

Chapter 5

Station 2: Park and Recreational

Park Development

The demand for parks and open spaces is clearly established in the City's Comprehensive Land Use Plan with the increase of land allocation for such use (see *Table 3*). At present, people have limited choices for recreational venues and natural respites within the city. The existing parks available are limited to district plazas that date back to the early 1900s and offer inadequate recreational facilities.

Station 2 of Iloilo River is an ideal site for park and recreation zone because of its accessibility to the center of activity in the city. Its potential is further enhanced with the impending construction of Jalandoni Bridge and its components that will allow public access to the northern bank of Iloilo River. The natural growth of mangroves in that area makes it appropriate for park development with predominant recreational use (*Figure 3*).

The proposed park will include facilities like amphitheater, pocket stalls, plaza, aviary, playground, berthing, marine ponds, plaza and other ancillary facilities that maybe needed. The concept of the green and blue spaces creates a very friendly land and water environment that emphasizes a natural vista (see *Map 7*).

Promenade/Board walk

As a component of the Jalandoni Bridge Project of the Department of Public Works and Highways, a promenade road will be built at the northern bank of Iloilo River in Station 2. Such road will commence near Forbes Bridge in Lapaz and will extend to the tip of Barangay Nabitasan where Dungon Creek meets with Iloilo River. Board walks will provide access to mangrove trees that proliferate in the area.

The southern banks parallel to General Luna Street will also be provided with easements with landscaping to allow additional access to the river. The rebatement walks and green buffers will be provided with street lights to guarantee pedestrians of a comfortable stroll. It will then be the role of barangay governments to monitor these walkways for security and cleanliness.

Flood Control

The Department of Public Works and Highways has a flood control project that will address the flooding issues of the city. Some measures identified to minimize flooding at the Iloilo River Basin include removal of structures on Dungon Creek; dredging; construction of dike and removal of

water flow obstructions in Iloilo River and Dungon Creek; and mitigation of flood water flow in Aganan River. A total of 1.65 kilometers of Iloilo River will be improved and implementation will commence in the fourth quarter of year 2004 until the third quarter of the year 2005 (*Figure 4 & 5*).

Drainage and Sewerage System

A functioning drainage system is also part of this master plan. Presently, the drainage system of Iloilo City is composed of 24" RC pipes, 18" RC pipes and limited units of 40" RC pipes (*refer Map 10*). The city mayor has organized a Comprehensive Task Force Program wherein the existing drainage system is being updated with the addition of big drainage pipes. With this temporary solution, the City Government recognizes the need for a comprehensive drainage system for Iloilo City given appropriate funding. At this time, a study is being completed to formulate a comprehensive drainage plan that will include installation of a comprehensive/communal sewerage/septage system and treatment facilities for domestic, commercial, institutional and industrial waste water as per the requirement of the proposed Clean Water Act through the National Sewerage Septage Management Program;

policies and guidelines regulating waste water discharges in drainage systems and natural water ways. With the completion of the project study, barangay governments are expected to observe the development guidelines identified in the plan to encourage uniformity of dimension and ensure proper working condition of drainage structure in Iloilo City. Until then, the City Government is encouraged to formulate an Interim River Drainage Plan.

Roads and Bridges

The over-all circulation surrounding Iloilo River will be improved with the construction of the Jalandoni Bridge and its components, proposed additional promenade roads and river navigation areas. A major impact is also foreseen on the reduction of traffic in the city. Promenade roads identified in selected areas of Iloilo River's northern and southern banks will provide alternative links to the existing road net work of the city and will offer new routes for the accessing public.

For additional bridges, the CLUP of Iloilo City also identified the construction of the Dungon Bridge to connect Barangay Nabitasan with the Diversion Road. With the implementation of DPWH's Flood Control Project, Carpenter's Bridge in Mandurriao will also be replaced.

Informal Settlers

In due course, a good number of people will be displaced with the realization of these infrastructure projects especially the residents of Barangay Nabitasan and those abutting the tributaries. The DPWH in coordination with the Iloilo City Urban Poor Affairs Office (ICUPAO) have already identified relocation sites in Buntatala, Jaro and Sooc, Mandurriao. A total of 349 families, as identified by DPWH, will be affected by the flood control project and Jalandoni Bridge construction. The City Government also has the option to formulate an onsite development study for informal settlers of riverbank communities especially in Barangay Nabitasan with agencies like ICUPAO and the City Social Welfare and Development.

Livelihood programs will have to be extended to these displaced residents based on their inherent skills and potentials. Some of the identified livelihood projects include crab culture and fattening; urban agriculture (backyard gardening) and production of native chicken. *(please refer to page 54)*

Tourism Areas

Section 25 of the Environmental Code of Iloilo City cites that areas for tourism development like the Nabitasan Eco-tourism Zone shall be protected from high concentrations of wastes, pollution load

and other elements that negatively affect the natural surroundings. In all efforts toward development of these areas, ecological balance and biodiversity shall have the utmost consideration.

River Transportation

The river transport of Iloilo River particularly in Station 2 will have a significant contribution in reducing the congestion of two major arteries namely Diversion Road and Bonifacio Drive crossing Forbes Bridge that link Lapaz District. The transportation network shall include the following:

1. Proposed Jalandoni Bridge from Jalandoni St. across Iloilo River and linked to the proposed arterial promenade and proposed park.
2. Arterial promenade from Gaisano City to Diversion road there will serve as bypass roads during peak hours.
3. Easements with landscaping from River Queen hotel to Diversion.
4. Extension of walkway promenade from Diversion road to Carpenters Bridge that will link to the proposed New City Hall of Iloilo City.
5. Construction of Berthing and Shelter House that will serve pedestrian and water taxis. It can serve as guard house and small restaurants that will cater to the traveling population. Moreover, only small water taxis are allowed to operate in the river because of the height of existing bridges.

6. The River Corridor that will serve as alternative transport and enhance night life activities of the River.
7. Extension of promenade arterial from Muelle Loney Bridge up to Lapuz that will as serve as alternative route and enhance the aesthetics of the river corridor.

Landscaping

1. In built-up areas, landscape planting along the riverfront shall not obstruct view of the water. Trees with high canopies and open ground places are recommended.
2. Vegetation along the natural riverbanks shall be selectively cleared and enhanced with additional plants that will prevent erosion while still allowing some view of the water.
3. Continuous rows of trees are recommended along both sides of the streets that parallel the river.
4. Streetscape details which includes lighting, signage, materials and furnishing for major and minor streets parallel to the riverfront shall be consistent with the design of the river environment.
5. Pedestrian lighting should illuminate pathways, sidewalks and special features of the riverfront parks.