


PALAFOX

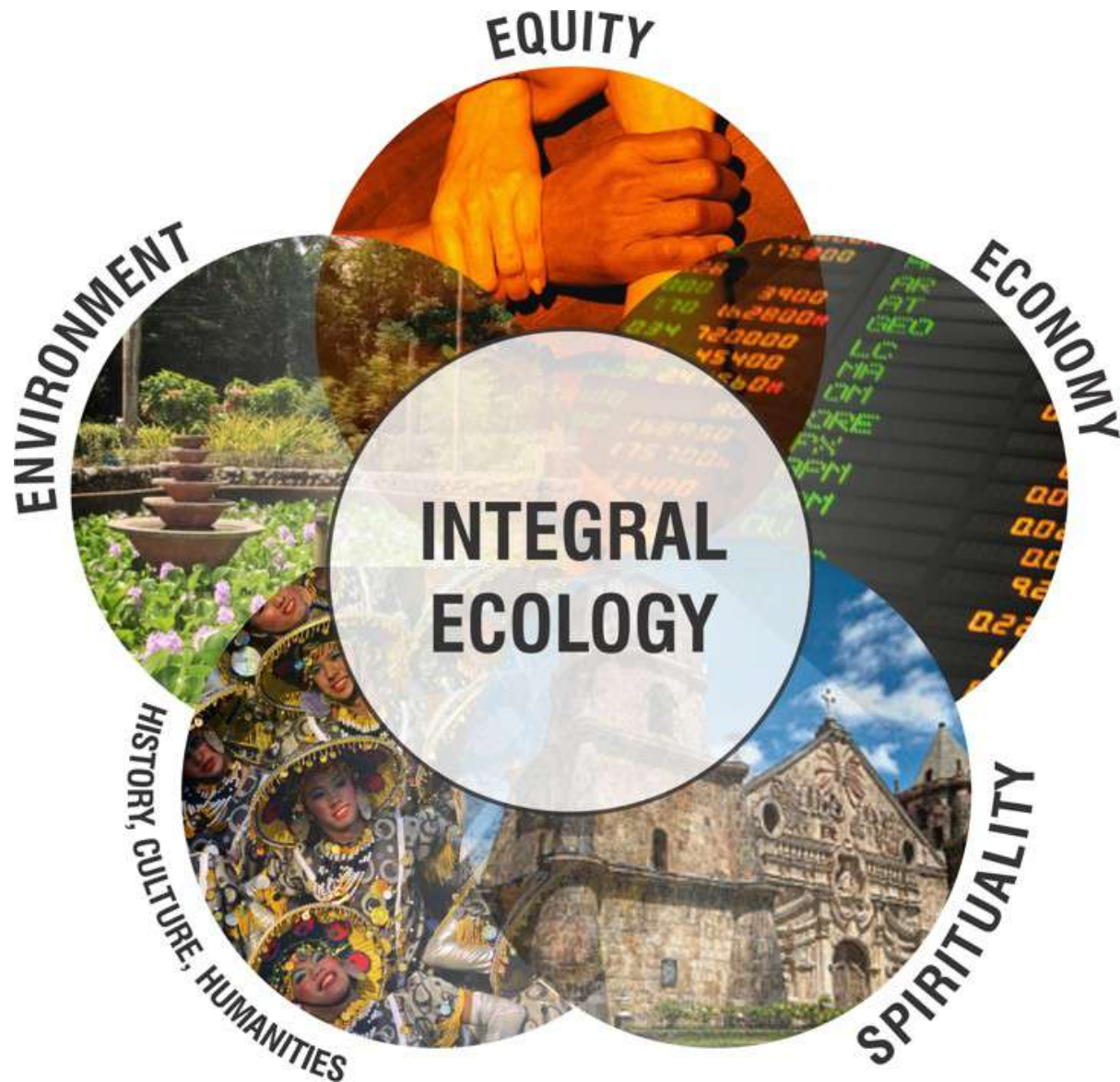
Master Plan of San Vicente, Palawan as a Flagship Tourism Enterprise Zone



PALATFOX



“Immersing and communing with nature while experiencing the comfort of a modern lifestyle and participative interaction with the rich culture.”





8th Best Planned Project in 2016 by The Royal Town Planning Institute



International Award for Planning Excellence

FINALIST

Master Planning of San Vicente,
Palawan as a Flagship Tourism Enterprise Zone

A handwritten signature in black ink, appearing to read "Phil Williams".

Phil Williams
RTPI President 2016-17

A handwritten signature in black ink, appearing to read "Nick Raynsford".

Nick Raynsford
Chair of Judges



PROVINCIAL SETTING

Palawan

- The 2nd largest province in the Philippines
- Land area: 1,489,655 hectares
- Coastline: 1,959 kilometers
- 1,768 small islands
- 5 airports and 7 seaports

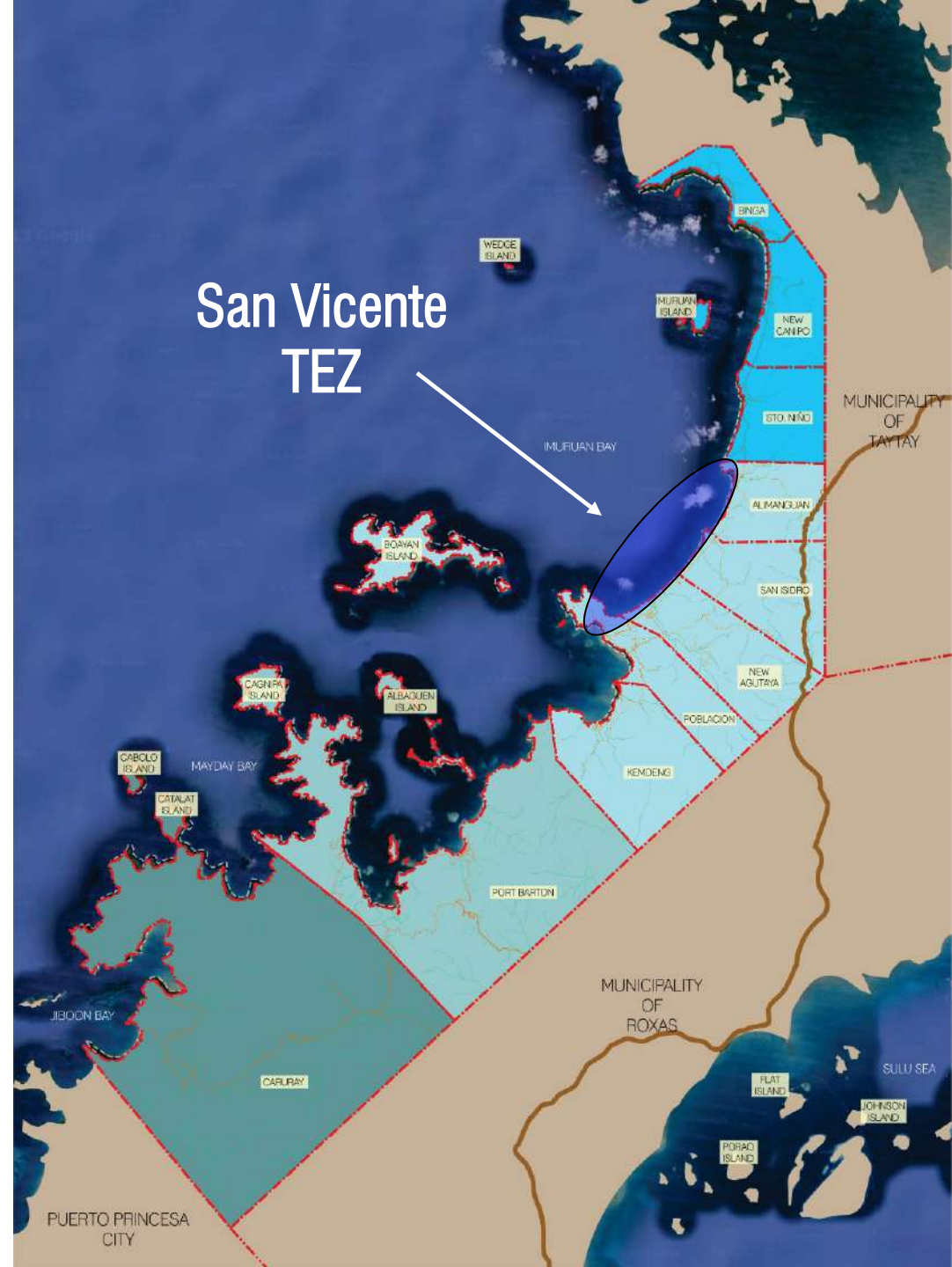
UNESCO 7 Wonders of the World:

- Puerto-Princesa Subterranean River National Park
- Tubbataha Reefs Natural Park



OBJECTIVES

- Develop a Conceptual Tourism Master Plan (CTMP) for the whole San Vicente that focuses on four (4) Tourism Clusters
- Develop an Integrated Tourism Master Plan (ITMP) for Long Beach as a Tourism Enterprise Zone (TEZ)





Municipality of San Vicente

Founded: January 2, 1972

Barangays: 10

Land area: 146,300 hectares

Municipal waters: 140,805.50 hectares

Population: 31,232 (2015 NSO)

Total coastline: 284.25 kilometers

188 kilometers (mainland)

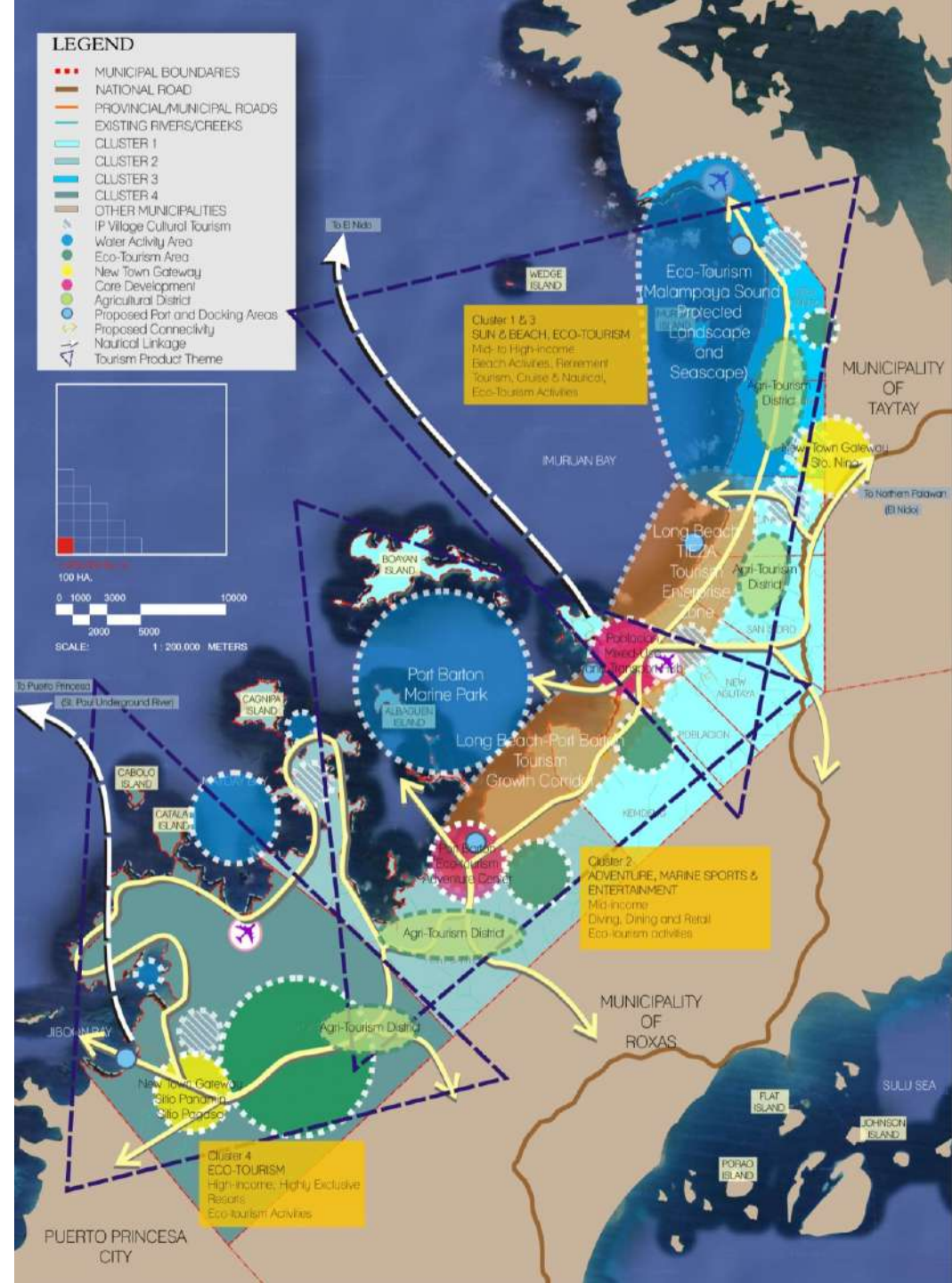
96.25 (islands)

1st class municipality

22 identified islands

Tourism Framework Strategy

- Tourism Triangles are based on product themes of the National Tourism Development Plan
- Various proposed entry points to San Vicente
- Better interconnectivity for land, sea, and air travel
- Benefits of tourism will be dispersed
- The plan for development has considerations for indigenous people and local residents



CLUSTER 1

Attractions and Activities



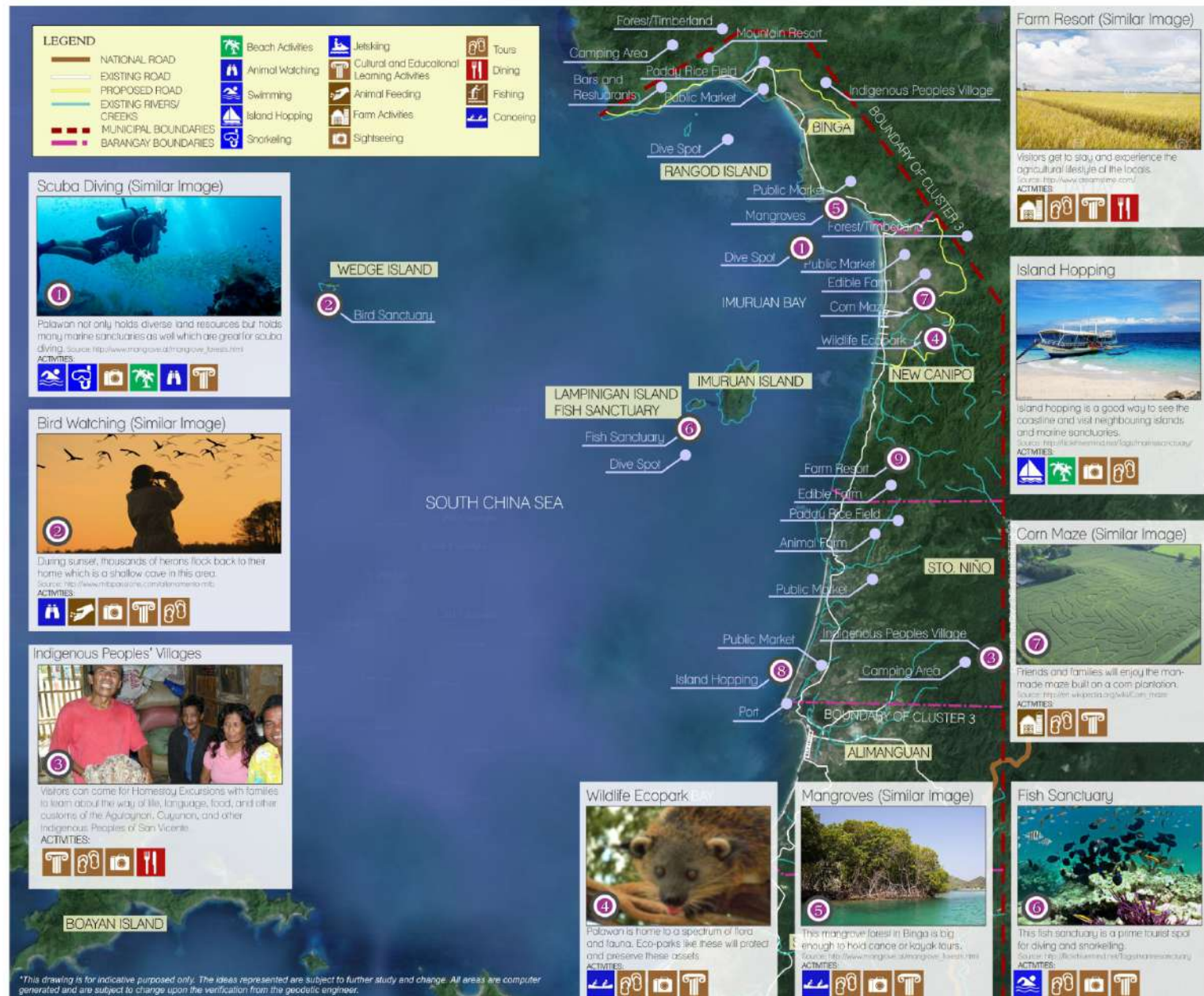
CLUSTER 2

Attractions and Activities



CLUSTER 3

Attractions and Activities

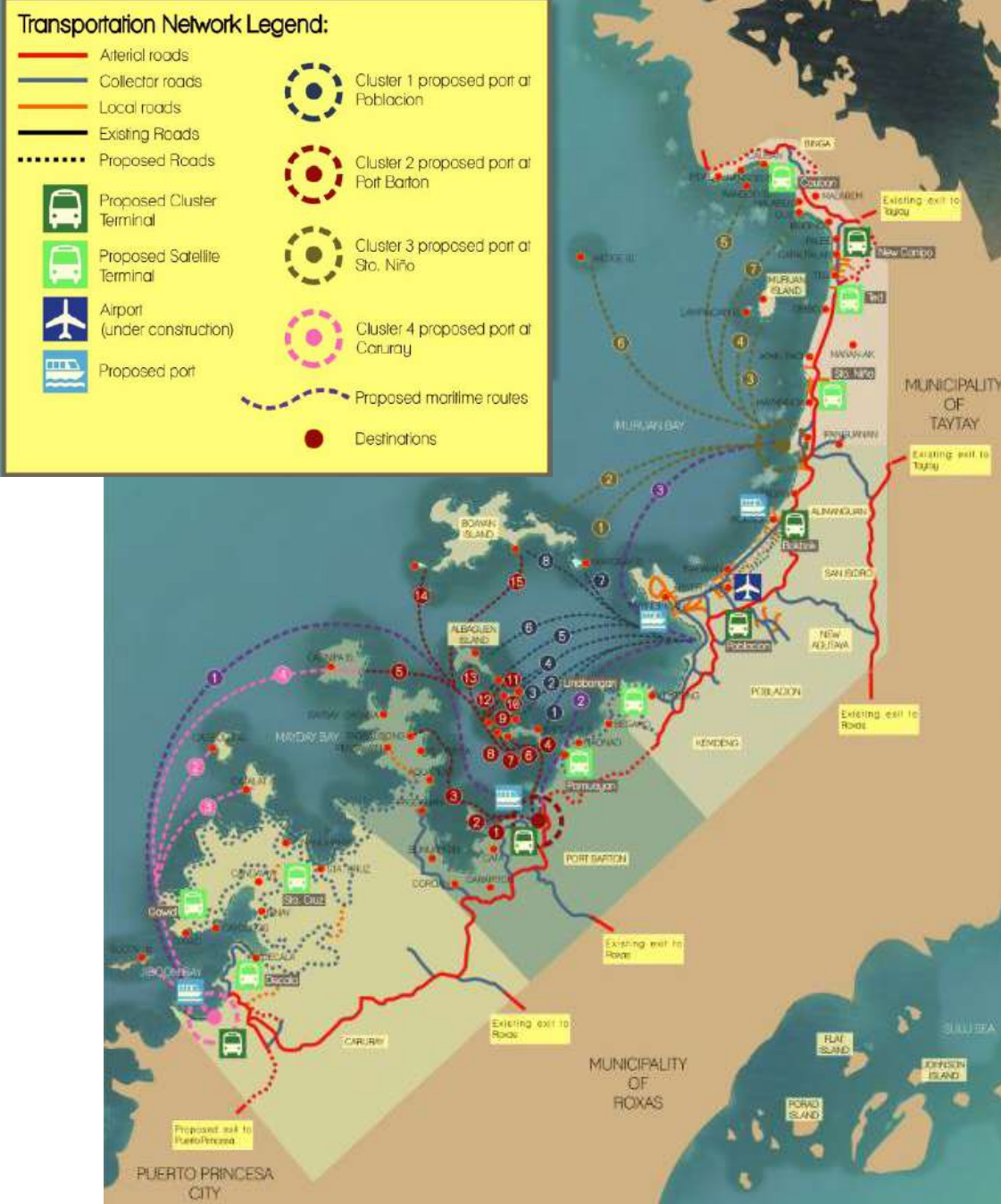


CLUSTER 4

Attractions and Activities



*This drawing is for indicative purposes only. The ideas represented are subject to further study and change. All areas are computer generated and are subject to change upon the verification from the geodetic engineer.



Proposed Transport Links for San Vicente

- Improved access within San Vicente and to other towns
- Improved trade through easier exchange of goods (e.g., farm-to-market roads)
- Other barangays can be more accessible through public transport

Proposed Road Networks for San Vicente

- Direct access to each cluster from outside San Vicente
- Proposed coastal roads will avoid the mangrove and forest areas
- Improved links to Northern Palawan/El Nido beneficial for the development of the San Vicente Airport



Physical Framework Plan Integrated Tourism Master Plan – San Vicente Tourism Enterprise Zone



SETBACKS

Development Guidelines



- Increased to 50 meters from the high water mark
- Protects the beach and properties from sea level rise, shoreline retreat, and flooding
- Increases public open spaces on the beach

Note: Based on recommendations from the 2004 Indian Ocean Tsunami, 2013 Typhoon Yolanda storm surges, and TriCore pre-engineering studies

Copacabana



50
meters

Miami Beach



50
meters

Nusa Dua, Bali



40
meters

SETBACKS

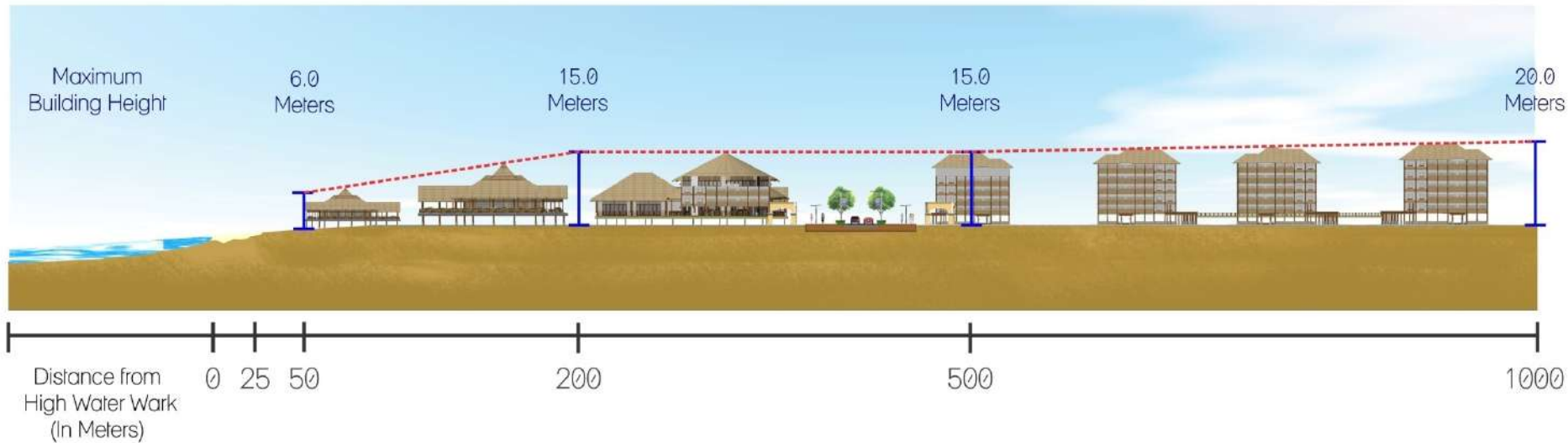
Development Guidelines



- Some areas of the beach are flood-prone
- No habitable spaces on the ground floor
- Buildings in flood-prone areas must be raised

BUILDING HEIGHT LIMIT

Development Guidelines



Distance from HWM	Building Height Limit
50 - 200 meters	6 - 15 meters
200 - 500 meters	15 meters
500 - 1,000 meters	15 - 20 meters
1,000 meters and beyond	20 meters

* Within TEZ only

* 1 storey = 3 meters

Dominant tree line height, Municipal Tourism Code

1 storey or 4 meters; Agricultural and Tourism Development Zones, Zoning Ordinance 2009-2020

BUILDING-TO-OPEN SPACE RATIO 50:50

The remaining 50% of the site will be for



**Green open spaces
(25%)**



**Pedestrian walkways, utilities,
and infrastructure
(25%)**

* Within the TEZ

* The taller the building, the smaller the building footprint should be to accommodate in the open spaces the total number of building users

LAND USE PLAN

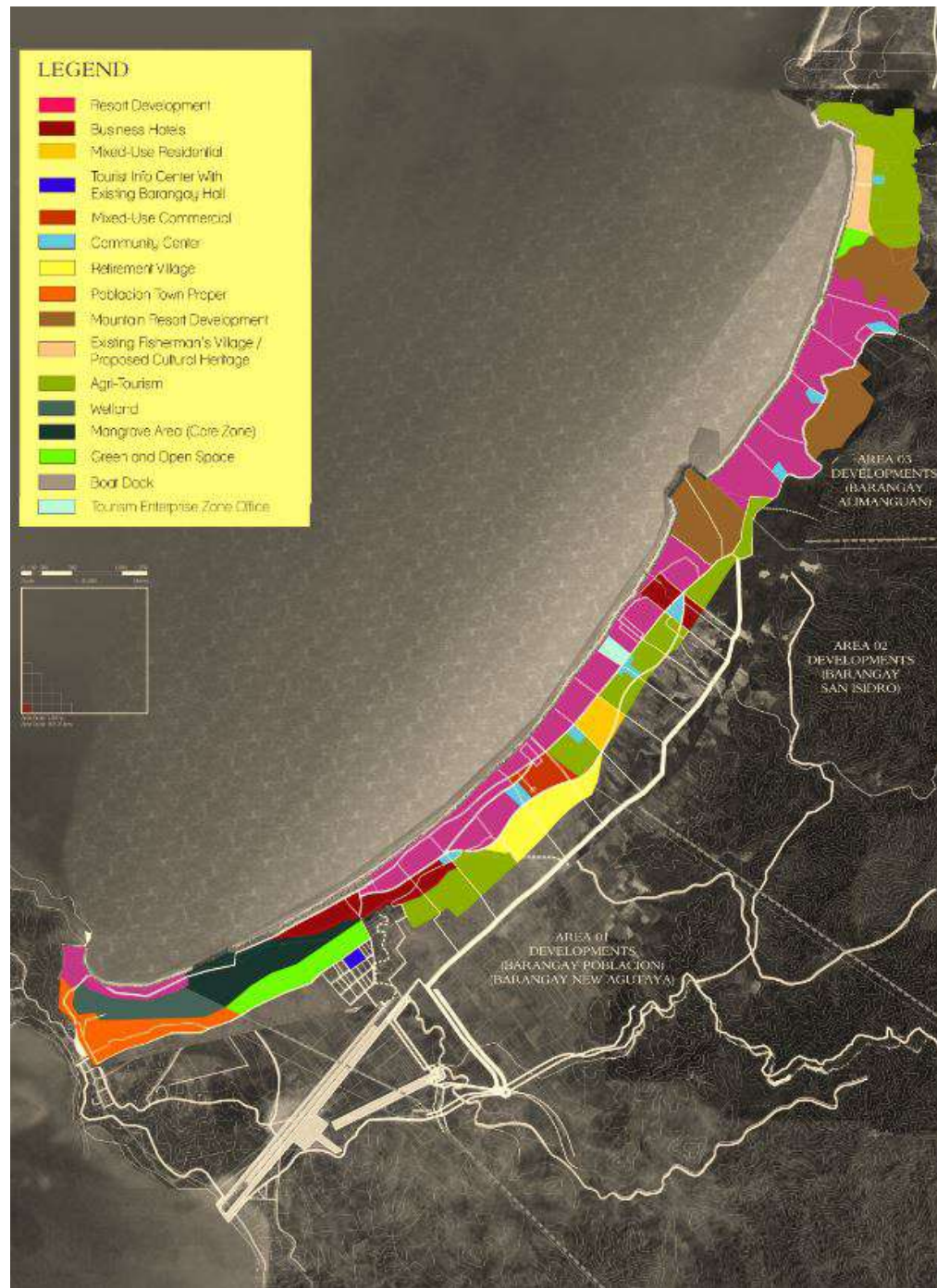
San Vicente Tourism Enterprise Zone

LEGEND

- Resort Development
- Business Hotels
- Mixed-Use Residential
- Tourist Info Center With Existing Barangay Hall
- Mixed-Use Commercial
- Community Center
- Retirement Village
- Poblacion Town Proper
- Mountain Resort Development
- Existing Fisherman's Village / Proposed Cultural Heritage
- Agri-Tourism
- Wetland
- Mangrove Area (Core Zone)
- Green and Open Space
- Boat Dock
- Tourism Enterprise Zone Office

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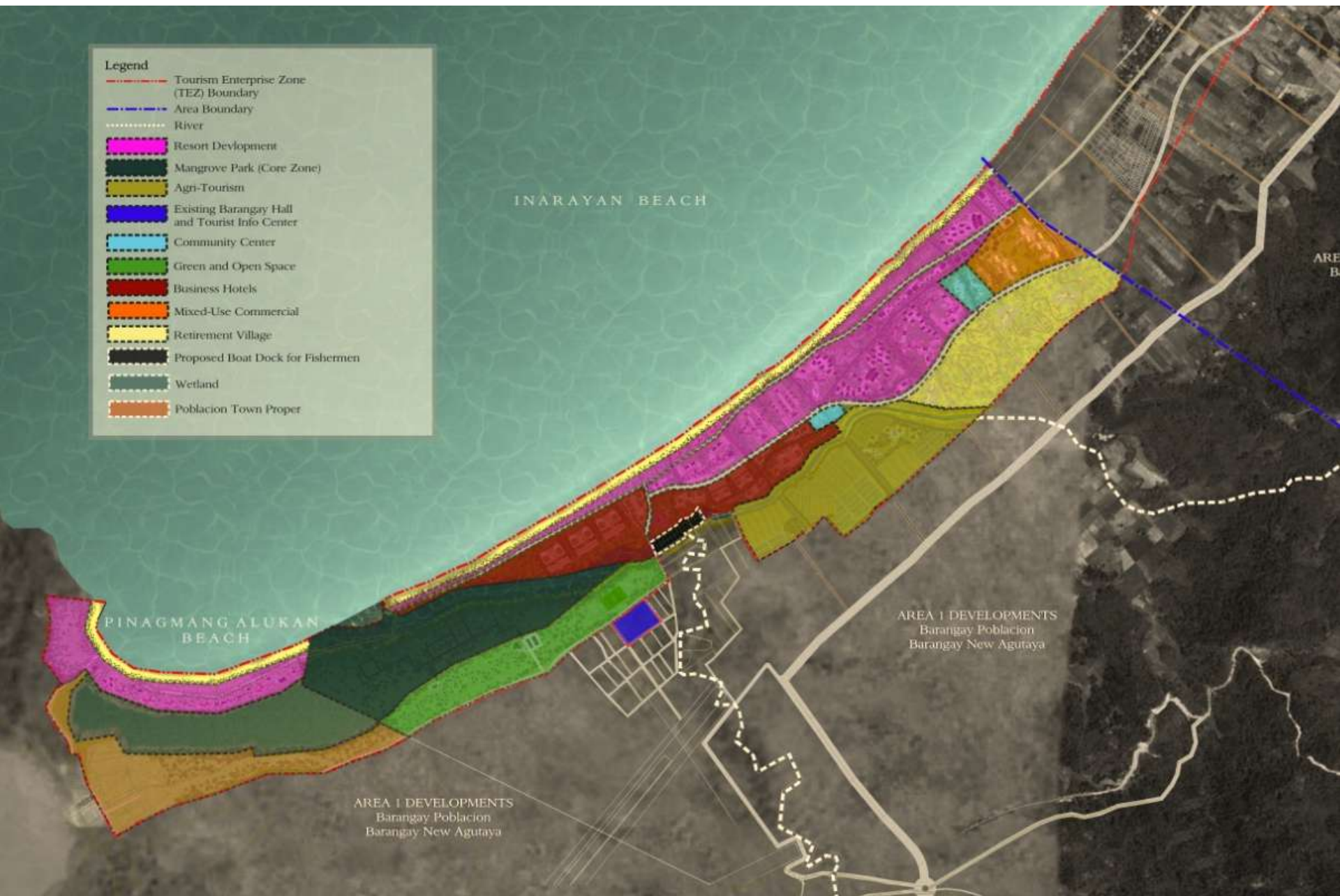


LONG BEACH - PHOTOS

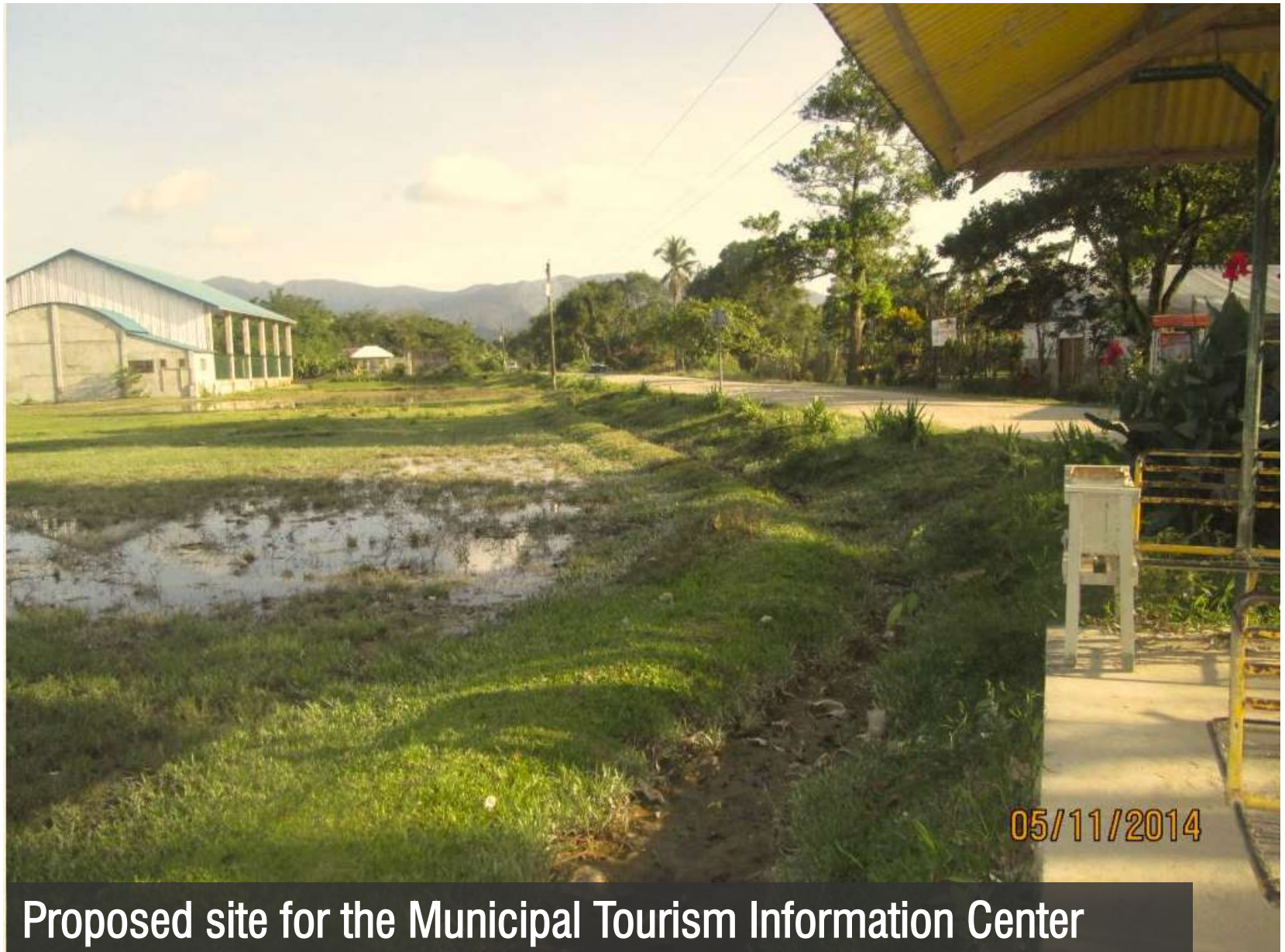


Aerial view of Long Beach looking toward Capari Beach

PROPOSED LAND USE PLAN | Area 1



AREA 1 - PHOTOS



Proposed site for the Municipal Tourism Information Center

AREA 1 - PHOTOS



New Agutaya River

AREA 1 - PHOTOS



Sunset at Area 1

AREA 1 - PHOTOS



Agricultural lands near Long Beach

PROPOSED LAND USE PLAN | Area 2



AREA 2 - PHOTOS



Proposed site for the TEZ Office

AREA 2 - PHOTOS



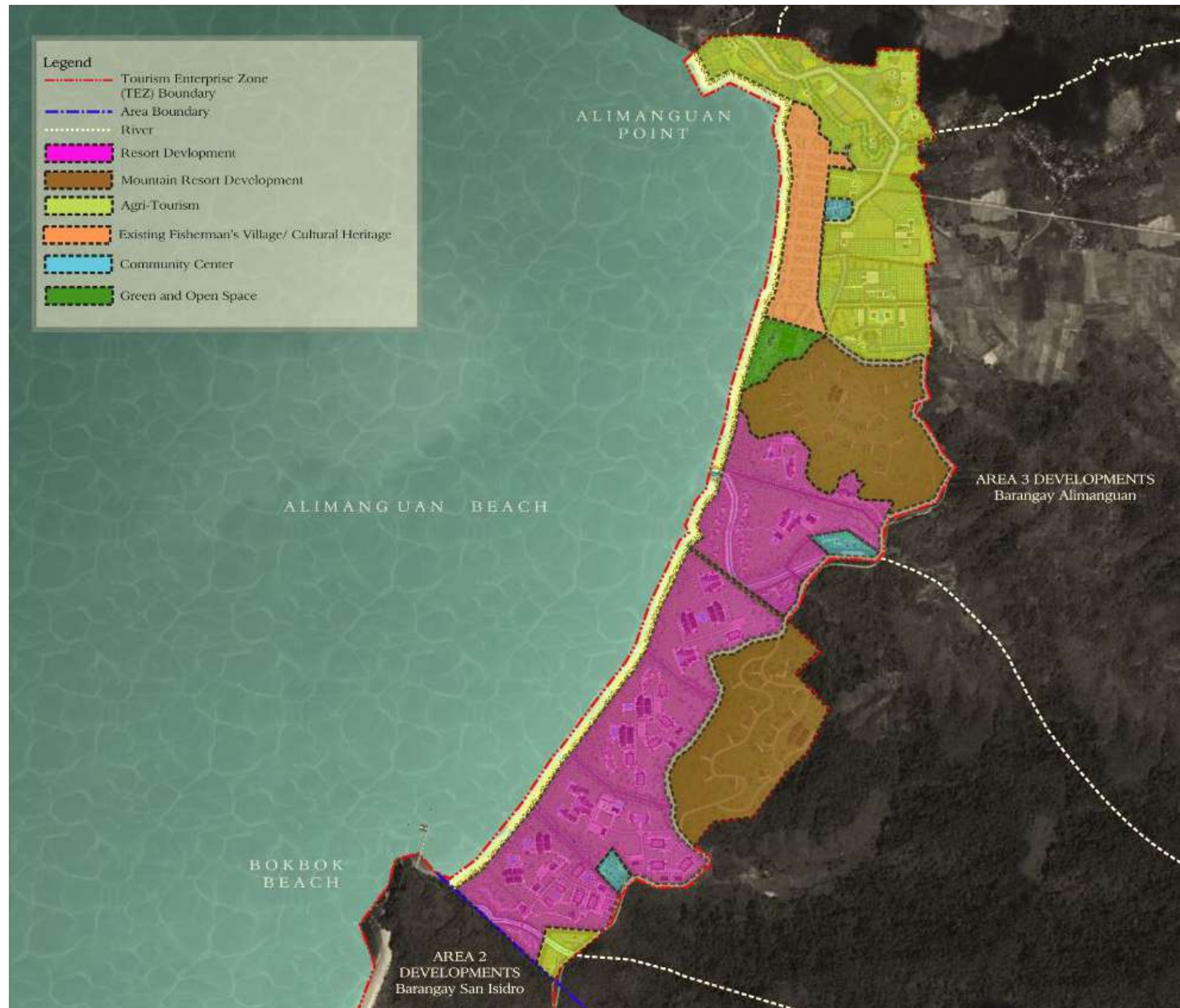
Bokbok Point: proposed site for the floating boat dock



Proposed floating boat dock

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PROPOSED LAND USE PLAN | Area 3



AREA 3 - PHOTOS



Fishing activities in Alimanguan

AREA 3 - PHOTOS



Fishing village along Alimanguan River

Beach Resort Developments

Garden villas



Executive villas



Main pool areas



Beach and sand activities



Beachfront al fresco dining



Mountain and Resort Development

Villas with viewing decks and infinity pool



Hilltop villas



Wedding pavilion and chapel



Tree houses



Viewing decks



Tourist information and community centers

Tourist information center



Linear parks



Al fresco dining



Commercial strip



Community center every 800 meters



Fishermen's village and riverfront development

Interactive fishing pond



Alimanguan Fishermen's Village



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Riverside Entertainment District



Fisherman's Village



Al fresco dining



Ecotourism zones

Mangroves with boardwalk



Zip line amenities



River walks



Arboretum



Kayak tours



Agritourism zones

Green roof buildings



Tree nursery



Agritourism



Rice paddy tours



Countryside villas



Second homes

Gazebos



Retirement village villas



Picnic and recreation areas



Outdoor activities



Vacation homes



Business hotels and transport terminals

Transport terminals



Tropical-themed buildings



Golf carts



Pedestrian-friendly centers



Boutique hotels



Business hotels



Order of prioritization of transportation

Pedestrian



Bicycle



Public



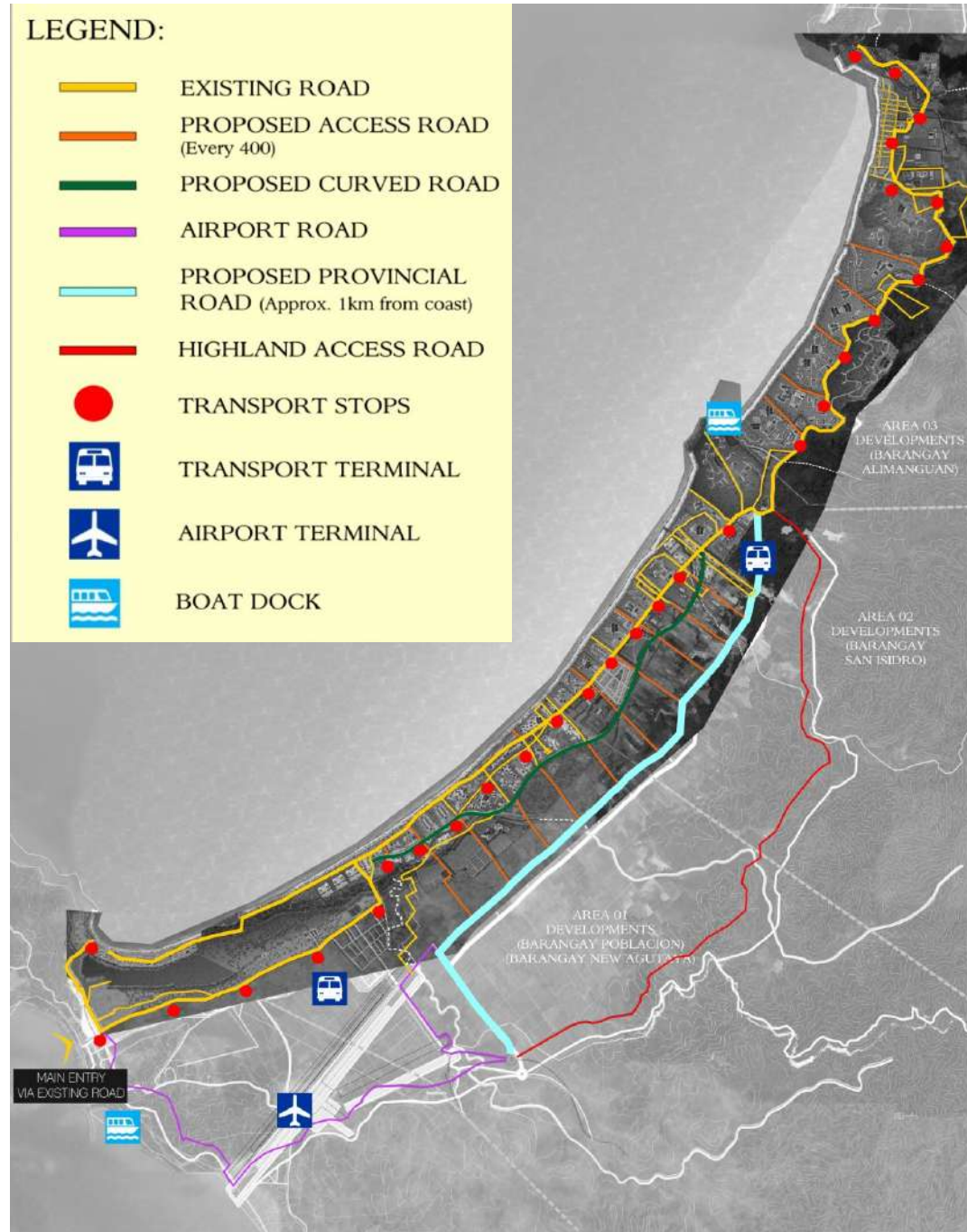
Private



ROAD NETWORK ANALYSIS



LEGEND:

-  EXISTING ROAD
-  PROPOSED ACCESS ROAD (Every 400)
-  PROPOSED CURVED ROAD
-  AIRPORT ROAD
-  PROPOSED PROVINCIAL ROAD (Approx. 1km from coast)
-  HIGHLAND ACCESS ROAD
-  TRANSPORT STOPS
-  TRANSPORT TERMINAL
-  AIRPORT TERMINAL
-  BOAT DOCK



ACCESS ROADS AND COMMUNITY CENTERS

LEGEND

-  Community Center
-  10 Meter Access Road
-  3 Meter Access Road



Proposed access roads to the beach



Proposed community center



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STREETSCAPES

TYPICAL PLAN OF PROPOSED 40-METER-WIDE ROAD

SHUTTLE STOPS are located at least 400 meters apart and 30 meters away from an intersection or corner.

PLAZAS/SQUARES are scattered around to break the linear space made by the continuous sidewalk. These can showcase fountains or art pieces and will be good places to hold events and fiestas.

PEDESTRIAN CROSSINGS located at every 100 meters.

SCULPTURES OR ARTPIECES are interesting sights to see and also function as landmarks and meeting places.

BUILDING SETBACKS are common for all buildings by the street. This space can be used as alfresco dining areas or open areas. This will unify the building facades to create a uniform image of the street.



LAY-BY AREAS should at least accommodate 4 cars and are located 200 meters apart.

BIKE LANES are protected from vehicular traffic by a planting strip or bollards. These bike lanes should be at least 1.50 meters wide.

WATER FEATURES are integrated into the sidewalk design. The water will help cool the environment around it and will also be a good sight to see.

PLANTING STRIPS should only be planted with indigenous species of flora. Deciduous trees or palms should be planted at least 10 meters apart to provide shade along the sidewalk. The wider planting strips can also serve as linear parks.

PUBLIC BENCHES are provided for pedestrians to rest.

STREETSCAPES

MAN'S EYE VIEW OF PROPOSED 40-METER-WIDE ROAD



STREETSCAPES

MAN'S EYE VIEW OF PROPOSED ACCESS ROAD

ALFRESCO DINING
AREAS.

POTTED PALM TREES

Open buildings like
these are potential sites
for night markets and
bazaars. This is an
ideal activity for the
pedestrianized access
roads.



PERMEABLE PAVERS
are to be used on
sidewalks

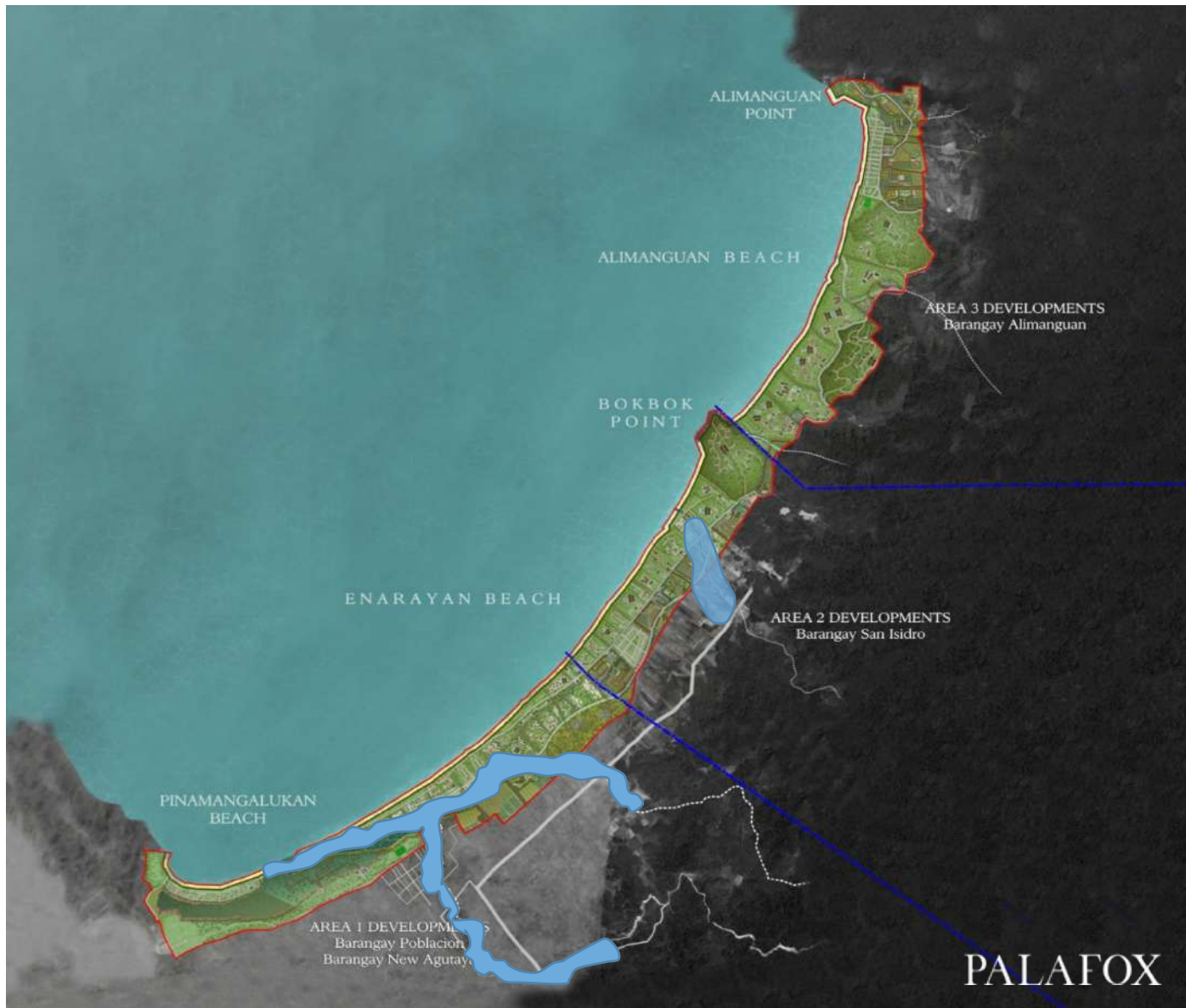
SWALED PLANTING
STRIP (ALSO FOUND
ON THE OTHER SIDE
OF THIS ROAD)

LIGHTED BOLLARDS
(ALSO FOUND ON THE
OTHER SIDE OF THIS
ROAD)

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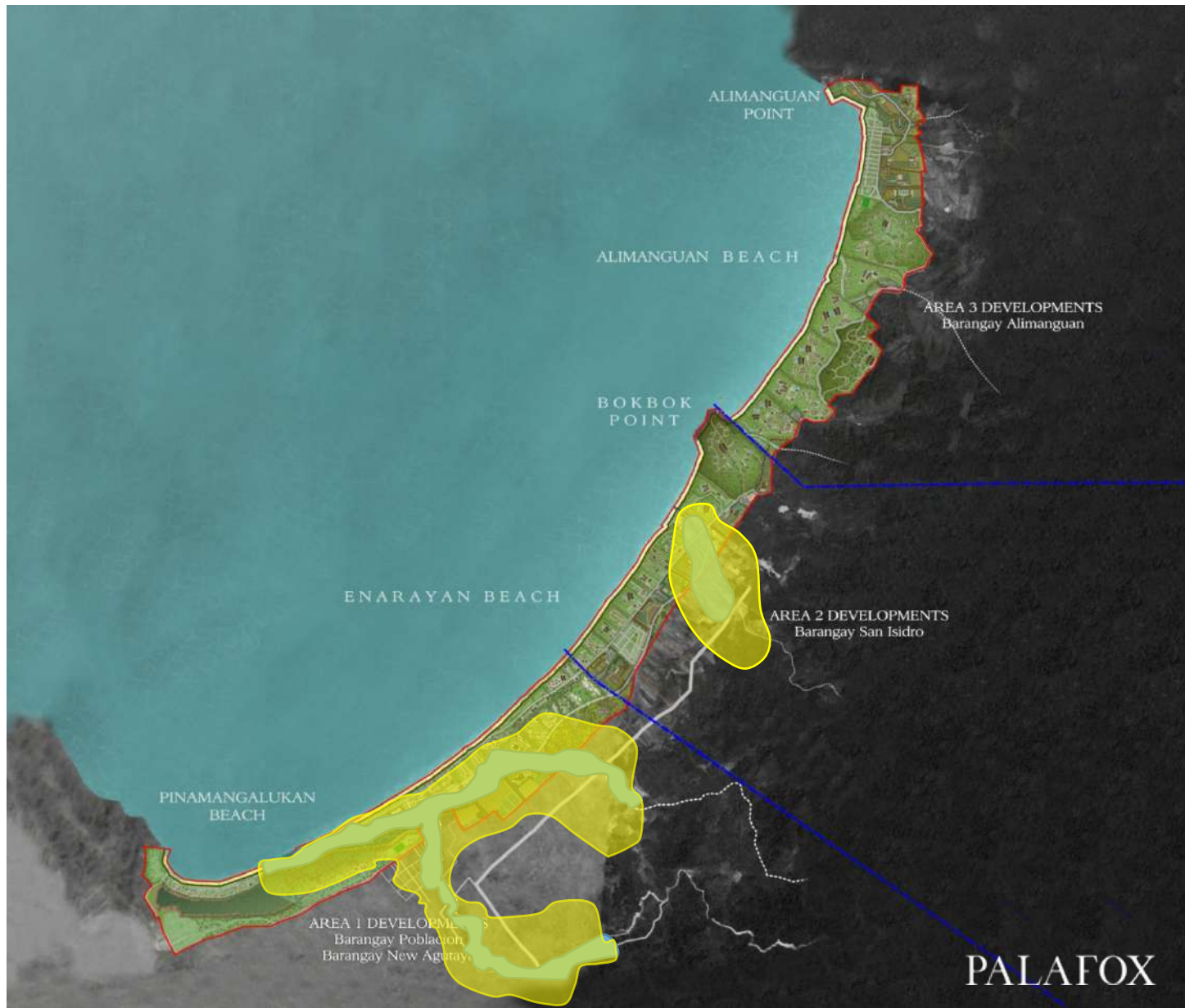
SCENARIO CASE 1

Rainfall (25-50 years return period) no high tide



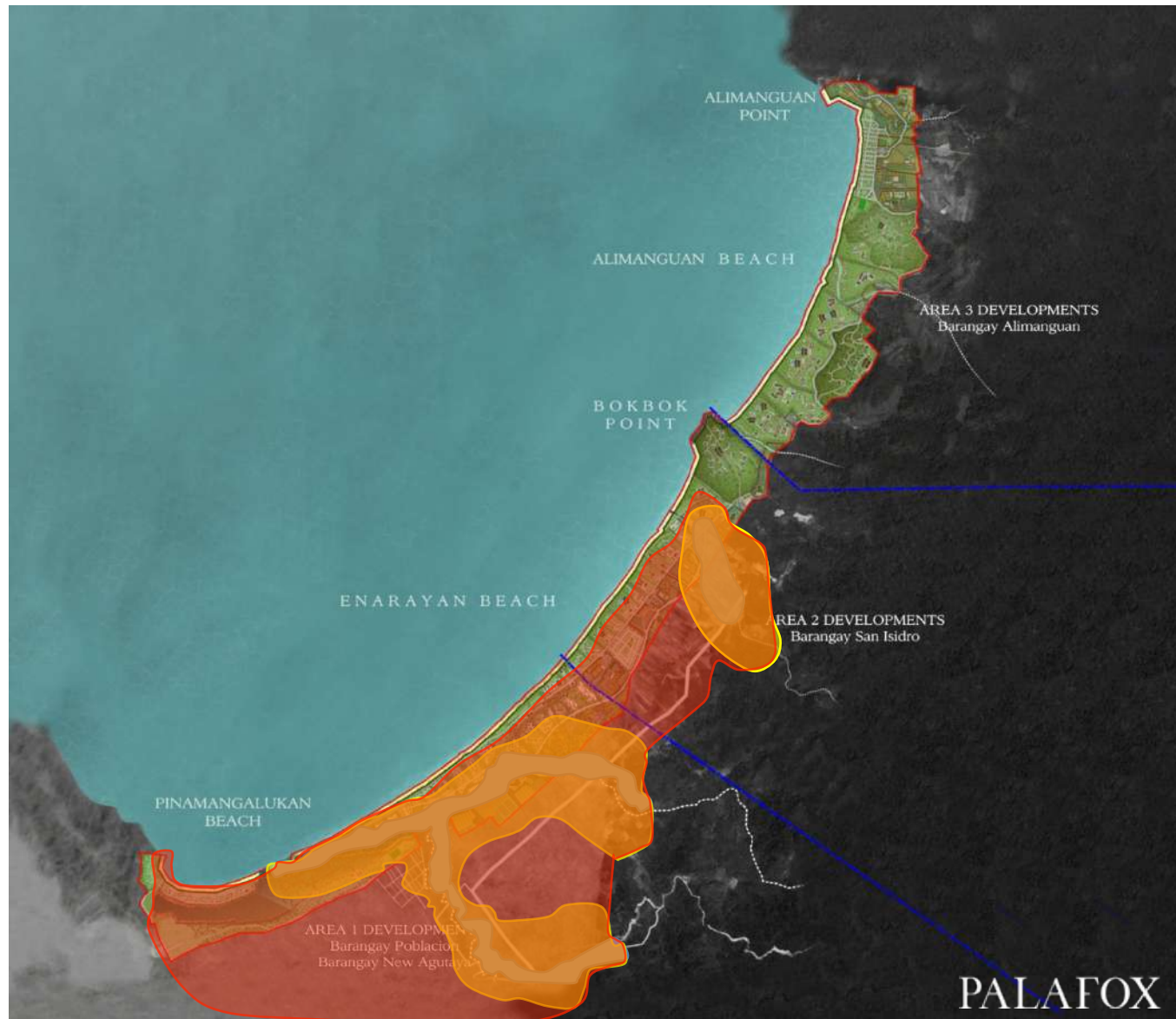
SCENARIO CASE 2

Rainfall (50-100 years return period) no high tide

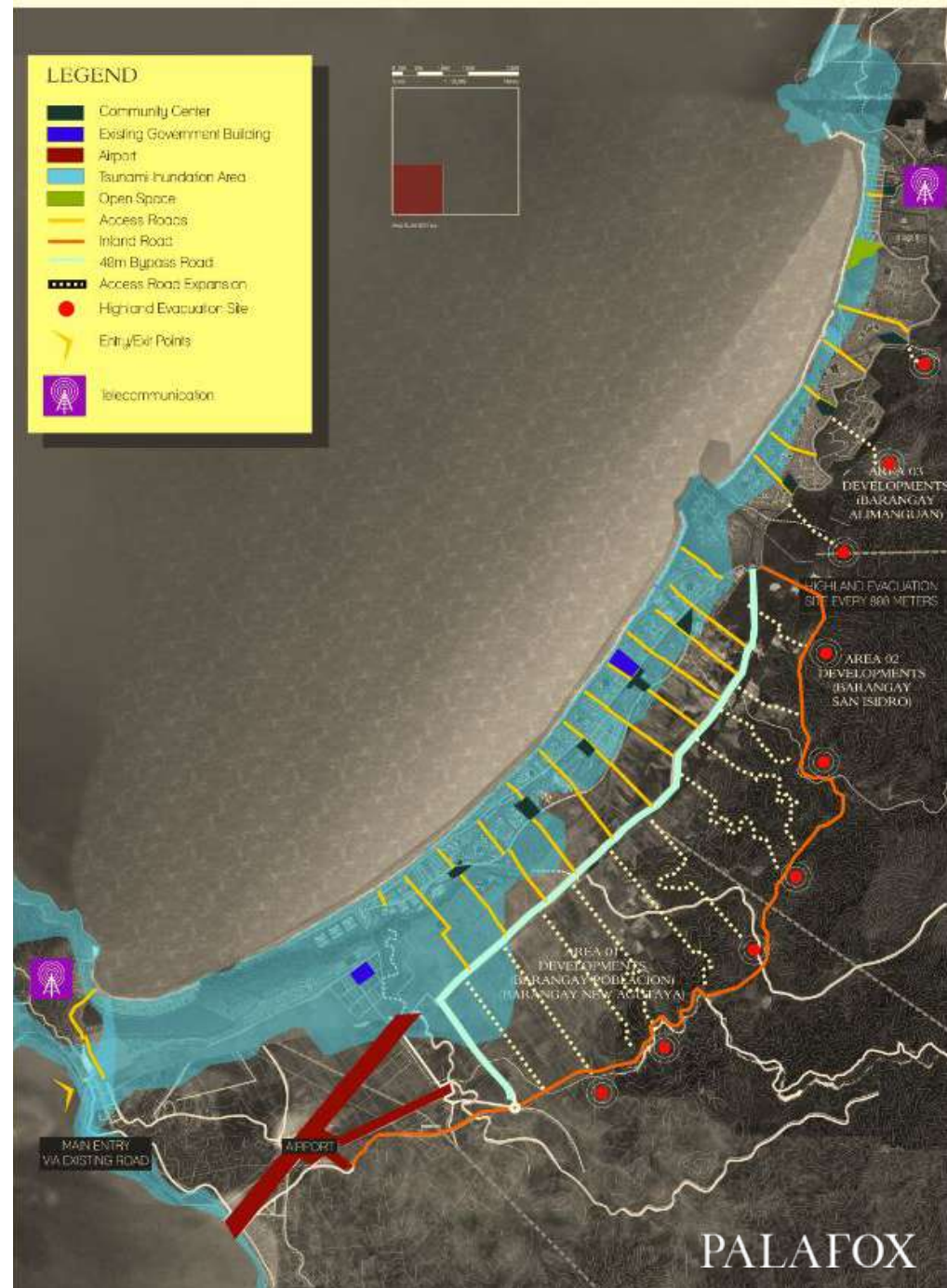


SCENARIO CASE

Rainfall (100 - 150 years return period) with high tide



DISASTER RISK REDUCTION AND MANAGEMENT PLAN





Conclusion



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CONCLUSION

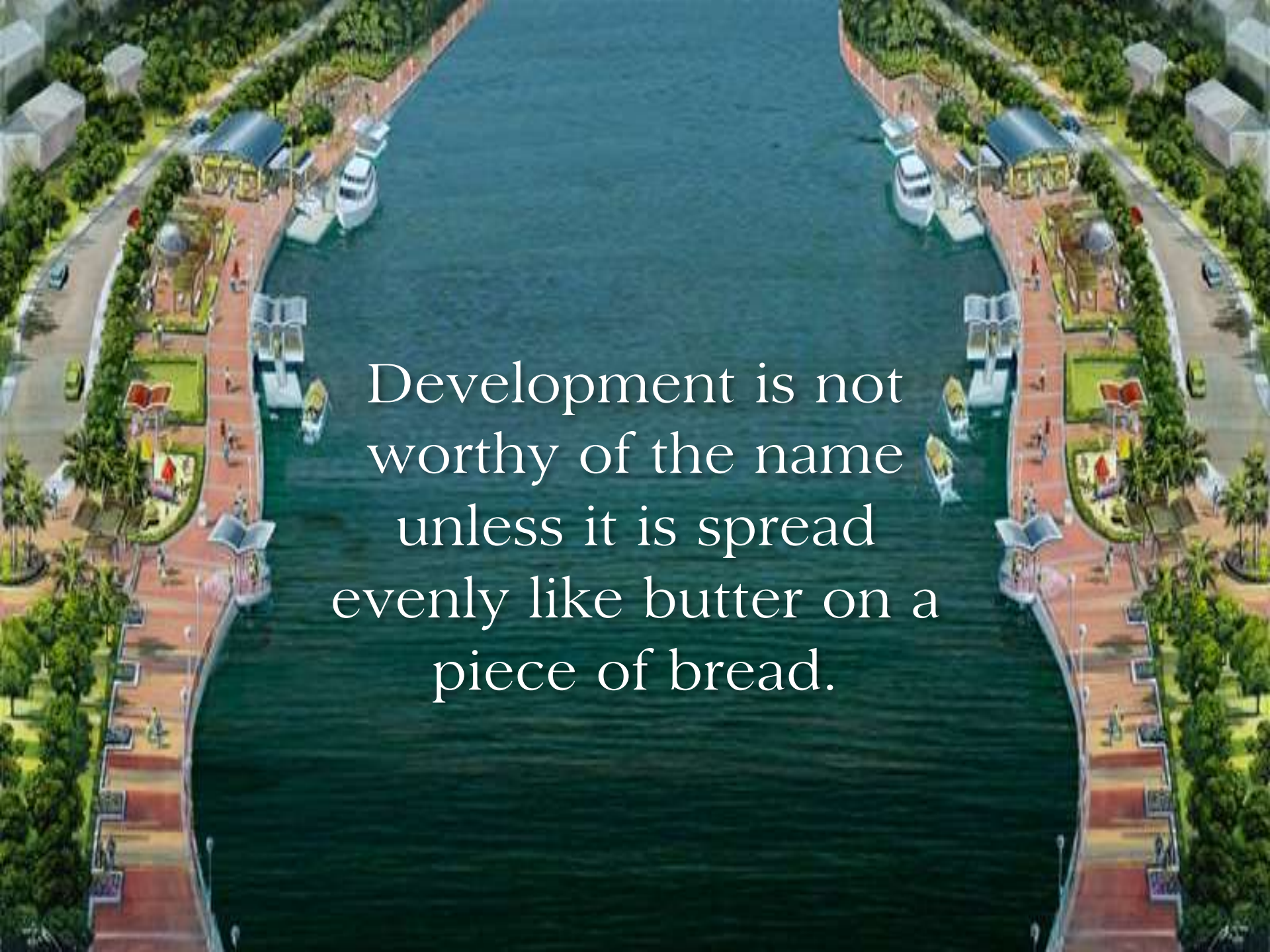
- The Master Plan presents options for attractions and activities in addition to the 14-kilometer Long Beach.
- Recommendations consider the projected tourist arrivals and population.
- Planning should be a multi-disciplinary approach.
- Local residents and indigenous people must be included in the development.

CONCLUSION

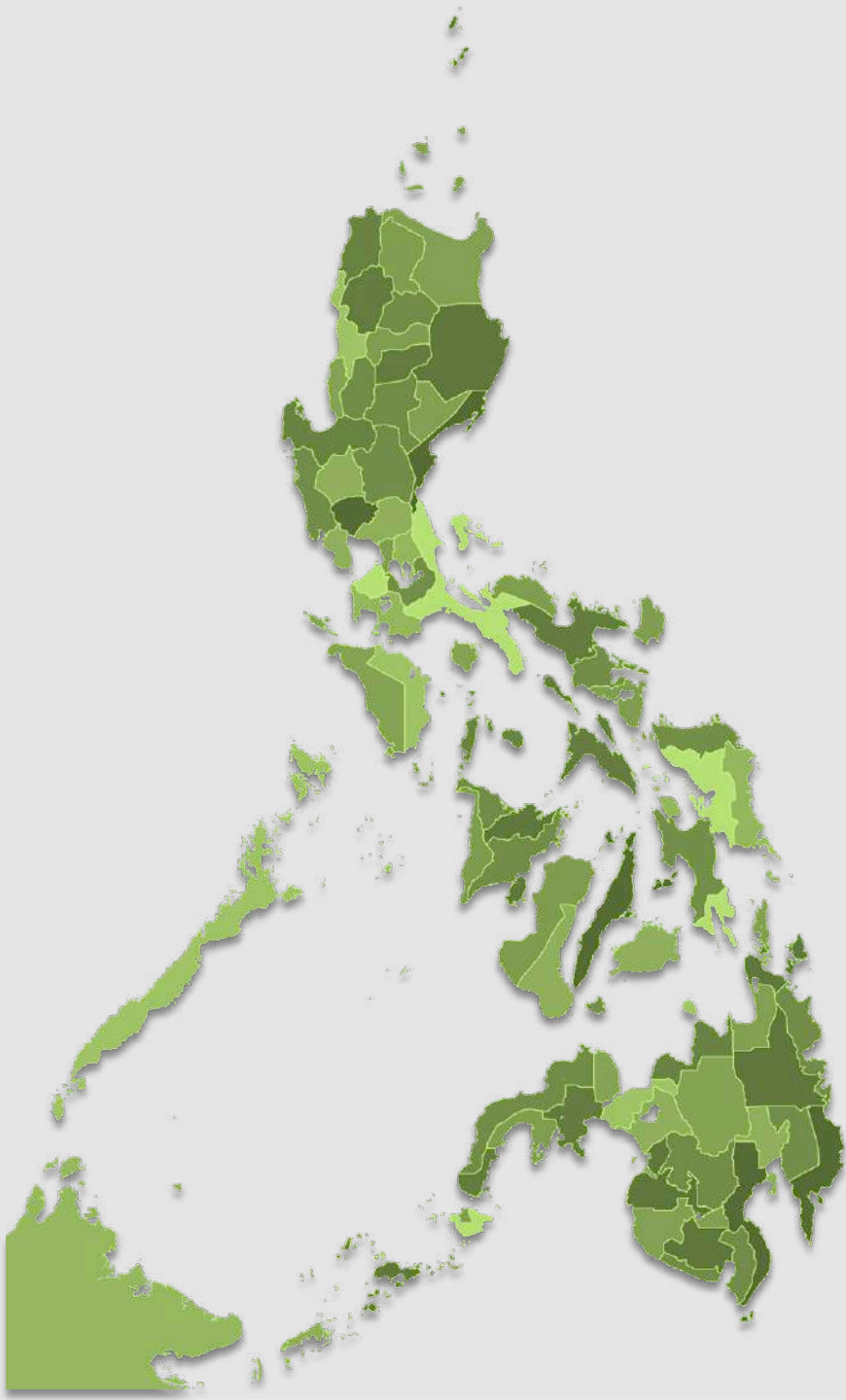
- Preserve, protect, and increase the mangrove areas.
- Use of indigenous plants in landscaping and indigenous materials in buildings are recommended.
- Existing setback must be increased to 50 meters.
- Hierarchy of road uses and users: roads closer to the beach should prioritize people while service roads will be located inland where there are less pedestrians.

CONCLUSION

- Access roads are recommended for access to the beach and as part of rescue and evacuation routes.
- The critical areas for flooding are Barangay Poblacion, New Agutaya along the river, and the agricultural areas near the airport.
- Community centers and highland areas will provide necessary open spaces that can also serve as evacuation areas during emergencies.
- Off-site improvements are necessary such as: affordable housing, flood mitigation, a power plant, and connections to the airport.

An aerial photograph of a waterfront development. A central canal or river flows through the scene. On both sides of the water, there are paved walkways with red and yellow sections. Along these walkways are various structures, including small buildings with blue roofs, green spaces with palm trees, and what appear to be playgrounds or recreational areas. Several boats are docked along the edges of the canal. The overall scene depicts a planned urban or suburban waterfront area.

Development is not
worthy of the name
unless it is spread
evenly like butter on a
piece of bread.



“PRO DEO,
PATRIA,
ET TERRA”

For God, Country, and
Planet Earth



“Make no little plans; they have no magic to stir men’s blood. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistence. Remember that our sons and daughters are going to do things that would stagger us. Let your watchword be order and beacon beauty.”

- Daniel Hudson Burnham

We like to live in ENVIRONMENT-FRIENDLY,
MASTER-PLANNED buildings, communities, and cities



Connected
Accessible
Walkable
Bikable
SAFER
Better Lit
Convenient
Clean
Mixed Income
Cross-generational
Mixed-use Developments
Places to live, work, shop,
dine, learn, worship,
healthcare, recreation, and
leisure
24-hour cycle activity center

PALAFox



Thank You!

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