



Republic of the Philippines
QUEZON CITY COUNCIL

Quezon City
19th City Council

PO19CC-558

90th Regular Session

ORDINANCE NO. SP- **2508** , S-2016

**AN ORDINANCE PROVIDING GUIDELINES FOR THE URBAN
DESIGN CODE OF QUEZON CITY.**

*Introduced by Councilor RICARDO T. BELMONTE, JR.
Co-Introduced by Councilors Anthony Peter D.
Crisologo, Dorothy A. Delarmente, Lena
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Herrera, Precious Hipolito Castelo, Voltaire
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Eufemio C. Lagumbay, Jose Mario Don S. De
Leon, Jaime F. Borres, Jesus Manuel C.
Suntay, Marvin C. Rillo, Vincent DG. Belmonte,
Raquel S. Malañgen, Jessica Castelo Daza,
Bayani V. Hipol, Jose A. Visaya, Julianne
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Andres Jose G. Yllana, Jr., Allan Butch T.
Francisco, Karl Edgar C. Castelo, Candy A.
Medina, Diorella Maria G. Sotto, Marivic Co-
Pilar, Rogelio "Roger" P. Juan, Melencio
"Bobby" T. Castelo, Jr., Donato C. Matias and
Ricardo B. Corpuz.*

*WHEREAS, the fast rate of social and economic growth
entails fast-paced physical development of Quezon City which
may result to urban blight, decay and damage to its built and
ecological environment.*

*WHEREAS, there is a need to control physical
development to address the issue of diminishing public
spaces, inefficient transport and road linkages, pedestrian
comfort and safety and air, noise and water pollution.*

*WHEREAS, urban design guidelines and standards is an
approach to regulate development with the end-view of
creating a high quality living condition and sustainable total
built environment that respects the spirit of the place and
public interest. A*

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NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF QUEZON CITY IN REGULAR SESSION ASSEMBLED:

ARTICLE I
GENERAL PROVISIONS

SECTION 1. TITLE – This Ordinance shall be known and referred to as the "Urban Design Guidelines and Standards of Quezon City".

SECTION 2. DECLARATION OF POLICY – It is hereby declared the policy of the Quezon City Government:

- 2.1 To establish guidelines and standards that would give design directions to the relationship of buildings and space in response to social and economic forces that affects the city at each stage of its development.
- 2.2 To improve the public realm, urban amenities and cultural facilities and ensure that development is suitable for its setting towards urban competitiveness.
- 2.3 To provide mechanism for establishment and orderly planning of district regulations and standards not provided for under existing laws or ordinances. ✕



- 2.4 To ensure that the character and amenity of the streetscape and of the surrounding residential area are maintained.
- 2.5 To provide a high quality design towards usability and safe environment in the growth areas for them to remain economically viable and vital.

ARTICLE II
URBAN DESIGN GUIDELINES AND STANDARDS

SECTION 3. APPLICATION

- 3.1 General urban design principles shall apply to all developments for new buildings and those for alterations and additions of all development types to enhance the visual quality of Quezon City at three perceptual scales, namely, macro or city-wide, meso- or district-wide, and micro or street-level.
- 3.2 City-wide scale shall pertain to natural and/or man-made elements which define the image, role or function of Quezon City relative to Metro Manila and the country as a whole. Urban design principles and guidelines appropriate at this scale shall seek to enhance or preserve such an image and to prevent or minimize the conditions that detract from the visual character and environmental quality of such image-defining elements. x
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3.3 *District-level scale shall pertain to visually distinct sections of the city in terms of historical, cultural or architectural significance. District-level urban design principles and guidelines shall seek to strengthen such place-making elements as landmarks, nodes and edges by preserving their vantage points and visual corridors thereby according the viewer unique or outstanding sceneries, landscapes, cityscapes and other visual treats. Guidelines shall likewise eliminate or prevent the occurrence of conditions that detract from the distinct character of the district.*

3.4 *Street-level scale shall refer to visually and functionally important buildings and structures when viewed at street level. Design standards at this level shall seek to make street spaces especially attractive to the pedestrian in terms of scale, architecture and street-level use. At the same time, regulations shall be put in place to prevent visual distractions such as poorly maintained public and private areas, inappropriate remodelling of old structures and visually unattractive street-front conditions, chaotic sign displays, barren façade designs, and obsolete store fronts and displays.*

SECTION 4. DEVELOPMENT LOCATION

4.1 *The following areas identified in the CLUP shall be covered by this Urban Design Guidelines and Standards: ✓*

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4.1.1 *Growth Areas. These are special points of interest in the city that have distinctive growth characteristics owing to their more than usual share of public and private investments because such areas perform central place functions, that is, they offer services to a wide range of clientele that includes not only the city but even the metropolitan and regional population. Five growth areas are being promoted in the current CLUP namely, the CBD-Knowledge Community District, the Cubao Growth Center, the NGC-Batasan Growth Center, the Novaliches-Lagro Growth Area, and the Balintawak-Munoz Growth Center.*

- a. *The CBD-Knowledge Community District covers a total area of 1,862 hectares encompassing 22 barangays straddling portions of Districts I, III and IV. It includes the future CBD which is currently under development in the North and East Triangles, the Veterans Memorial Medical Center, in the vicinity of two major shopping malls, the SM North EDSA and the Trinoma; the UP Diliman campus including the UP-Ayala Techno Hub; the campuses of Ateneo de Manila and Miriam College; the Balara Filtration Plant complex; and the residential communities of UP Village, Teachers' Village, Pinyahan, Krus na Ligas, Loyola Heights, and Xavierville.* †

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- b. Cubao Growth District covers nine barangays of Districts III and IV namely Immaculate Conception, Kaunlaran, E. Rodriguez, Socorro, San Martin de Porres, Silangan, San Roque, Bagong Lipunan ng Crame, and Pinagkaisahan. Araneta Center, the city's traditional CBD, is the nucleus of this growth area.
- c. NGC-Batasan Growth Area is located on the northeastern part of the city. The area is bounded on the north by lot deep northeastern portion of Commonwealth Avenue, then lot deep northern portion of Batasan Road; on the east by lot deep eastern portion of Batasan Road; on the south lot deep eastern portion of Batasan Road going westward to lot deep Commonwealth Avenue down to Capitol Homes Drive; and on the west by lot deep western side of Commonwealth Avenue from Holy Spirit Drive up to the creek, encompassing a total land area of 224.23 hectares. Identified as the National Government Center housing the Lower House of Congress, two constitutional bodies, the Commission on Audit and the Civil Service Commission, the Sandiganbayan, and the Department of Social Welfare and Development. The growth area straddles portions of barangays Bagong Silangan, Holy Spirit and Payatas. This growth area forms part of the new District II. ✕



- d. *Novaliches-Lagro Growth Area is located on the northern part of the city adjacent to the Novaliches Watershed and near the political boundary of Upper Caloocan City. The northern gateway of the city, this growth area covers a total land area of 445 hectares straddling the barangays of Novaliches Proper, Pasong Putik Proper, and portions of Greater Lagro. The growth area now forms part of the newly formed District V.*

- e. *Balintawak-Munoz Growth District is located at the middle western side of Quezon City at the boundary of Caloocan City and lies at the junction of EDSA and the North Luzon Expressway. Covering approximately 419.31 hectares, this growth area straddles the whole of barangays Unang Sigaw and Balumbato and portions of barangays Bahay Toro, Ramon Magsaysay, Veterans Village, Katipunan, Masambong, Manresa, Baesa, and Apolonio Samson, in Districts 1 and VI.*

4.1.2 *Non-Growth Areas. These are areas outside the designated growth areas, whose services merely cater to the needs of their local residents and perform minimal central place functions. There are three types of non-growth areas namely, mature stable residential areas, blighted areas, and transitional areas. **

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- a. *Mature stable residential areas – consist of high-end subdivisions on the northeastern and southern portions of the city. Straddling 11 barangays with a combined land area of 680 hectares and a total population of over 100,000, these stable communities conform with standards of low density residential zone (R-1). Because of the high sense of security felt by the residents they are not keen to introduce any drastic changes but rather preserve the essential character of the place.*

- b. *Blighted areas – cover almost half of the land area with over half of the total population of the city. Blighted areas are spread over 116 barangays which are predominantly residential. Most of the existing housing stock is owner-occupied, representing the original beneficiaries of first-generation housing projects of the government. But the owners have not made substantial investment in the improvement of their premises thereby giving fairly large sections of the city an unwelcome appearance. Such areas are ripe for urban renewal or redevelopment. x*

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- c. *Transitional areas – consist of a collection of parcels of irregular sizes and shapes many of which are occupied without clear tenure arrangements. There is also a huge backlog in the provision of community services and facilities due to difficult external and internal access. A considerable amount of vacant lands still exist in this area straddling four barangays namely Sta. Lucia, Sauyo, Pasong Tamo and Tandang Sora, all in District VI. Transitional areas have a total coverage of 1,231.78 hectares.*

4.1.3 Special Development Areas

- a. *Banawe Street Special Economic Development Area*
- b. *Morato Avenue Special Development Zone*
- c. *Payatas Special Development Area*

4.1.4 Tourism Districts

- a. *Quezon Memorial Circle*
- b. *Ninoy Aquino Parks and Wildlife Center*
- c. *La Mesa Watershed*

4.1.5 Heritage Sites

- a. *Quezon Institute Heritage Conservation*
- b. *Pugad Lawin Shrine*
- c. *Tandang Sora Shrine* ✕

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- d. A. Bonifacio Monument
- e. Gen. Geronimo Monument
- f. Bantayog ng mga Bayani
- g. People Power Monument

SECTION 5. DESIGN OBJECTIVES

5.1 Area Design Guidelines - These are general design objectives pertaining to the three perceptual scales as described in Article II, Sec. 3 above.

5.1.1 City-wide Area Guidelines

- a. Development patterns should not blur or eradicate the edges of the city. Infill developments within existing urban areas conserve environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Develop strategies to encourage infill development over peripheral expansion or off-city relocation.
- b. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and be integrated with the existing urban pattern.
- c. The development and redevelopment of sections of the city should respect historical patterns, precedents, and boundaries. *A* *Δ*

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- d. Bring into proximity a broad spectrum of public and private land uses to support an economy that benefits people at all income levels. Affordable housing should be distributed throughout the city to match job opportunities and to avoid concentrations or pockets of poverty.
- e. The physical organization of the city should be supported by a framework of transport alternatives to include transit, bicycle, and walkway systems to reduce dependence on the motor car.

5.1.2 District, Neighborhood and Corridor Level Guidelines

- a. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Neighborhoods should be compact and pedestrian-friendly. Corridors, ranging from boulevards, rail lines, to rivers or creeks and parkways, should be used to function as connectors between neighbor-hoods and districts.
- b. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive especially the elderly and the young.

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- c. *Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, backgrounds, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.*
- d. *Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*
- e. *Concentrations of civic, institutional and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be so located as to allow children to walk or bicycle to them.*
- f. *A range of parks, from tot lots to village greens, from ball fields to community gardens, should be distributed within the neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.*

5.1.3 Block, Street and Building Level Guidelines A

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- a. An interconnected network of streets should be designed to encourage walking, reduce the number of automobile trips, and conserve energy.
- b. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
- c. Development must adequately accommodate the automobile, but it should do so in ways that respects the pedestrian and should not impair the form of public space.
- d. Streets and squares should be safe, comfortable, and interesting to the pedestrian. They should be configured in such a way as to encourage walking and enable neighbors to know each other and protect their communities.
- e. Architecture and landscape design should grow from the local climate, topography, history and building practice. Individual architectural projects should be seamlessly linked to their surroundings. ✕

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- f. *Civic buildings and public gathering places require important sites to reinforce community identity and culture. They deserve distinctive form because their role is different from that of other buildings and places that constitute the physical fabric of the city.*
- g. *All buildings should provide their inhabitants with a clear sense of location, climate and time. Natural methods of cooling can be more energy-efficient than mechanical ones.*
- h. *Preservation and renewal of historic buildings, districts, and landscapes should affirm the evolution and continuity of urban society.*

5.2 Design Guidelines for Specific Single-Use District

5.2.1 Commercial Districts

- a. *Developments in commercial districts must promote a distinguishing character or image for the city which includes enhancing the area's existing favorable features. The streetscape should provide features of an attractive and active business environment. ✓*

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- b. *It must provide an efficient, safe and convenient circulation system for vehicular flow.*
- c. *Ensure appropriate walkable routes for its pedestrians.*
- d. *Sufficient parking facilities are to be made available as well as accessible.*
- e. *Open spaces must be functional, serviceable and accessible to the public. These should contribute to the area's vitality in attracting further investments. Development of open spaces through greening and landscaping shall be encouraged to increase opportunity for recreational uses.*
- f. *Air quality should meet required standards.*
- g. *Use of proper waste treatment and disposal system should be compliant with the existing laws and ordinances.*


5.2.2 High Density Residential Districts

- a. *These districts shall be developed into self-contained communities to bring out the residents' feeling of pride and sense of belonging in the area.*
 - b. *Efficient, safe and convenient circulation system shall be made available for both vehicular and pedestrian traffic. ✕*
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- c. Adequate parking facilities for resident's vehicles shall be provided.
- d. Pedestrian linkages shall be improved to support walkability from one location to another as well as provide access to circulation routes of public transport services.
- e. Open spaces must be made accessible, functional and usable. Development of these open spaces through greening and landscaping shall be encouraged to increase opportunity for recreational uses. Adequate areas for both passive and active recreation shall be made available in convenient locations.
- f. To improve the neighborhood's environmental quality, height of developments shall be controlled to reduce adverse effects on visual, noise and air quality on immediate surroundings.
- g. Ensure compliance to existing regulations on proper waste treatment and disposal.

5.2.3 Low Density Residential Districts

- a. These districts shall be developed into self-contained communities to bring out the residents' feeling of pride and sense of belonging. ✕



- b. A neighborhood identity and community spirit shall be promoted within these areas.
- c. Safe and convenient access for pedestrians shall be provided with due consideration on the welfare of children, elderly and persons with disability.
- d. Negative impacts of vehicular movement shall be mitigated to provide a clean and pleasant environment.
- e. Adequate parking facilities for resident's vehicles shall be provided.
- f. The overall development shall be made compatible with the natural features of the area.
- g. Ensure compliance to existing regulations on proper waste treatment and disposal.

5.2.4 Industrial Districts

- a. The visual and functional quality of the industrial environment shall be improved.
- b. Negative impacts (e.g. pollution and traffic) on surroundings shall be minimized. X

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- c. Safe environment shall be ensured for its workers and visitors.
- d. Develop available open spaces into usable amenities and recreational area for workers.
- e. Ensure compliance to existing regulations on proper waste treatment and disposal.

SECTION 6. DETAILED DESIGN GUIDELINES

Commercial Districts

6.1 Building Design and Site Layout

6.1.1 Primary building should have its frontage and main entrance at the street in a clearly identifiable, conveniently located and easily accessible configuration.

6.1.2 Areas for services, parking and utilities should be, as much as possible, at the rear side, accessed through a driveway or side street when available. Visible measures that would prevent accidental contact and caution pedestrians on crossing vehicles, materials and personnel should be installed on driveways. ✕

- 6.1.3 Residential units in commercial buildings should be located above ground to mitigate noise and improve privacy of residents.
- 6.1.4 Appropriate minimum set-back on commercial strips shall be required to promote an active sidewalk environment and to increase the viability of businesses in the building itself.
- 6.1.5 Measures to protect the residents of adjoining residential zone from any possible impact detrimental to comfort and harmful to health shall be provided.

6.2 Building Form and Appearance

- 6.2.1 The design of buildings in the zone must be compatible to the character of the area and should contribute in creating visual interest to the streetscape.
- 6.2.2 The form and appearance of buildings shall give emphasis on the components that affect the visuals at streetscape level. The use of materials, colors, physical pattern and details of facade, windows, and canopy should provide harmony, continuity of alignment and modulation of the facade. *



6.2.3 Particular commercial activities shall be disallowed in certain areas whenever such activity will be out-of-context to the nature of businesses being promoted in the area and harmful to the image of the place.

6.3 Street Level Frontages

6.3.1 Ample visual contact linking the interior activities to the pedestrian environment shall be provided to attract clientele and maintain vitality. Wide openings like doors and windows, glazed if not open, using as much of the frontage space will ensure visual contact. Use of false windows and steel roller security doors should be avoided.

6.3.2 Active frontages can also be created by locating retail shops, cafes and restaurants at frontages to facilitate interaction.

6.3.3 Access between the pedestrian environment and business activity should be designed with as much ease and, if possible, not necessitate gradient alterations like steep ramps or plight of stairs.

6.4 Upper Levels and Rooftops

6.4.1 Upper level façade of buildings visible to the pedestrian and public spaces should contribute to the visual quality of the streetscape. Blank walls and false windows should be avoided.

6.4.2. Rooftops should be designed to provide visual interest when viewed from any street or open spaces.

6.4.3 Maximize the provision of well landscaped open space at ground, podium and roof levels that will serve both the open space users as well as viewers overlooking the environment.

6.5 Heritage Buildings

6.5.1 Conservation of buildings with architectural and cultural significance is encouraged to promote public awareness of its heritage.

6.5.2 The scale and character of developments adjoining or fronting a heritage area should be suitable to the heritage context of the site.

SECTION 7. CITYSCAPE

7.1 Open Spaces

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- 7.1.1 Allocate as much open spaces as possible at street level to create a comfortable environment. Greening with ornamental plants and trees at roadsides and center islands provide a refreshing ambiance. Where roadways are narrow, imposition of frontage set back on all abutting structures could be done. Designating certain roads and alleys as pedestrian promenade will add to the open spaces in the zone. Acquiring some lots within the core areas to be developed as pocket parks or green nodes should also be considered when critically necessary.
- 7.1.2 Open spaces should be highly and safely accessible to the public by providing walkways linked to pedestrian circulation network of the commercial zone.
- 7.1.3 Attractive mix of hard and soft landscaping and street furniture are valuable amenities to open space users. Recreational equipment may be introduced for active and passive recreation.
- 7.1.4 Installing unique pieces of art works or structures in public open spaces to provide orientation and landmark features of the place.

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7.2 Pedestrian Environment

- 7.2.1 *Pedestrian circulation system in commercial zones should be safe, convenient and interesting.*
- 7.2.1 *The design of pedestrian circulation and street furniture must give special attention on the needs of the elderly, disabled, children and pregnant women. To ensure safety, walkways must have levelled gradient, with non-skid surface and proper lightings.*
- 7.2.3 *Side landscaping will add in creating comfort on the pedestrian environment.*
- 7.2.4 *Segregation from vehicular traffic, minimal crossings and security measures for on-grade crossings such as raised crossing pavement, traffic lights and security personnel are likewise to be considered.*
- 7.2.5 *The pedestrian zones must be protected from hazards and pollution such as noise, heat and fumes of electrical and mechanical rooms and exhaust ventilation of parking areas, garbage disposal areas and sewerage treatment plants. ✕*

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7.2.6 The layout of pedestrian network must be conveniently accessed from public transport stations and parking areas to all the activity nodes and places of interest in the zone as well as in between these destinations within the zone.

7.2.7 Speed bumps, raised crossings, rumble strips and other measures to minimize traffic noise shall be introduced.

7.3 Streetscape

7.3.1 Frontages of retail stores, shops, cafes, bars and restaurants should have wide active openings for direct access from the walkways.

7.3.2 Outdoor lighting must not adversely affect the streetscape.

7.3.3 Adverse effects of noise on neighboring activities should be mitigated.

7.3.4 Signage to be installed along walkways should help define the character of the area and blend with the architecture of the buildings. It should be limited to informational and business identification and regulated in height, size, location and quantity for effective function while avoiding unsightly appearances



of excessive and haphazardly installed signs cluttering the streetscape. In business and tourist areas, installing informative and directional signs or booths will be helpful.

7.3.5 *Provision of high capacity parking facilities strategically at outer perimeter of commercial zones will help minimize intrusive vehicular movement within the streetscape areas. Parking buildings located along the street should not visually dominate the streetscape. Utilizing frontage areas of parking building along the street as retail stores and shops, or screening with compatible architectural details, decorative grills or landscaping can provide a visual shield. Direct pedestrian link to and from these parking facilities to the business establishments is important for convenient access of patrons.*

7.3.6 *Service facilities such as electrical and mechanical rooms and exhaust ventilation of parking areas, garbage disposal areas, sewerage treatment plants should be located away from pedestrian areas or, if unavoidable, have to be shielded with decoratively treated screen or walls, landscaping and vertical gardens.*

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7.3.7 Overhead services such as utility lines should be underground.

7.3.8 Provision of landscaped green strips along walkways and center islands to enhance the streetscape.

SECTION 8. MITIGATION AGAINST NOISE AND AIR POLLUTION.

8.1 Developments in a commercial or industrial zone adjoining a residential or institutional zone should provide measures to mitigate adverse effects of noise and air pollution.

8.2 Barriers may be provided to reduce negative impact of noise and air pollution.

8.3 Acoustic barriers need to be visually unobtrusive as these elements could have a negative visual impact on the streetscape. Therefore, where appropriate, the screens could be incorporated in a landscaping scheme, or be made of a transparent material (e.g. glass) to minimize their visual impacts. A

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- 8.4 Provide airways between buildings to facilitate better air circulation and to take advantage of the natural air movement directions.

SECTION 9. IMPLEMENTING RULES AND REGULATIONS

- The Heads of the City Architect's Office, City Engineering Department, Department of the Building Official, Department of Public Order and Safety, Parks Development Administration Department, City Tourism Department and the City Planning and Development Office or their authorized representatives with the assistance of experts to be hired for this undertaking shall draft and issue the Rules and Regulations Implementing the provisions of this Ordinance for approval of the City Council and the City Mayor, Quezon City.

SECTION 10. AMENDATORY AND REPEALING CLAUSE

- All other Ordinances, Resolutions, Orders, Rules and Regulations inconsistent with the provisions of this Ordinance are hereby considered amended, rescinded or repealed accordingly.


SECTION 11. SEPARABILITY CLAUSE

- If, for any reason or reasons any provisions of this Ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, the remaining parts thereof not affected thereby shall continue to be in full force and effect. ✕

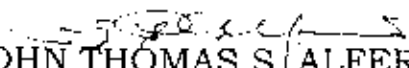


SECTION 12. EFFECTIVITY CLAUSE – This Ordinance shall take effect fifteen (15) days following its complete publication in a newspaper of general circulation.

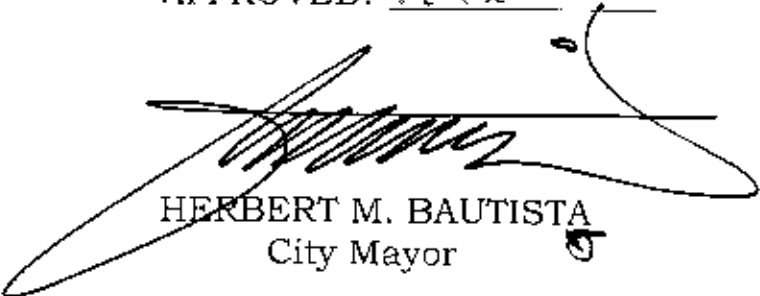
ENACTED: March 14, 2016.


MA. JOSEFINA G. BELMONTE
Vice Mayor
Presiding Officer

ATTESTED:

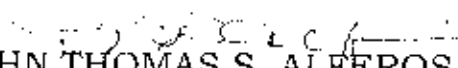

Atty. JOHN THOMAS S. ALFEROS III
City Gov't. Asst. Dept. Head III

APPROVED: 15 JUL 2016


HERBERT M. BAUTISTA
City Mayor

CERTIFICATION

This is to certify that this Ordinance was APPROVED by the City Council on Second Reading on March 14, 2016 and was PASSED on Third/Final Reading on May 30, 2016.


Atty. JOHN THOMAS S. ALFEROS III
City Gov't. Asst. Dept. Head III 