

Redefining Street Life

The Intertwine of Public and Private Space in the Streets of Santa Rosa, Laguna, Philippines

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Abstract

Streets are communal spaces that serve a variety of functions. Not only do they act as arteries of the communities by connecting spaces, but they also offer an avenue for public and private community life. The diversity of activities that can happen on streets provide an identifying quality for symbolic cities all around the world. Due to the changing urban fabric and urban economies in various scales, how do we delineate the boundaries between public and private spaces? What are the parameters that make a space public or private? It is important for active and vibrant cities to identify active streets that act as venue of urban prosperity. Active streets give life to every city. Santa Rosa, Laguna, an urbanized city in the Philippines has a variety of street culture that contributes to the vibrancy of its culture. The findings of this study can help provide a community-based and culturally-aligned framework on how streets can improve the quality of urban life, productivity, social inclusion and equity.

Keywords

public and private space, streetscape, sustainable and resilient streets

Introduction, Research Objectives, and Methodology

The public and private spaces of a locality have been thoroughly examined in various literatures to define them and to distinguish one from the other. Most commonly known definitions are from Western academic concepts whose division according to McDowell is “socially constructed and gendered” (qtd. in Drummond 2377). Public spaces pertaining to gender would categorize productive spaces as masculine, while the private spaces defined as reproductive spaces would pertain to being feminine.

Public spaces, in the sense of being “public,” are those that (1) admit and are mutually beneficial for the society (Madanipour 191; Madden, “Revisiting the End”); and (2) whose ownership belongs to the whole community (Drummond, “Street scenes”). The political nature of space in terms of land formality and tenure suggests that spaces that are public are not exclusive. These are managed by the state (Madanipour 117), therefore regulated by prevailing social and legal norms, and are meant to be seen and used by the members of the society.

On the other hand, private spaces are those that “belong to, or is controlled by, an individual, for his/her exclusive use, keeping the others out” (Madanipour 202). Looking at the political context in terms of ownership, this is established through legal means. Cities, however, have characterized spaces based on social patterns and territorial behaviors even without the legal framework to support it. Occurring activities in spaces that are within the “private” and “public” spaces seem to be overlapping which causes blurring of its space distinction (Gehl 59). Furthermore, state intervention or government’s jurisdiction to spaces that are identified as private is one among many overlaps. Some argue though that the concept of public space does not necessarily correspond to the public realm.

With the intent of identifying what makes a space public, Karaçor lays out four (4) elements that show publicness of spaces as synonymous to the Place-making Diagram of the *Project for Public Spaces* (2007). These are: (1) sociability (2) uses and activities, (3) access and linkages, and (4) comfort and image (“Public vs. Private” 53). Many Asian public spaces, such as streets in Vietnam (Drummond, “Street scenes”), and parks in Malaysia (Sakip,

Akhir and Omar, “Determinant Factors”; Latip, “Place Making Concept”) were observed to share similarities based on these characterizations and methodology.

Spatial network systems such as streets are the “physical embodiment of the social custom and functional need expressed in spatial term” (Thomas, *Placemaking* 20). They function as significant parts of the circulatory system of the community thus contributing to the economic, cultural and social intercourse of the people. Studying the streets and how people use them translates to the people’s innate needs and behavioral manifestations (Mateo-Babiano and Ieda, 1918). Furthermore, studying the streets can help on the provision of community-based and culturally-aligned framework on how these network systems can improve the quality of urban life, productivity, social inclusion and equity. As streets serve as communal spaces providing a wide array of functions, observation of streets through their characteristics and distinctions is a great opportunity to examine the “public” and “private” realm of spaces and define the blurs and overlaps between the two.

In exploring the public and private distinctions of spaces, this study primarily aims to further understand the characterization of public and private spaces through an observation of streets in Santa Rosa, Laguna, Philippines. Having similarities in most Asian cities, this study aims to redefine the intertwine of public and private concepts of streets in an Asian context, and to find similarities, differences, overlapping points and blurs. Three barangays—the smallest unit of administrative boundary in the Philippines—with distinct street characterizations are used as case study areas.

A qualitative study of physical characteristics of streets through direct observation and documentation (Gehl and Svarre, *How to study public life*) of street profile considering two categories, namely, the (1) socio-cultural contexts and its (2) physical attributes, shall be used. The (1) socio-cultural contexts will be documented through street profile documentation, to capture their spatial characterization (Thomas, *Placemaking*). This shall be based on the four elements of publicness and placemaking (*Project for Public Spaces*, 2007; Karaçor, “Public vs. Private”) namely: (1) sociability, (2) uses

and activities, (3) access and linkages, and (4) comfort and image. On the other hand, the documentation of (2) physical attributes using the physical urban framework, focusing on meso- and micro-scale components of urban form shall be used (Sharifi and Yamagata, “Resilient urban form”). Such analysis is supported by Bain, Gray and Rodgers (*Living Streets*), wherein a holistic approach to the analysis of streets is its consideration, not just as a flat plane on which to navigate, but a volume of space, a “large outdoor room” with “floor” surface and “walls” represented by the structures on its edges. Through these two categories, a comprehensive understanding of streets will be analyzed and will become the basis for recommendations.

With the view to incorporate sustainability and resilience concepts on street life, grounded theory will be applied in the streetscape analysis. This study aims to promote active urban public spaces in communities in revitalizing culture and tradition to improve community identity, especially in the context of Asian cities, if not worldwide.

The Case Study Areas

Santa Rosa is a component city located along the south corridor of Luzon or about forty kilometers south of Manila in the first district of the land-locked province of Laguna in the Philippines. The city has a total land area of 5,543 hectares. Based on the 2015 Census data, the population density is computed at 6,451 inhabitants per square kilometer and characterized as highly urbanized city. In addition, according to the city’s Comprehensive Land Use Plan (CLUP) 2018-2026 (2018), almost one fifth of its land is classified as industrial, while three fifths is classified as residential. Numerous industrial, commercial, and residential developments have occurred and have been observed within the last decade.

Santa Rosa became an important industrial center of Luzon, from being mostly agricultural land of historical significance to a highly urbanized model city in the Philippines. It offers a distinct character of economic growth, cultural significance through some of its heritage sites, and ecological value. The diversity in terms of character of the city is also defined through the various barangays, located in the upstream, middle stream, and low stream

of the watershed system where the city is located. To capture this character diversity, three main spines of three barangays with a length of one kilometer were selected, namely: (1) Gomez Street in Barangay Kanluran, the (2) Old National Highway in Dila, and the (3) Santa Rosa-Tagaytay Road in Barangay Santo Domingo. These key barangays were considered for their diverse ecosystems and strategic locations in the city, their population densities, their current state of development, and their innate historical significance.

Gomez Street, Barangay Kanluran

Barangay Kanluran is among the smallest barangays in Santa Rosa in terms of population and land area. Despite its size, it is considered as one of the most historical barangays in the city, being part of the old *población* or the administrative and socio-cultural center of the city since its foundation. It has 4,785 residents within its 22 hectares territory. According to the city's CLUP (2018), it has a concentration of old ancestral houses and its rich history made it part of the Heritage-Institutional Redevelopment Area. Gomez Street is one if not the busiest and most prominent streets in Barangay Kanluran. It is connected to the *población* on one end and to the road that leads to one of the main commercial centers of Santa Rosa and to a State-university Annex campus.

Old National Highway, Barangay Dila

Barangay Dila is approximately 179 hectares, and about 65 percent of it is now residential, mostly subdivisions, according to its barangay profile. According to the local CLUP (2018), it used to be mostly agricultural, with the land use allotment for agricultural use dropped to around 5%. Barangay Dila also classified to be Heavy Commercial based on Land Classification, is home to almost nine percent of the total population of Santa Rosa, the second most populated barangay of the City. The barangay is situated between two major cities, Biñan and Cabuyao, thus making it a significant thoroughfare for people crossing cities. The Old National Highway that runs across the

barangay is an important public transportation route for jeepneys and buses, utility vehicles, delivery trucks, and private vehicles.

Santa Rosa-Tagaytay Road, Barangay Santo Domingo

Barangay Santo Domingo, although has a small population is one of the largest barangays in terms of land area that covers approximately 873 hectares. Predominantly identified as one of the heavy industrial mixed-use areas of Santa Rosa based on land classification, it is considered as Tourism and Low Density Residential Mixed-Use area based on the CLUP (2018). About 55% of the barangay is allocated for commercial use while 30% is for residential use. Based on the barangay profile, Barangay Santo Domingo lies in the western fringe of the city with new residential developments. Recently, the historical Spanish Cuartel de Santo Domingo was declared as an Important Cultural Property (ICP) of the National Museum of the Philippines. Its main thoroughfare, the Santa Rosa-Tagaytay Road connects the northern cities with Tagaytay City, Cavite, a popular weekend destination. Prominent commercial establishments and malls such as the Robinson's, Ayala Nuvali, and Vista Mall, along with gated private residential subdivisions are located along this street.

Street Life Assessment of Case Study Area

As mentioned above, there are two frameworks used for the assessment of the selected streets for this study. The first one is composed of physical attributes adapted from the micro-scale and meso-scale components of urban form by Sharifi and Yamagata (2018). The second is composed of socio-cultural attributes adapting the four elements of publicness and placemaking, namely: (1) sociability (2) uses and activities (3) access and linkages, and (4) comfort and image (*Project for Public Spaces, 2007*; Karaçor, "Public vs. Private"). These elements have been considered by Carmona, et al. when they developed the twenty urban space types which included streets and roads.

Table 1. Physical Urban Framework Meso- and Micro Scale Components of Resilient Urban Form

Physical Urban Framework Meso- And Micro-Scale Components Of Resilient Urban Form (Sharifi and Yamagata, 2018)				
Attributes		Summary of Observations		
		Kanluran (Gomez Street)	Dila (Old National Highway)	Santo Domingo (Santa Rosa-Tagaytay Road)
Meso-scale level	Diversity/heterogeneity	Land use is predominantly residential but front yards are used for commercial purposes.	Mixed-use residential/commercial/institutional spaces	Mix of commercial and institutional spaces.
	Typology of transportation network (both active and non-active transportation)	With diverse transportation, like tricycles and private vehicles, and bicycle.	Delivery trucks, buses, jeepneys, and motor-bikes. Tricycles are not allowed.	Delivery trucks, private vehicles, and tricycles
	Street width	Approximately eight meters	Approximately fourteen meters	Approximately fourteen meters
	Street orientation	East-West	Northwest-Southeast	Northeast-Southwest
	Design and layout of streets, cycling, and pedestrian networks	One-way double loaded, with segmented sidewalks on either side and highly utilized by pedestrians, residents usually walk	Two-way double loaded with sidewalks on both sides and highly utilized by pedestrians, residents prefer taking public transportation	Two-way double loaded with sidewalks on both sides and least utilized by pedestrians, residents prefer taking public transportation
	Centrality and spinality of street network segments	Of medium centrality value, considered as arterial road that connects barangays, and towns	Of high centrality value, considered as main road that connects residential subdivisions, barangays, and towns	Of high centrality value, considered as main road that connects barangays, neighbor cities, and towns
	Permeability/ connectivity	Of low traffic volume, limited circulation and access only from one point to other, and considered as an arterial road	Of medium traffic volume, easily passable from point-to-point, and considered as an avenue	Of high traffic volume, easily passable from point-to-point, and considered as highway
	Open and green space	Directly adjacent to a plaza, gated houses with front yard	Directly adjacent to cemeteries, and an enclosed parking lot	Directly adjacent to industrial park, Police training grounds (enclosed), covered basketball court, and commercial spaces
	Size, shape (design), and distribution pattern of green space	Approximately 5,220 square meters, polygonal in shape, cultural function of ecosystem services	Approximately 48,766 square meters, polygonal in shape, cultural function of ecosystem services	Approximately ++82,338 square meters, irregular in shape open space, provisioning, cultural and supporting ecosystem services

Table 1, continued.

Micro-scale level	Building configuration / layout	Predominantly rectangular in shape, approximately (50-150) square meters, heavily dense layout	Predominantly rectangular in shape, approximately (250-520) square meters, relatively dense layout	Square to rectangular in shape, approximately (44) square meters, very sparse layout
	Street canyon geometry	Symmetric canyon: 1 (3) meters and 2 stories (6) meters height, approximately eight (8) meters street width; $9:8 = 1.125$	Asymmetric canyon: 2-3 stories (9) meters height, approximately fourteen (14) meters street width; $9:14 = 0.64$	Asymmetric canyon: one-storey (3) meters height, approximately fourteen (14) meters street width; $3:14 = 0.21$;
	Design (street front/street edge)	"Sari-sari"/Variety store front, parking, residential fence; street edge reflects Spanish architectural influence	"Sari-sari"/Variety store front, parking, residential fence; street edge is predominantly contemporary	"Sari-sari"/Variety store front, facility fence; street edge is predominantly organic

Table 2. Four Elements that Show Publicness of Streets

Four Elements that Show Publicness and Placemaking of Streets (Project for Public Spaces, 2007; Karaçor, 2016)			
Attributes	Summary of Observations		
	Kanluran (F. Gomez Street)	Dila (Old National Highway)	Santo Domingo (Santa Rosa-Tagaytay Road)
Sociability	<p>Bazaar activities, fiestas or festivals both religious and cultural, are happening in the plaza annually. Students hang-out to rehearse, prepare for school or cultural activities, or spend time with peers.</p>	<p>Big communal celebrations such as 'fiestas' or festivals both religious and cultural, fun run, and alike are happening annually. However, during regular days, social interaction happens between shopfront owners and buyers living in the community.</p>	<p>Social interaction related to commercial activities such as selling grilled corn along the streets, pineapple, and other fruits from ambulatory vendors are happening due to high traffic passersby. No communal social interaction during regular days. Limited interaction is present, apart from minimal commercial business transactions.</p>
Uses & Activities	<p>Presence of small sari-sari/variety stores where social interactions are happening are prevalent to the site. Pedestrians can be seen walking, talking, buying from sari-sari/variety stores daily.</p> <p>Religious activities happen weekly, such as Lolo Uweng devotion every Friday, and Iglesia ni Cristo during Tuesdays and Saturdays, apart from Sunday mass of the Catholic church.</p>	<p>Presence of services offered by facilities such as the barangay hall, commercial spaces, and transportation/jeepney stations attract people to come to the street. There is an influx of students going to the school, making the space vibrant. Diverse groups of people of varying social groups and ages come to the streets to interact.</p>	<p>Presence of services offered by facilities such as the barangay hall, commercial spaces, and transportation/jeepney stations attract people to come to the street. There is an influx of students going to the school, making the space vibrant. However, these are limited due to high speed vehicles and heavy traffic passing through. Students, fruit and corn buyers are the most people that can be seen interacting in limited engagement. The street is busiest during weekends.</p>
Access & Linkages	<p>Storefronts are the access point of people when interacting. Sidewalks are used as extension of residential property and most often used as parking space and drying area for laundry.</p>	<p>Sidewalks are mainly used for foot traffic, and as off-street parking space in some occasions. It serves as connection between commercial spaces and passersby.</p>	<p>Commercial spaces are the access point for people to interact, via ambulatory fruit and corn vendors.</p>
Comfort & Image	<p>The street is known to be a major route for religious processions. Prominent structures such as heritages houses, houses of public officials, old municipal hall, the city museum, the city plaza, and the Santa Rosa de Lima church from which the name of the city originated.</p>	<p>The street connects barangays and access points for residential subdivisions and other prominent facilities such as the barangay hall, cemeteries, schools, and other commercial establishments.</p>	<p>The street is known as a major access route passing through prominent gated subdivisions, shopping malls, police training grounds, and connecting Santa Rosa to nearby towns such as Silang, Cavite and Tagaytay City.</p>

Discussion

Table 3. Public-Private Interrelationship Analysis Matrix. Interrelation of the two frameworks based on Sharifi and Yamagata (2018), Karaçor (2016), and *Project for Public Spaces* (2007).

Public-Private Interrelationship Analysis Matrix		Sociability	Uses & Activities	Access & linkages	Comfort & Image
Meso-scale level	Diversity/heterogeneity	■	■	■	■
	Typology of transportation network (both active and non-active transportation)	■	■	■	■
	Street width	■	■	■	■
	Street orientation	■	■	■	■
	Design and layout of streets, cycling, and pedestrian networks	■	■	■	■
	Centrality and spinality of street network segments	■	■	■	■
	Permeability/connectivity	■	■	■	■
	Open and green space	■	■	■	■
Micro-scale level	Size, shape (design) and distribution of pattern of green space	■	■	■	■
	Building configuration/layout	■	■	■	■
	Street canyon geometry	■	■	■	■
	Design (street front/street edge)	■	■	■	■

Table 4. Physical Components Related to Identity and Image

Public-Private Interrelationship Analysis Matrix		Comfort & Image
Meso-scale level	Typology of transportation network (both active and non-active transportation)	■
	Street width	■
	Design and layout of streets, cycling, and pedestrian networks	■
	Centrality and spinality of street network segments	■
	Permeability/connectivity	■
	Design (street front/street edge)	■

On the comprehensive table, the Access and Linkage element is the most interrelated element on both frameworks, whereas the meso-scale level is strongly related to the four elements. When expounded in detail, it is noted that the physical components directly related to physical design, such as typology of transportation network, street width, and design and layout of streets, cycling and pedestrian networks of street help create identity and

image. Evidence found on the analysis matrix, such as the Spanish colonial architectural style is recognized by locals in Gomez Street.

Streets are also strongly identified according to the type of transportation present on the road. For example, Santo Domingo is a known major thoroughfare connecting towns and cities. The centrality and spinally of street network segments, as well as their permeability and connectivity bring a convergence of people which serves as an identifying element of the street, and thus increases the opportunity to be identified by locals.

Table 5. Physical Components Related to Social Life and Socialization

Public-Private Interrelationship Analysis Matrix		Sociability
Meso-scale level	Diversity/heterogeneity	
	Street width	
	Design and layout of streets, cycling, and pedestrian networks	
	Size, shape (design) and distribution of pattern of green space	
Micro level	Design (street front/street edge)	

Table 6. Physical Components Related to Activities

Public-Private Interrelationship Analysis Matrix		Uses & Activities
Meso-scale level	Diversity/heterogeneity	
	Street width	
	Design and layout of streets, cycling, and pedestrian networks	
	Size, shape (design) and distribution of pattern of green space	
Micro level	Design (street front/street edge)	

Similar physical components are found to be related to elements of social life and socialization and activities. Diversity and heterogeneity offer a variety of activities that make the street flexible in terms of function. Spaces that are of mixed land use serve as a venue of the multitude of functions and activities. For example, houses with sari-sari/variety storefronts engage locals to interact with community members while serving as a source of

livelihood. Street width through the sidewalks serve as a venue for social interaction, while the design and layout of streets, cycling, and pedestrian networks also increase the level of diversity and heterogeneity of activities happening on the street. Streets with active pedestrian traffic are observed to have more social interaction due to street width, design and layout, and design of street front and street edge. Kanluran is more vibrant in terms of pedestrian traffic compared to Dila, while Santo Domingo has a limited social interaction as the street is primarily designed for heavy vehicular traffic and not for pedestrians. Pedestrian and vehicular traffic indeed affect the street life pattern of the community (Gehl 35).

Table 7. Physical Components Related to Social life and Socialization and Activities

Public-Private Interrelationship Analysis Matrix		Sociability	Uses & Activities
Micro-Meso-scale level	Diversity/heterogeneity	■	■
	Street width	■	■
	Design and layout of streets, cycling, and pedestrian networks	■	■
	Design (street front/street edge)	■	■

Physical components directly related to physical design are found to be related to the socio-cultural elements of publicness of space. Diversity/heterogeneity of spaces attracts socialization and activities, as observed in spaces such as plazas, sidewalks, sari-sari/variety storefronts, and transportation stations. It is considered active spaces due to heavy convergence of people, the presence of various types of social interaction, based on observation. Common socio-cultural activities such as religious festivals and communal celebrations, as encouraged by the physical design components, also contribute to the increased socialization and vibrancy of social life.

Table 8. Physical Components Related to the Four Elements that Show Publicness of Streets

Public-Private Interrelationship Analysis Matrix		Sociability	Uses & Activities	Access & linkages	Comfort & Image
Meso- cr o-	Street orientation				
	Open and green space				
	Street canyon geometry				

It is notable that some physical aspects of the streets used as case studies do not relate to their publicness. The street orientation, open and green spaces, and street canyon geometry do not relate to the emphasis on the publicness of the streets. Street orientation is important in solar exposure and its capacity to harness solar energy for sustainability. Open and green space in the absence of socio-cultural activities do not necessarily attract “publicness” despite its supporting, functioning, regulating, and provisioning ecological systems. For example, industrial parks with vast open and green space in Santo Domingo are not necessarily attracting social interactions due to its land use classification and restricted public access. A similar case is observed in the Police Training grounds (SAF) primarily due to its legal ownership.

Table 9. Physical Components Related to the Four Elements that Show Publicness of Streets

Public-Private Interrelationship Analysis Matrix		Sociability	Uses & Activities	Access & linkages	Comfort & Image
Meso- cr o-	Street width				
	Design and layout of streets, cycling, and pedestrian networks				
	Design (street front/street edge)				

Physical urban characteristics, namely, the street width, street design and layout, and street front/street edge design are directly relevant on the activation of street life and socialization, activities, access and linkages, and

identity and image. The narrow width of Gomez makes it a good venue for religious and cultural festivities, and other vibrant activities and social gatherings. The width, together with it being highly accessible, reinforce the identity of the street on the community. Active pedestrian and slow traffic are observed, which make these streets good places for commercial establishments and sari-sari/variety stores that are useful for nearby residences.

Table 10. Physical Components Related to Access and Linkages and Identity and Image

Public-Private Interrelationship Analysis Matrix		Access & linkages	Comfort & Image
Micro	Meso-scale level		
	Typology of transportation network (both active and non-active transportation)		
	Street width		
	Design and layout of streets, cycling, and pedestrian networks		
	Centrality and spinality of street network segments		
Macro	Permeability/connectivity		
	Design (street front/street edge)		

The physical characteristics and design of the streets contribute on the elements Access and Linkages and Identity and Image. The type and diversity of vehicles passing along the streets make nearby cities, barangay, and structures accessible, thus reinforcing their strong image on the city. The width and design layout of the streets are significant in supporting the kind of vehicles needed to use the roads and the influence of walkability of the streets. These solidify the identity of the streets as low-, medium- or high-traffic roads. Lastly, the physical design of the façades of structures and their direct connectivity to the streets make them commercially viable and identifiable to the streets and the whole community.

Findings and Recommendations

The political nature of space in terms of land formality and tenure suggests that spaces that are public are not exclusive. However, in the context of case study areas, some sidewalks and streets are used as private spaces, as parking lots and drying area, and the concept of front yard being an exten-

sion of private properties reflects an opposing argument to this definition. In countries with weak legal implementation, such as of physical and urban design policies, compliance on street easements may not be strictly enforced. In some cases, streets that are considered public, depending on the level of traffic, may become extensions of private spaces. These may be observed through some sense of personalization of streets, such as the existence of gates as barriers for security and exclusivity, among others. The regulation of streets in the case of Santa Rosa is highly dependent on the regulation of prevailing communal norms than prevailing legal restrictions. The three barangays have characterized streets based on established social patterns and heavily influenced by the physical design and elements that affect the level of publicness of these spaces.

Overlapping elements, predominantly the mix of private and public activities on streets, make public spaces private, such as front yards, that are legally public but are used as extensions of private spaces. On the other hand, private spaces, such as prominent heritage houses and houses of political leaders were identified to be of significant public buildings based on their socio-cultural value. Furthermore, three common elements were characterized to describe public-private spaces, namely: (1) spaces that are of high social interaction; (2) spaces that are designed with proper sidewalks and street with front yards that allow access; and (3) the social and communal perception that such space may be used as public-private spaces. The presence of a sidewalk encourages a smooth transition of private residential spaces to be integrated to public spaces, such as the street. Looking at the three barangays, the physical presence and design of sidewalks highly relate to sociability, uses and activities, access and linkages, and comfort and image of the space, thereby making them public. It is evident in the three barangays that public space is conceptual and may be considered as a social construct and are not resolutely defined by the legal context in terms of ownership and use.

The physical elements that are interrelated to the “publicness” elements were found to be present on the interrelation analysis matrix that was presented. This study further suggests an exploration to expound the

physical elements list, and its descriptive analysis, to retrofit a framework locally suitable in the Asian context. After performing the Public-Private Interrelationship Analysis Matrix, it is good to note that there two categories that constitute the four elements namely: (1) socio-cultural activities, having sociability and uses and activities in one group, and (2) the physical design, having access and linkages and comfort and image as its elements.

Conclusions

Streets are more than spaces for network; they represent the social, cultural and economic characteristics of the city. As the city grows, the streets grow and evolve with it. Indeed, it is true that it would be beneficial for people to delineate public from private spaces by virtue of legibility and law enforcement and regulation. However, there are reasons why some streets have intertwined public and private spaces on changing cities: chiefly because this is what the community needs to make their communal spaces desirable and alive. A strict demarcation between public and private spaces could limit the contacts of people with one another and the outside world. For some, having the public and private spaces intertwine makes community interaction much easier, thus encouraging social, cultural and economic exchange among people. In a way, this is the people's response to the urban changes to make them more meaningful and attractive. For the planners, architects and other designers of the public realm, it is important to study the community on the grassroots level, and even invite them to design their own common spaces (*Project for Public Spaces*, 2007). With this community-driven approach and the technical knowledge of the planners and architects, streets and other public spaces could be (re)developed in a manner that is unique and distinct for the target society.

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