

# PINEDA CONCEPTUAL DEVELOPMENT PLAN

Pineda, Pasig City, Metro Manila

April 2001 to 2002

## PROJECT PARTNERS

Samahang Magkakapitbahay sa MRR Pineda  
Urban Poor Associates  
Foundation for the Development of  
the Urban Poor

## ABSTRACT

The site located along the Pasig River spans a length of more than 500m and covers an area of about 1.8 hectares. It is a former railroad owned by the Philippine National Railway and occupied by about 500 families. It is also the first Presidential Proclamation issued by President Arroyo. It was declared a socialized housing site under the Zonal Improvement Program administered by the National Housing Authority (NHA).

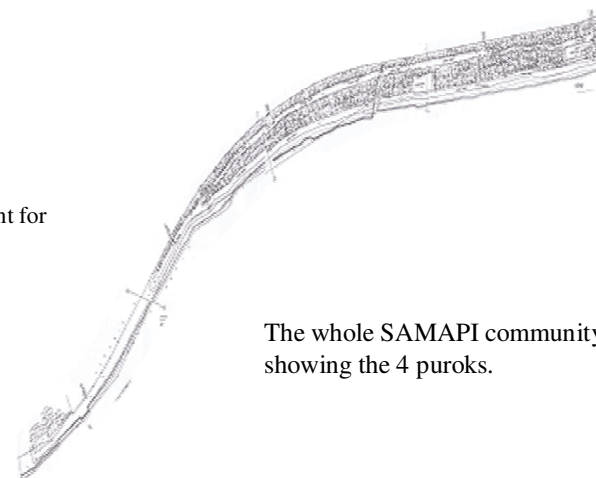
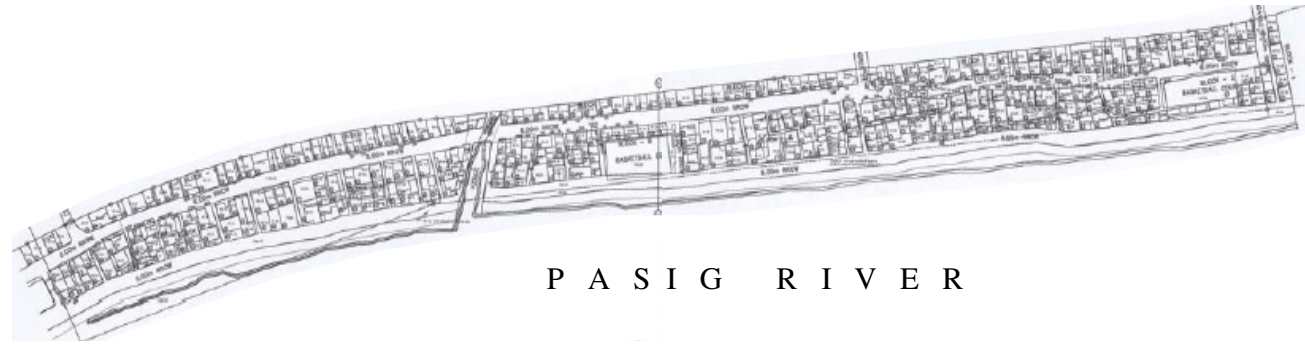
The conceptual development plan was developed to present an alternative to the medium-rise building proposed by the NHA to be built in the area. The proposed reblocking schemes (scheme 1: 32 square meters minimum lot sizes and scheme 2: 18 square meter minimum lot sizes) were based on the principle of minimum dislocation and maximum retention and the structures map validated with the help of leaders, and presented to the residents of four puroks covering the community. The chosen scheme with an 18 square meters minimum lot size was presented to the local interagency committee headed by Housing and Urban Development Coordinating Council and much later to the mayor of Pasig City who approved the scheme with some revisions:

1. there should be a 6-meter interior road provided — not just 3 meters as indicated in the chosen subdivision plan,
2. two basketball courts (located in 2 Puroks)
3. a uniform façade for houses fronting the Pasig River.

A final presentation with the Mayor was made with the presence of Asian Development Bank (ADB), Pasig River Rehabilitation Commission (PRRC), NHA, HUDCC and UPA.

For land acquisition, an alternative financing scheme from HUDCC was also adopted wherein the land will be acquired through direct purchase and the payment of amortization will be collected by the community and paid directly to The Philippine National Railway (PNR). The SAMAPI and PNR signed the Memorandum of Agreement for land acquisition in 2004 and in 2010, SAMAPI finally complied with the payment of earnest money equal to 5% of cost of the land.

TAO-Pilipinas' role in technical assistance ended after the CDP (with corresponding revisions as per the Mayor's conditions) was adopted by the LGU.



The whole SAMAPI community showing the 4 puroks.