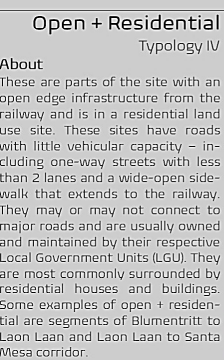
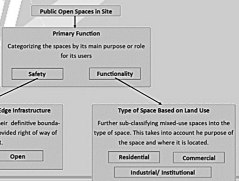
Map of Open Spaces Classified According to their typology



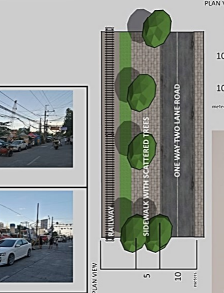
Review of Typologies

Edge Infrastructure	Adjacent Land Uses	Typology Number
Fenced/Walled	Residential	1
	Commercial	2
	Industrial/Institutional	3
Open	Residential	4
	Industrial/Institutional	5

Spatial Typology Classification Criterion

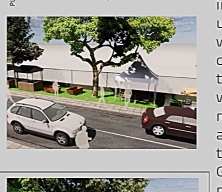


About
These are parts of the site with a fence or wall as an edge infrastructure from the railway and is in a residential land use site. These sites have roads with little vehicular capacity – including one-way streets with less than 2 lanes and a provided sidewalk for pedestrians. They may or may not connect to major roads and are usually owned and maintained by their respective Local Government Units (LGU). They are mostly surrounded by residential houses and buildings. Some examples of fenced or walled + residential are Tutuban to Blumentritt and Pa-



Fenced/Walled + Commercial Typology II

About
These are parts of the site with a fence or wall as an edge infrastructure from the railway and is in an active mix of commercial land use site. These sites have roads with little vehicular capacity – including one-way streets with less than 2 lanes and a provided sidewalk for pedestrians. They may or may not connect to major roads and are usually owned and maintained by their respective Local Government Units (LGU). They are mostly surrounded by a mix of commercial buildings and residential houses. Some examples of fenced or walled + commercial are segments of Tutuban to Blumentritt.



Fenced/Walled + Industrial/Institutional Typology III

About
These are parts of the site with a fence or wall as an edge infrastructure from the railway and is in an industrial or institutional land use site. These sites have roads with little vehicular capacity – including one-way streets with less than 2 lanes and a provided sidewalk for pedestrians. They may or may not connect to major roads and are usually owned and maintained by their respective Local Government Units (LGU). They are mostly surrounded by industrial buildings and institutions. Some examples of fenced or walled + industrial or institutional is the Santa Mesa to Pandacan corridor.

Open + Industrial/Institutional Typology V

About
These are parts of the site with an open edge infrastructure from the railway and is in an industrial or institutional land use site. These sites have roads with little vehicular capacity – including one-way streets with less than 2 lanes and a wide-open sidewalk that extends to the railway. They may or may not connect to major roads and are usually owned and maintained by their respective Local Government Units (LGU). They are most commonly surrounded by industrial buildings and institutions. An example of open + industrial/institutional is a segment of Pandacan to Paco corridor.

