



CHAPTER 5

DETAILING OF PREFERRED SPATIAL STRATEGY

During the public consultation held on May 2005, the Municipality of Orion chose the Multi-Nodal Urban Form as the spatial strategy that will best achieve the vision they want to achieve for the next thirty years. This urban form is built upon the concept of a “multi-nucleated city” in which activities presently concentrated in the urban core will be distributed into smaller centers or growth nodes all over the municipality.

Considering the natural limits and constraints of Orion, the need for striking a balance between the built and unbuilt environments is crucial to the municipality's long-term social, economic and ecological sustainability. Adopting the multi-nodal form, therefore, holds the most promising prospect towards the realization of this end. The chosen urban form will now serve as the framework or guide for the detailed allocation of space and location of various activities and facilities for the 30-year plan period.

Based on the comments by the TWG during the public consultation and further review by the SURP Team, some minor revisions were made to the fourth spatial strategy and incorporated into the final comprehensive land use plan (See Figure 5.1).

5.1 Advantages of the Preferred Urban Form

One of the inherent advantages of the chosen urban form is that it includes all of the barangays within the framework of development, giving each barangay its own opportunities for growth. These opportunities are assigned based on the relative

strengths and constraints of each barangay, while at the same time, remaining consistent to the overall vision of the municipality.

Another advantage of the preferred urban form is the ease of accessibility of the nodes. As shown in Figure 5.2, the nodes are strategically placed so that all of the barangays would be within reachable limits from each node. The improvement of the road network further adds to the accessibility.

Since not all of the services can be offered by each of the node, the character and layout of the nodes and corridors were placed such that the services or facilities which cannot be found in that particular node can be availed in the nearby nodes or corridors. Thus, it can be said that the preferred urban form allows for a support system among the different nodes.

The support system is also achieved by establishing a hierarchy among the nodes. Two major nodes are first defined, to which the minor nodes are physically linked by development corridors or roads. These major nodes would then take on the additional role of “overseeing” and “coordinating” the progress of the minor nodes attached to it, since these major nodes have more resources and improved infrastructure.

Also, by employing a system of hierarchy among the nodes and clearly defining the characteristics of each, priority in terms of infrastructure development are clearly established. This makes for a more efficient management of resources. For example, the ARC Center in Bilolo would only require resources and facilities to fulfill its role as the agricultural center, while the Port of Orion would require above average utility lines and commercial facilities to fulfill its role as the commercial and industrial hub of Orion.

Lastly, since the developments are concentrated on very specific nodes and corridors, much of the agricultural, forestry and fishing lands are preserved. Thus, balance between the built and unbuilt areas is achieved with this urban form.



Figure 5.1: Comprehensive Land Use Plan of Orion (2005-2035)

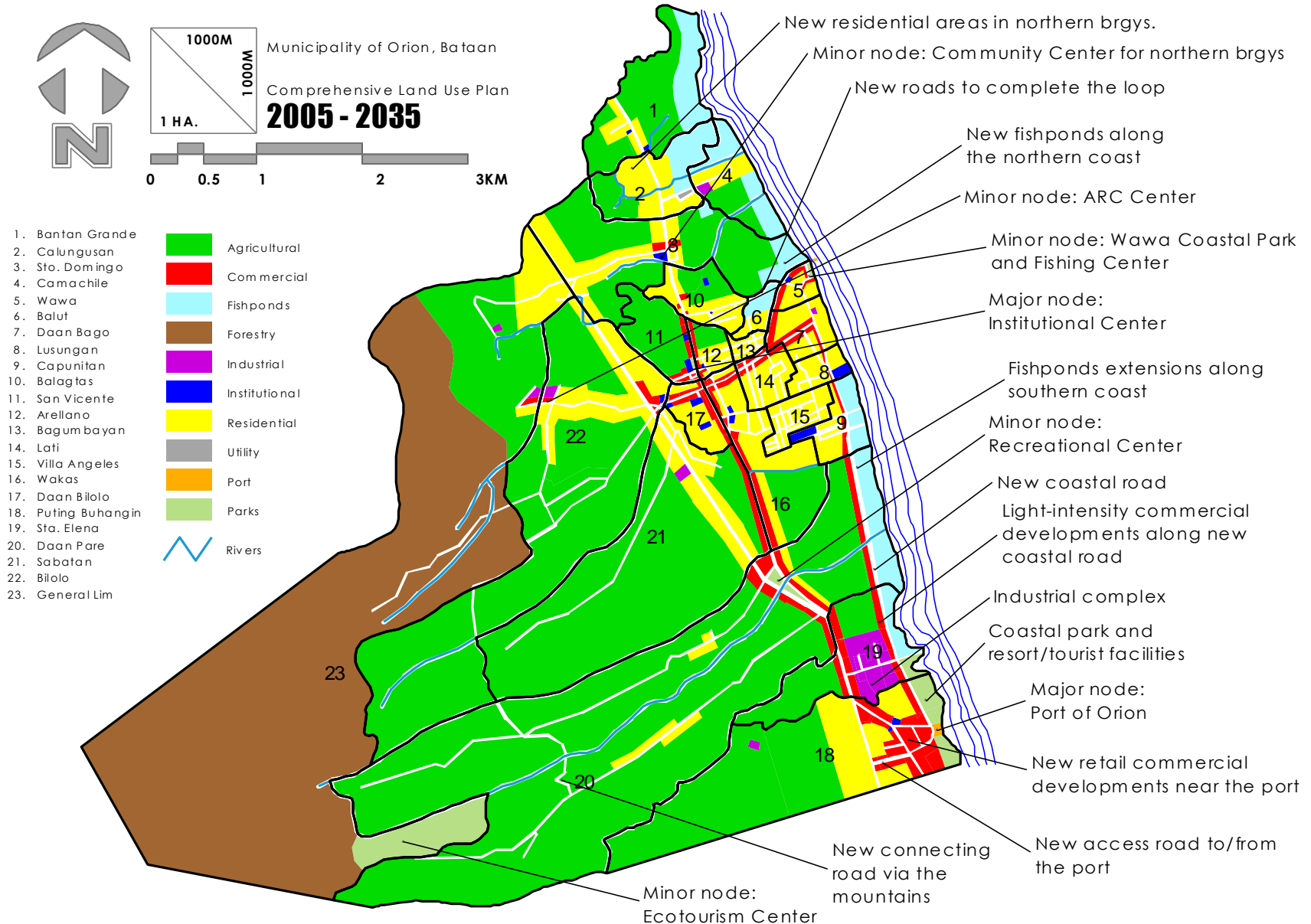




Figure 5.2: Hierarchy and Interconnection Among Nodes

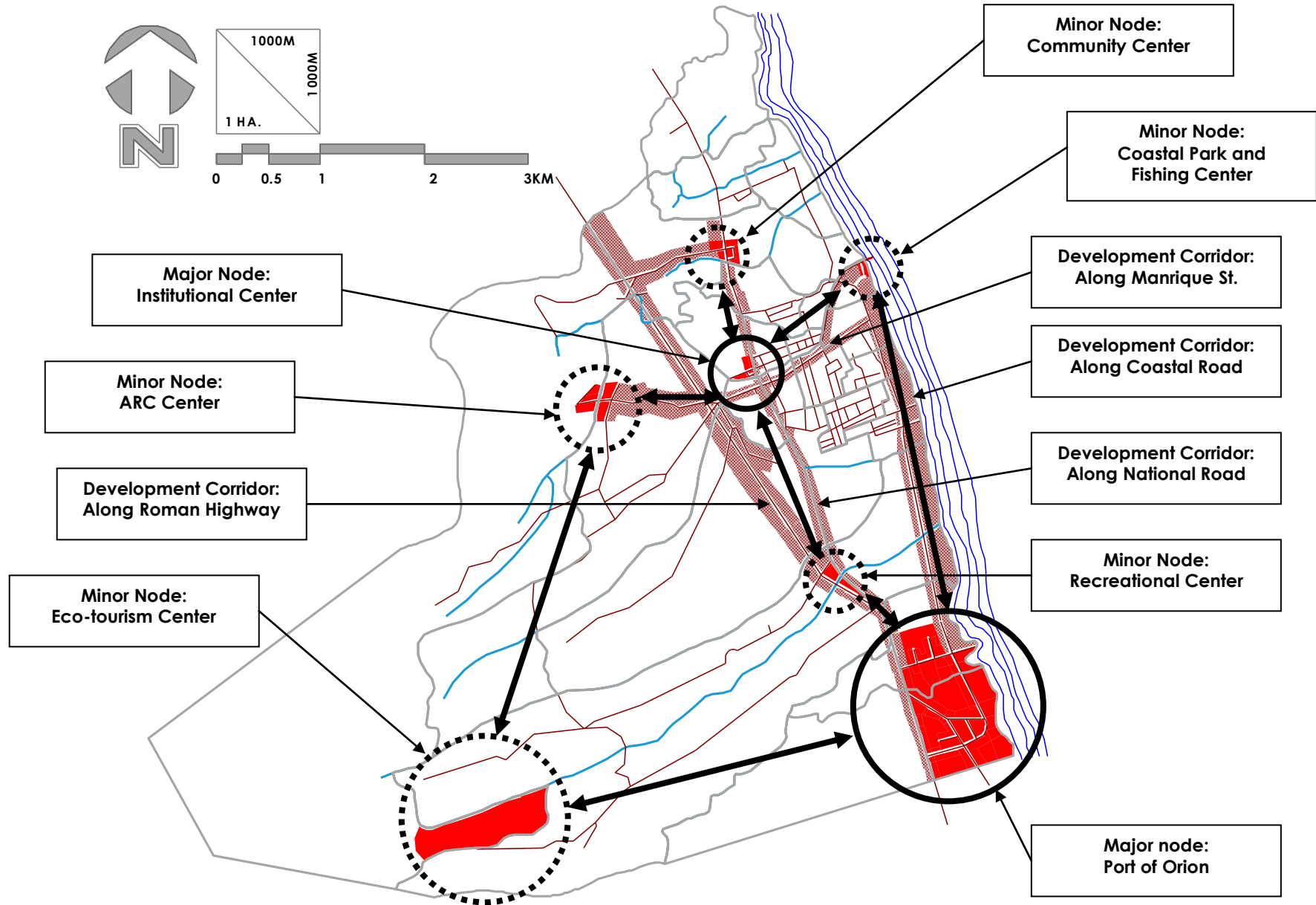
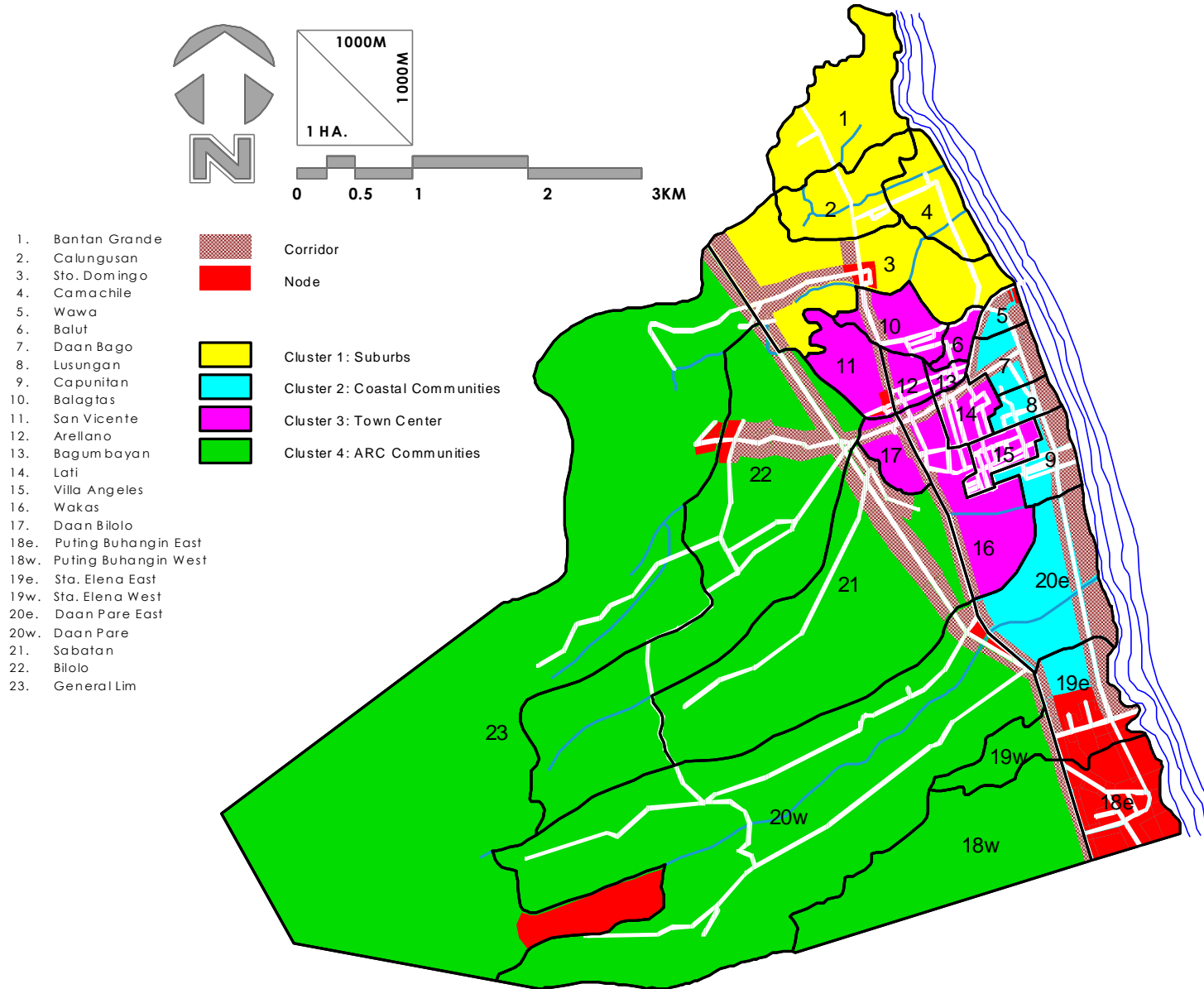




Figure 5.3: Clustering of Barangays





5.2 Clustering of Barangays

To facilitate in the detailing of the preferred spatial strategy, the UP SURP Team divided the whole municipality into four barangay clusters. Since Orion has yet to formally set boundaries of barangays due to the lack of funds needed to contract surveyors and consultants, a consultation/workshop was then held with the barangay captains to arrive at a working boundary delineation for the purposes of drafting the town's CLUP.

For a more systematized process of clustering, the SURP Team established some criteria for the grouping of barangays. These are:

- At least three (3) barangays for each cluster
- Homogeneity of geographical characteristics
- Similarity in terms of present and projected future dominant industry/s

Shown in the table below is the clustering of the barangays as agreed upon by the barangay captains:

Table 5.1: Clustering of Barangays

BARANGAY CLUSTER 1	BARANGAY CLUSTER 2	BARANGAY CLUSTER 3	BARANGAY CLUSTER 4
Suburbs	Coastal Communities	Town Center	ARC Communities
Bantan Grande Calungusan Sto. Domingo Camachile	Wawa Daan Bago Lusungan Capunitan Puting Buhangin (East) Sta. Elena (East) Daan Pare (East)	Balut Balagtas San Vicente Arellano Bagumbayan Lati Villa Angeles Wakas Daan Bilolo	Puting Buhangin (West) Sta. Elena (West) Daan Pare (West) Sabatan Bilolo General Lim

As can be seen from the above table, three (3) barangays were subdivided into eastern and western portions because the geographical features of these areas are not homogenous with each other. These barangays are Puting Buhangain, Sta. Elena and Daan Pare. The National Road and Provincial Road serves as the divider between the east and west sides. The eastern sides of

Puting Buhangain, Sta. Elena and Daan Pare are more coastal in nature, and thus are grouped in Cluster 2, while the western portions are more agricultural and mountainous in nature, and thus would be grouped in Cluster 4.

Barangay Cluster 1: The Residential Suburbs

At present, barangay cluster 1 is dominantly agricultural in use with almost 80 percent of its total land area used for crop planting and fishpond production. The proposed land use characterizes this cluster as the residential suburb of Orion where most of the residential expansion would occur. The intensity of the commercial and industrial activities would be controlled so as not to be in conflict with the residential and institutional uses in the area.

The minor node assigned here would be the Sto. Domingo Community Center, which would house the main commercial and government activities for this cluster. Among others, it would have major retail commercial stores, wide open grounds for public gatherings, and. The Sto. Dominog barangay hall would also be situated here and be expanded to be able to handle additional spaces for a satellite government processing center, a health center, a day care center and a police station.

Barangay Cluster 2: The Coastal Communities

Barangay Cluster 2 is composed of the barangays along the central and southern coasts of Orion. In the future land use plan, the developments in this cluster would anchor on the coasts to capitalize on this natural feature. This would include two ports, one in the south for cargo and passenger travel, and another in the north for fishing activities. A new coastal road would link these ports, making for a continuous and integrated development.

Under the multi-nodal spatial strategy, the ports would be developed through the strategy of planned unit development



(PUD) where commercial, industrial, residential and recreational uses are located in one large area to maximize the use of land. Other commercial and industrial developments in Barangay Cluster 2 can be found along the new coastal road. Resorts and other tourist facilities would also be developed here to take advantage of the natural beauty of the coast.

Barangay Cluster 3: The Town Center

As elaborated in the Ecological Profile, most of the areas in Barangay Cluster 3 were the original urban core of Orion during the 1950's. As such, it is but fitting to group the original urban core into one cluster.

This cluster would primarily be an Institutional Center, meaning it would be the "Nerve Center" or "Base of Operations" for the planning, implementation, management and monitoring of future development in Orion. It would house the major institutional centers in Orion, such as the Municipal Hall, churches, schools, hospitals, public library, regional government offices, and possibly provincial/ regional offices of multinational companies.

As it is the urban core, the intensity of development in Barangay Cluster 3 would be higher as compared to the other clusters. Major commercial developments would be located here, while the residential areas would be denser in this cluster.

Barangay Cluster 4: The ARC Communities

Barangay Cluster 4 is composed of the Agrarian Reform Communities or ARCs. These barangays are predominantly agricultural in nature and will need administration offices and post-harvest facilities to facilitate and increase the production capacity of the area. The cluster will be protected from unregulated conversion to give Orion the sufficiency in food supply. Also included is the location of an eco-tourism center in the western part. A light intensity resort and camping facilities will be set-up.

Included in the center are cottages, small shops, administration and storage buildings and a multi-purpose hall. All buildings or physical structures that will be located in the center will have a character that will blend with the surrounding environment.

5.3 The Growth Centers

The growth centers are envisaged to play a specialized function based on their geographical characteristics, and their potential contribution to the realization of the long-term visions of the municipality. This ensures complementation and sustainability among the different centers while giving each center its unique identity. Each growth center is also envisioned to be a mixed-use development, so as to provide a more comprehensive range of services to the people near these nodes.

The growth centers can be subdivided into three broad categories: a) major nodes; b) minor nodes; and c) development corridors. The characteristics of each node were designed to fit to the cluster that hosts it. Shown below is the assignment of the nodes.

Table 5.2: Assignment of nodes for each cluster

CLUSTER	NATURE	GROWTH CENTER
Cluster 1	Residential	Calungusan Community Center
Cluster 2	Agricultural, Fishing, Industrial	Wawa Coastal Park and Fishing Center Port of Orion
Cluster 3	Institutional, Commercial, Residential	Institutional Center
Cluster 4	Agricultural, Forestry, Open Space	ARC Center Recreational Center Eco-tourism Center

5.4 Major Nodes

As can be surmised from the name, major nodes are the main centers of growth within the municipality, serving as the "jump-off



point” for development in the municipality. They would also play a dual role of being an “overseer” of the minor nodes by providing institutional and capital support as necessary. As such, more investments in infrastructure, both capital and non-capital, would be devoted to them, as compared to the minor nodes. They would also be given the priority in terms of budget and manpower allocation.

5.4.1. Institutional Center

As the name suggests, the Institutional Center would host the major institutional buildings of the municipality, which includes the municipal government offices, educational facilities, health facilities and religious facilities. It would act as the “Administration Center” of the planning and development of the municipality.

As of now, all of above-mentioned facilities are present except for the health facilities. The municipal hall complex in San Vicente is generally a typical Spanish “plaza complex” where the church, city hall, school, market and other civic buildings are situated according to the settlement policies decreed by the Royal Ordinance during the Spanish period.

However, although the institutional facilities are already present, these need some upgrading for the place to be realized as an Institutional Center. Some of the suggested upgrading actions are the following:

- Municipio building space would be expanded and refurbished over the years to house more government offices, both on the local and the national/regional level which would supervise the continuous development of the town.
- Some of the adjacent lots may be need to be acquired to house the proposed expansion and new facilities (like a small municipal hospital). To cut down on land acquisition costs, some land swapping with the lot owners may be initiated by the government.

- A public library, which could double-up as an information center would also be placed in this complex, both for the use of the citizens of Orion, as well as guests and researchers.
- Given the expected heavy volume of users who would be visiting the Municipio Complex, passenger loading and unloading facilities would be placed off-street so as not to disrupt the through traffic.
- In terms of physical appearance improvement, more prominent signages would be placed to mark the existence of the Municipio, church and school.
- The plaza in front of the Municipio and the Church would be landscaped so as to have a good overall image. Part of this landscaping would be to provide a more conducive environment for outdoor activities and gatherings. This would include more shade trees, street furniture, and outdoor lighting.
- Some guidelines regarding the elevations of the adjacent buildings around the Municipio complex may need to be implemented so as to keep up a more unified “institutional look” within the area.

A visual image showing the above improvements is shown in Figure 5.4.

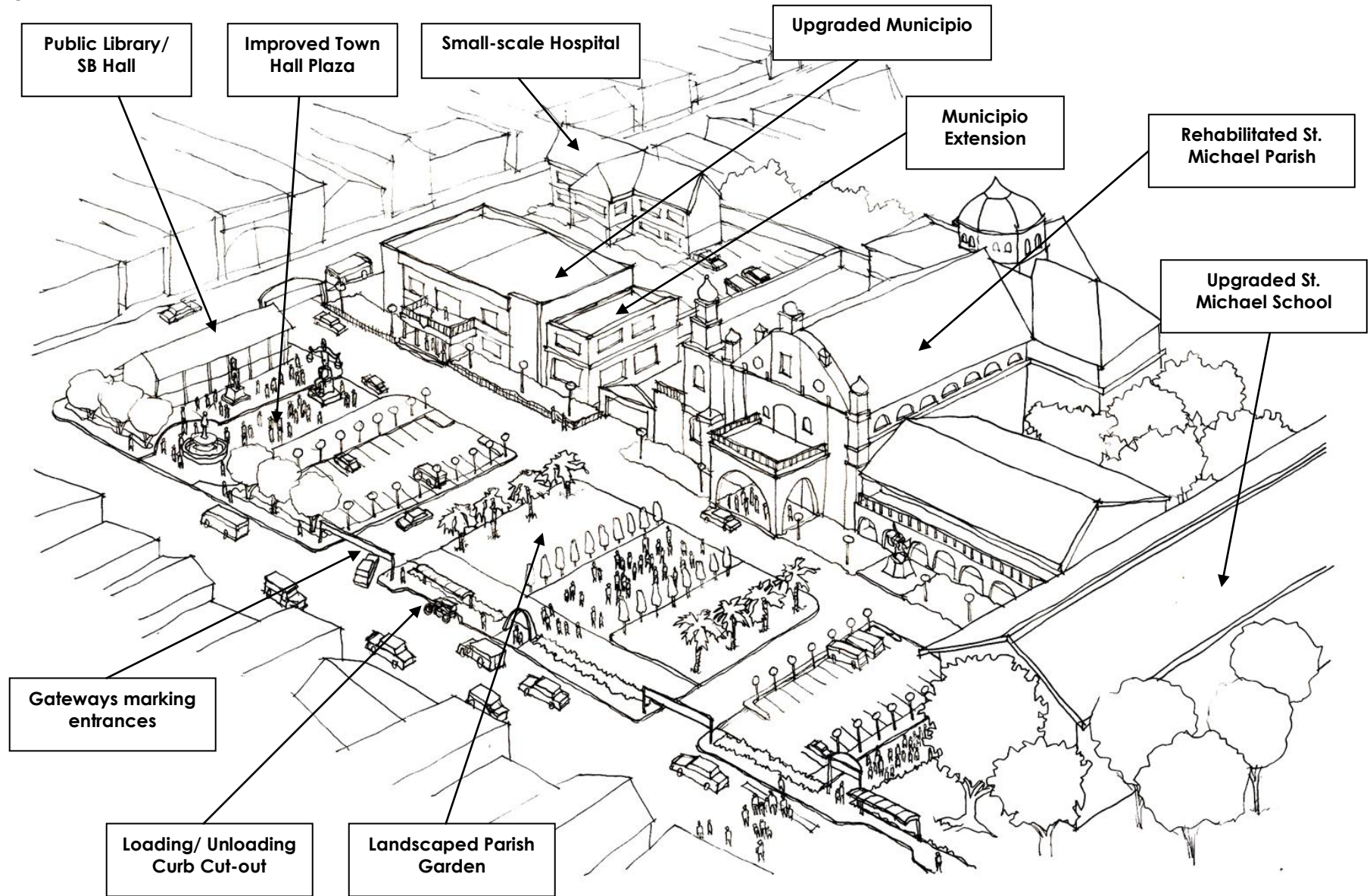
5.4.2. Port of Orion

The other major node in the CLUP is the Port of Orion, which is envisioned not just to be a major gateway to/from Manila, but also to be the major hub of commercial and industrial activities within the Municipality. Additionally, given the projected high volume of visitors using the port, tourist facilities would also be established here.

As of now, there are already existing port facilities in the Port of Orion, although they are mostly passenger facilities and not cargo facilities. Additionally, most of them are makeshift in nature. There are also some land-based transportation services at the port,



Figure 5.4: Artist's perspective of Institutional Center





ready to transport the passengers to/from the port. However, these services do not yet fully complement the services of the port, thereby making transfers inconvenient to the passenger.

As for the area at the periphery of the port, there is not much built-up yet. Most of the uses are of residential and light commercial, with some spots of institutional buildings. Roads leading to the port are narrow and aren't properly integrated yet with the overall road network in the area. Additionally, there is not much view of the coast from the land side.

To fully realize the vision of the Port of Orion being a commercial and industrial hub, the following measures are recommended:

- Better RORO facilities would be provided for the port. This would include bigger and better passenger terminals, formal ticketing and booking offices, areas for ships docking, repair and maintenance, vehicle parking and queuing areas, etc. This could be initiated together with the PPA or with the private sector.
- A visitor's center would be set up at the port, the primary purpose of which is to provide information about travelling around Orion/Bataan, available transient housing facilities and location of major shops, stores and tourist destinations.
- The road network outside the port would be improved to be able to accommodate additional vehicular volumes, including cargo trucks. This would entail the widening of some of the existing roads, as well as the construction of new ones. This would then entail coordination with DPWH for the planning and design of such roads.
- Utility services both within and outside of the port would also be upgraded, which includes, among others, power, water, sewer, and telecommunication lines.
- Major commercial retail establishments (restaurants, business centers, banks, convenience stores, etc.) would be located both within and the area outside of the port. Proper planning as to the ideal location and intensity of development of the commercial establishments would

be done to ensure that the traffic and volume generated by these stores do not hinder the overall traffic flow within the area.

- Offices of shipping-related businesses (shipping companies, travel and tours offices, etc.) and national government agencies (MARINA, PPA, DOTC) can also be located here.
- Cargo storage facilities (warehouses, cold storage, etc.) would be made available to compliment and maximize the RORO operations of the port. Given the expected heavy volume of cargo coming through the port, these storage facilities would be located a little further north of the port in Barangay Sta. Elena in a proposed industrial complex. Some light intensity industrial facilities can also be placed in the industrial complex so as to provide a variety of services to investors. The development of the industrial complex can be initiated purely by private investors or through a joint venture with the government.
- As for tourist facilities, transient housing of different scales (2-star & 3-star hotels, motels, pension houses) would also be provided to serve different levels of clientele. Policies and incentives would also be set to ensure the quality of these facilities.
- Coastal parks to the sides of the port would also be developed to tap the coastline as a potential tourist attraction. It would serve as a "blank space" in the elevation along the coast to retain the view of the sea from the inland. Except for some small-scale, one-storey commercial establishments serving the guests, no other development will be permitted here.
- As for the other support services, a well-organized public transportation terminal would also be set up here to provide efficient connection between water and land transport. The terminal would be equipped with loading and unloading bays, passenger waiting and queuing area, ticketing and reservation, route information billboards, and public CR's to provide a better level of service to the passengers. Covered walkways from the



Figure 5.5: Conceptual Masterplan of the Port of Orion

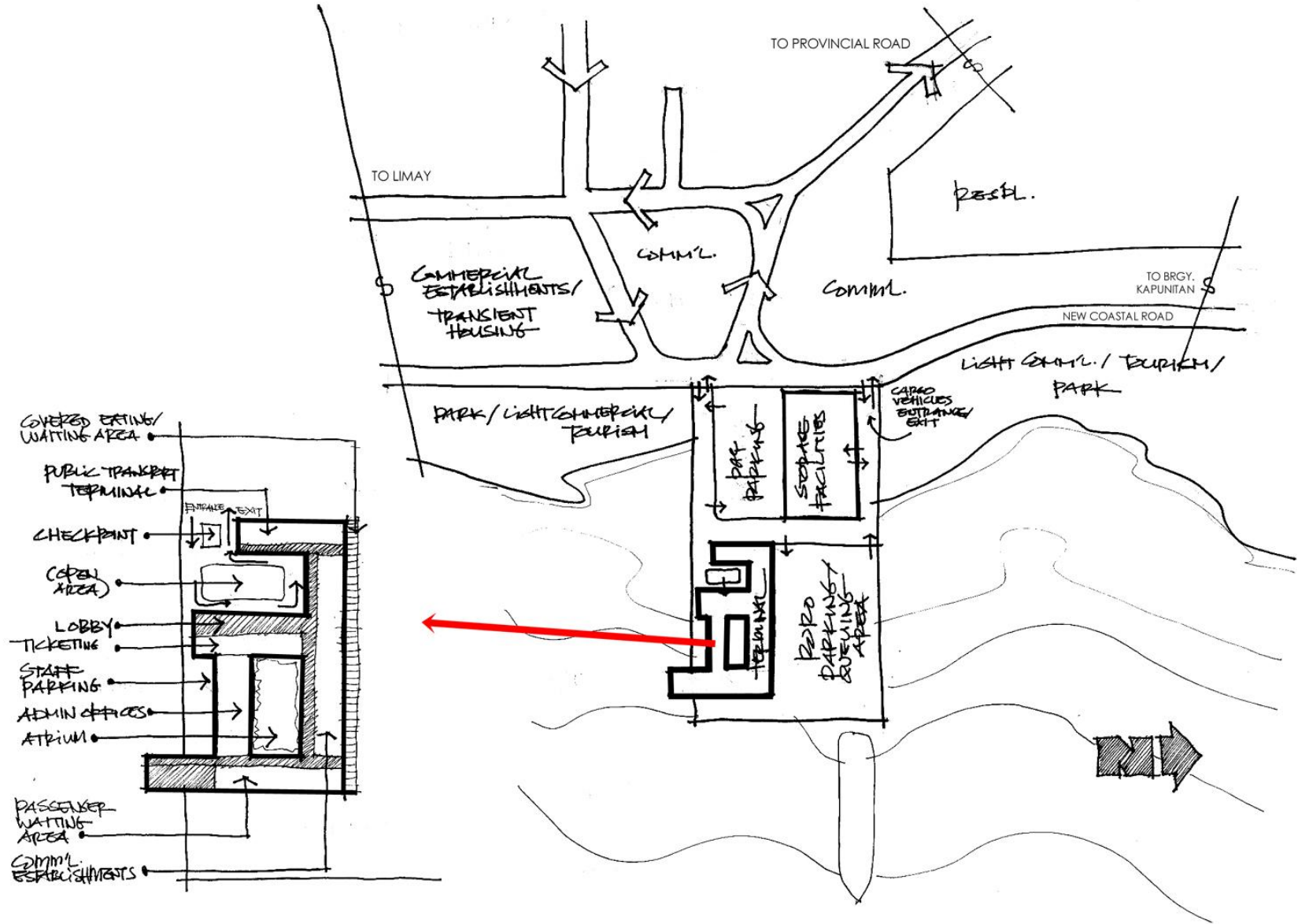
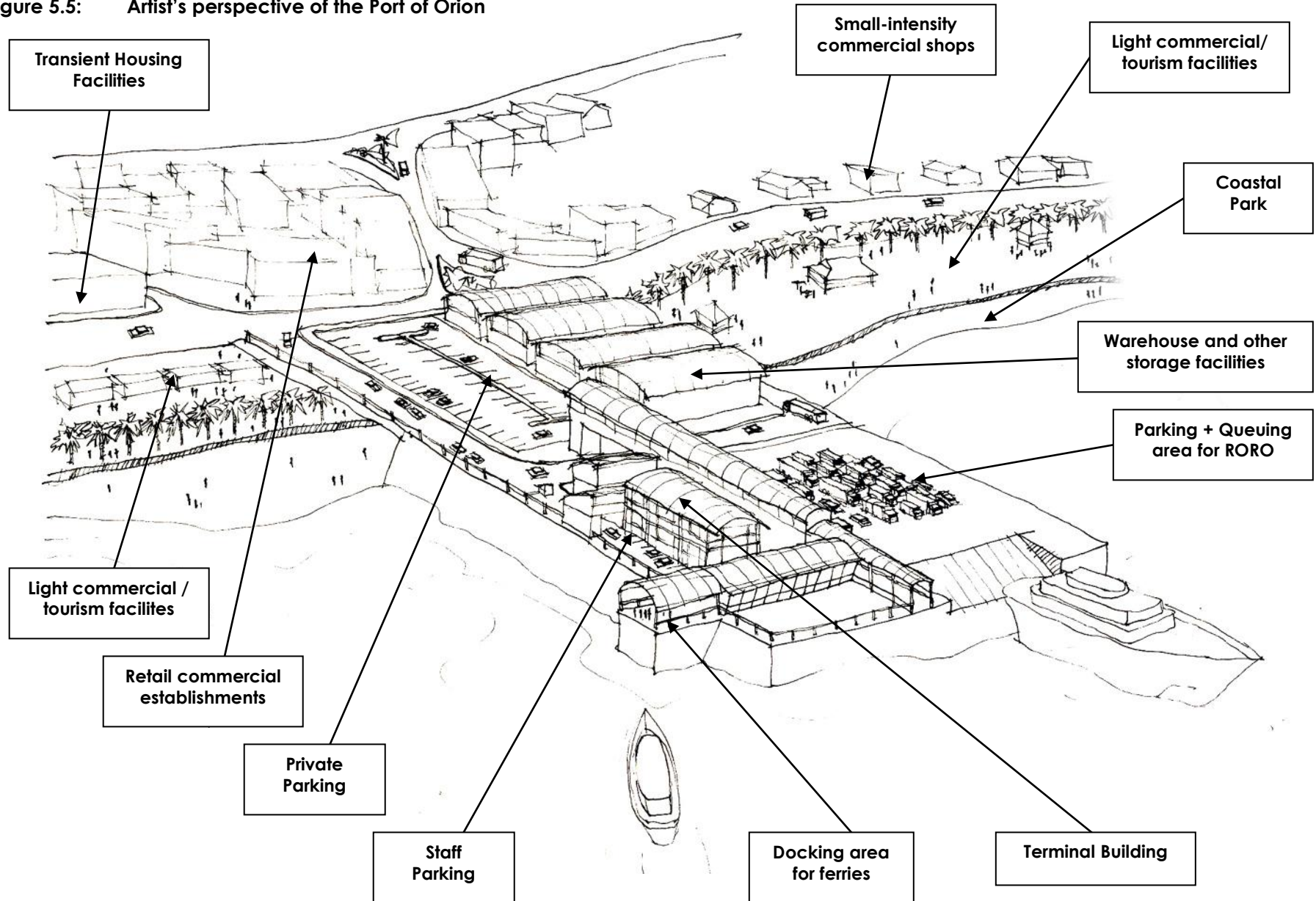




Figure 5.5: Artist's perspective of the Port of Orion





ferry terminal to the landside platform would also be erected to provide protection to the passengers.

- The other areas around the port can be used for residential uses to accommodate the expected increase of workers at the port. Appropriate zoning ordinances would be drafted to ensure that the volume and intensity of residential development (i.e. FAR, building heights) do not go overboard.
- Aside from these hard measures, some soft measures are also to be in place for the RORO port to flourish. One would be an aggressive information campaign to promote the RORO port. Some incentive program could also be initiated to attract investors in helping develop the various capital and non-capital projects identified here.

5.5 Minor Nodes

Compared to the major nodes, the minor nodes are relatively smaller in scale in terms of capital and non-capital investments. Additionally, whereas the influence area of the major nodes is the entire municipality, the influence areas of the minor nodes are limited to fewer barangays immediately adjacent to the particular minor node. However small, these minor nodes play an important role in providing the services specifically needed by the barangays, as well as offering a broader and more comprehensive range of facilities.

5.5.1. Sto. Domingo Community Center

Located at Barangay Sto. Domingo, the Community Center generally acts as a satellite town center for the barangays in the north. With the expected increase of residential areas in the area, it is more efficient to provide the population here with their own

facilities, rather than making all of them go to the town center to avail of the needed services.

It is envisioned to be a small complex containing all of the necessary facilities, connected by a series of pathways and open areas. Some of the suggested facilities for the community center are:

- The Barangay Hall of St. Domingo
- Some satellite offices of the municipal government, specifically those that require processing of application and registration from the constituents
- A multi-purpose hall for large meetings, seminars, workshops and other major gatherings.
- A mini-health center
- A police station or outpost
- School (up to secondary level) and church
- Some commercial retail shops and stores
- A small open area or park
- Covered multi-purpose court with an elevated stage which can also be used both for sports activities and public gatherings
- A tricycle terminal serving the residential subdivisions in the area

5.5.2. ARC Center

Given that the dominant industry in Orion is still agriculture, this node would be the center of the agricultural industry of Orion. Being such, it would house the main agricultural facilities and offices. Some of them are:

- Administration offices for the ARC cooperatives and associations
- Municipal and national government offices involved in the agriculture industry
- A multi-purpose hall for meetings, workshops, seminars, as well as small community gatherings



Figure 5.6: Artist's perspective of the Sto. Domingo Community Center

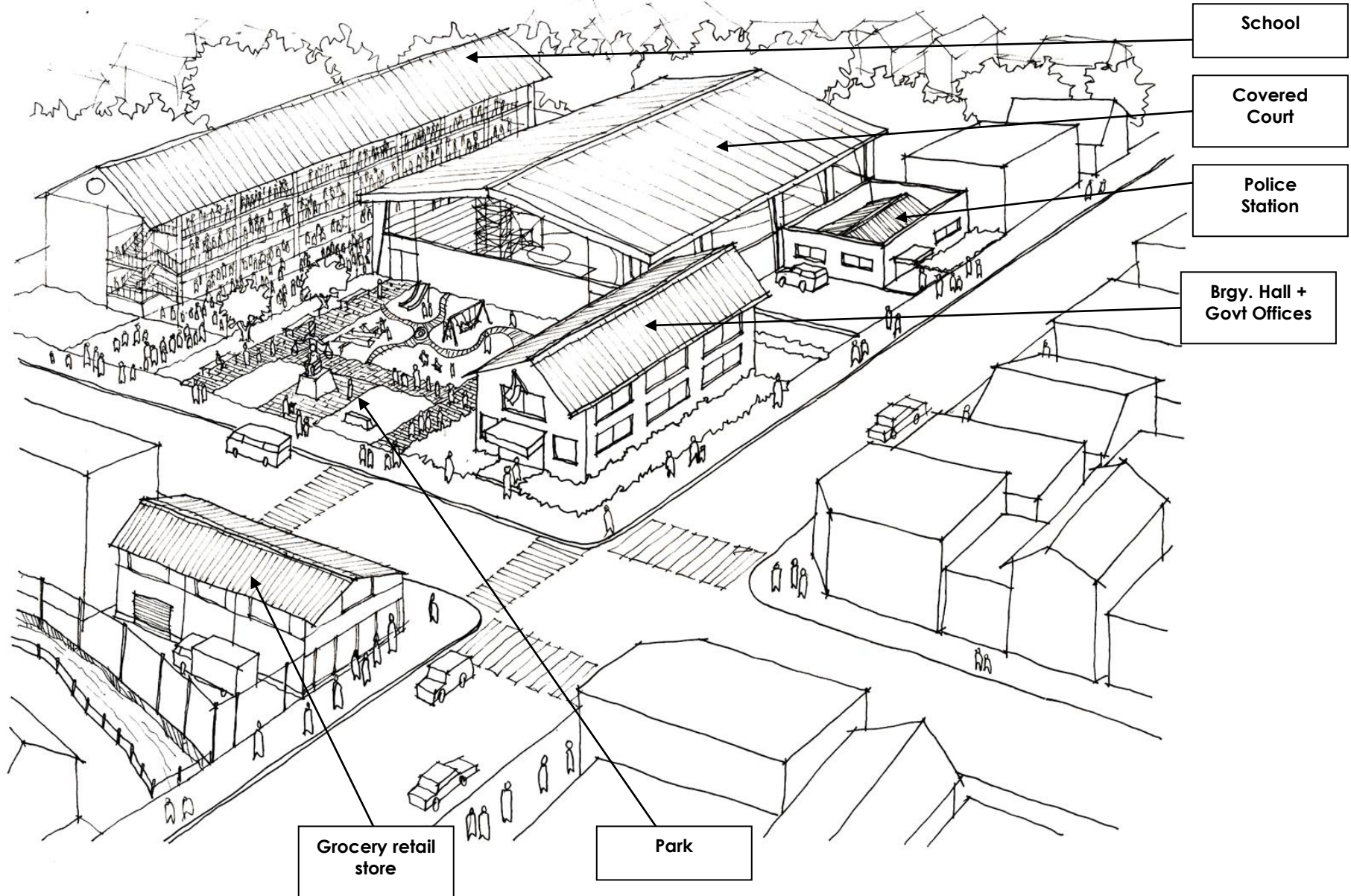
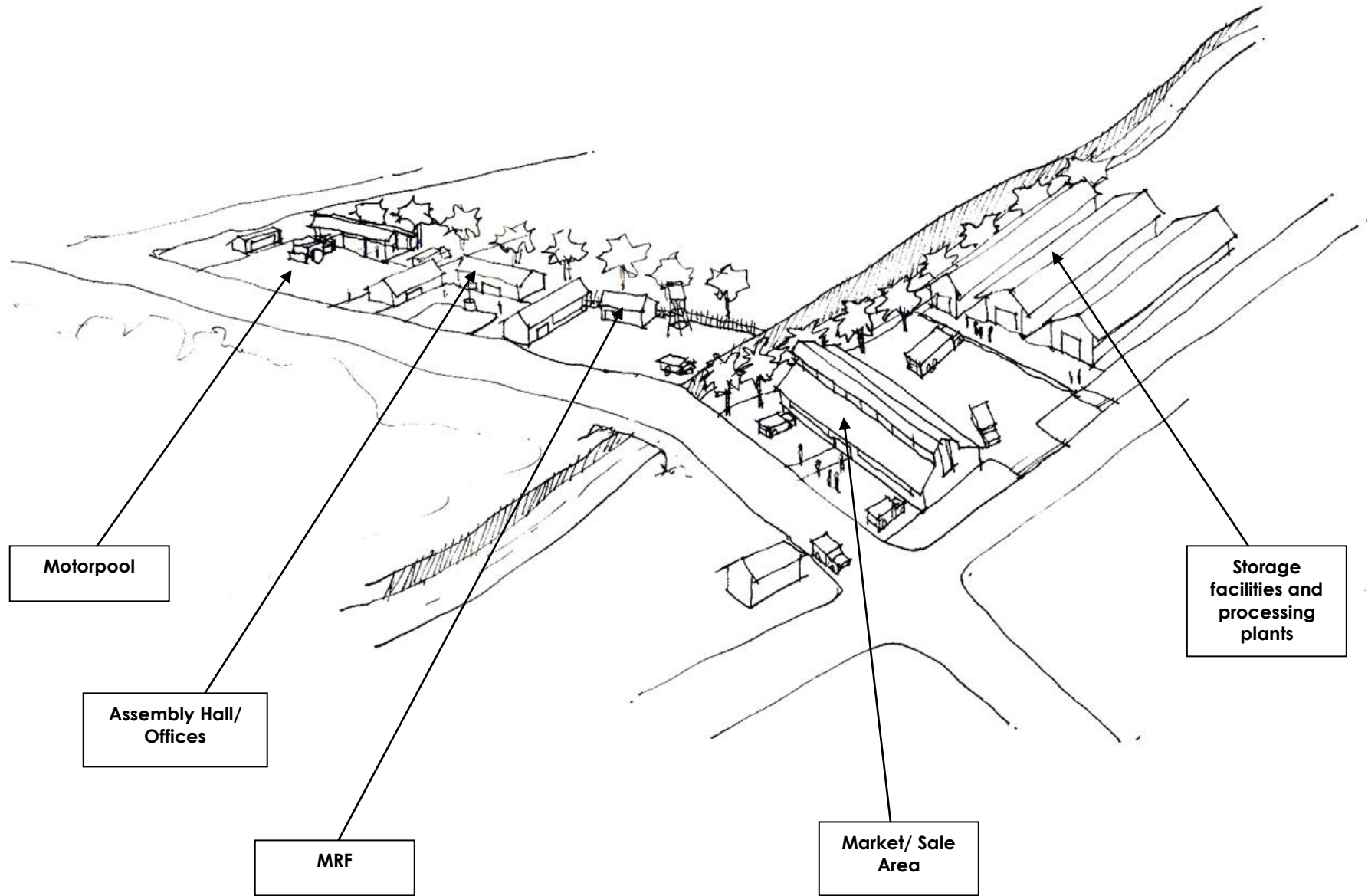




Figure 5.7: Artist's perspective of the ARC Center





- Storage facilities for the agricultural products and other related items like fertilizers and seeds
- Some post-harvest facilities may also be established, like milling plants, packaging plants, warehouses, etc. to process the products, providing the community with added economic opportunities. A mini-market wherein processed agricultural goods may be sold to the public either wholesale or retail. By placing both the processing and retail facilities of the agricultural products near the source, the community saves on transportation and communication costs, as well as minimizing the need for additional personnel to supervise delivery and sale of the products.
- A depot and motor pool for the machineries and equipment used by the farmers
- A materials recycling facility (MRF) to process the wastes from the processing plants and market
- An allocated space for an agricultural research and development (R&D) office in the future. As of now, the R&D office is still considered a specialized office and there might not be enough technically-competent people to run the said office. However, it is prudent to already allocate the space for this, just in case there is already enough demand for such an office in the future, as well as enough budget and manpower.

5.5.3. Recreational Center

Located at the junction of Orion's three major roads, the Recreational Center would serve as the welcoming gateway to the Orion Town Proper coming from the port, as well as providing recreational and sports facilities for the citizens and visitors. This center is envisioned to be the main park and open area of Orion.

Specifically, it would have the following features:

- A large sign which would welcome the visitors and guests coming from the south. Additionally, strategically-placed

directional signages would also be placed to guide those who are unfamiliar with Orion.

- The entire park would have beautiful landscaping so as to be a welcome sight to the visitors and travellers. It would also have well-paved pedestrian pathways, gazebos, and outdoor lighting to create a very park-like ambiance.
- A covered multi-purpose gym would be placed here for various sports events and big public gatherings. Careful attention should be given that this gym would not dominate the approach view and instead blend with the surrounding landscape. It is also suggested that the architectural design of the building to be above-average, so as to give a good impression to the visitors and travellers.
- A municipal parks management department would also be established to manage all the parks and open spaces in Orion, the main office of which would be placed here.
- Height and density restrictions would be strictly enforced so as not to spoil the overall ambiance of the area. Only one-storey residences and low-intensity commercial establishments would be allowed within the periphery of this center.

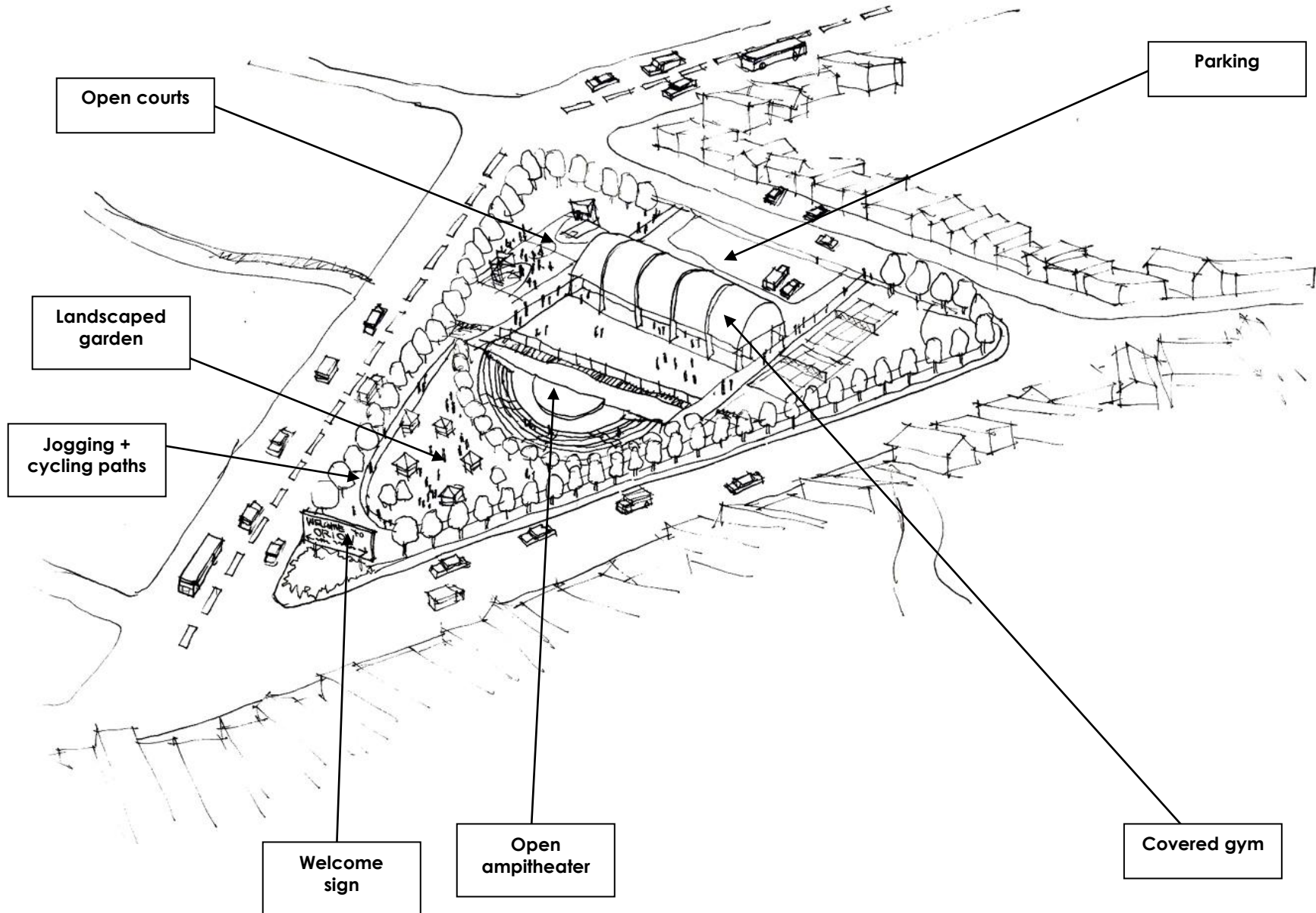
5.5.4. Eco-tourism Center

To take advantage of the natural beauty of the forestry in the western part of Orion, as well as the panoramic view of Manila Bay from atop the mountains, an eco-tourism center would be established in Barangay General Lim. Some of the facilities needed for such an eco-tourism center are:

- Light-intensity resort and camping facilities would be set up. These would include cottages, small shops, admin building, storage building, and a multi-purpose hall. These buildings would be made of wood and other natural materials only. No concrete or steel would be



Figure 5.8: Artist's perspective of the Recreational Center





allowed as construction materials so as not to spoil the natural character of the area.

- A viewing deck or tower overlooking the Manila Bay would be erected.
- The administration building can also serve as a base camp or stop-over area for mountaineers or trekkers going to Mount Mariveles. As such, some billboards and information as to the foot trail network within the area would also be placed.
- A small clinic may also be provided in the admin building for emergency purposes.
- Foot trails in and around the area would be placed for the benefit of the trekkers and campers.
- Organic farming may also be introduced in this node as another alternative activity for the visitors.

5.5.5. Wawa Coastal Park and Fishing Center

If the ARC Center in Barangay Bilolo is supposed to be the center of the agriculture industry in Orion, then the Wawa Fishing Center would be the center of the fishing industry in Orion. It would basically have the same type of facilities as the ARC Center, albeit it would be geared specifically for the fishing industry. Additionally, since this area already has an existing park, a Coastal Park is proposed to be developed which could provide the Municipality with additional economic opportunities.

Specifically, the Wawa Coastal Park and Fishing Center would have the following features:

- Administration offices for the fishermen cooperatives and associations
- Municipal and national government offices involved in the fishing industry
- A multi-purpose hall for meetings, workshops, seminars, as well as small community gatherings
- Cold storage facilities for fishes and other seafood products

- A mini-market wherein the seafoods may be sold to the public either wholesale or retail.
- A docking area, and an off-shore repairs and maintenance facility for the boats used by the fishermen
- Dredging and rehabilitation of San Vicente River to make it navigable for boats, thereby providing for an alternative mode of transportation and delivery
- A materials recycling facility (MRF) to process the wastes
- A park along the coast with beautiful landscaping and other street furniture elements
- Some light commercial establishments adjacent to the park like restaurants and souvenir shops

5.6 Development Corridors

Development corridors aim to connect the different nodes to each other, providing for a continuous line of development. Additionally, because of the continuity of development, these corridors spread the economic benefits to a greater percentage of the population.

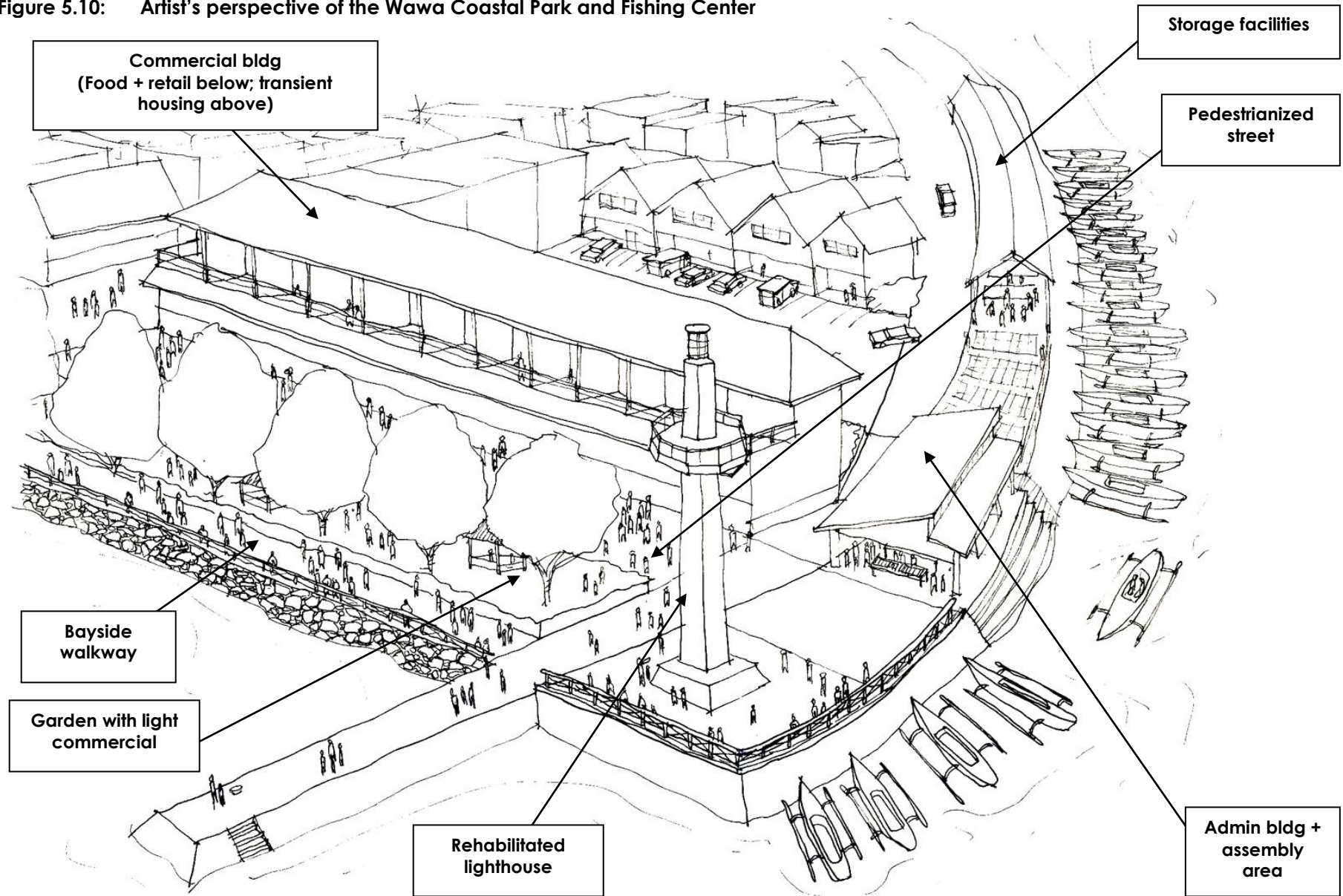
5.6.1. Along Roman Highway

Although by name, Roman Highway is identified as a development corridor, the development along this corridor would be limited and controlled since the Roman Highway is an arterial road passed by high-moving traffic. Thereby, no major development would be allowed to have direct access to the Roman Highway. These developments would have to be accessed via collector roads perpendicular to Roman Highway.

A wider setback would also be imposed to preempt the future need of widening the road in case of increase in traffic volume. Parking requirements would also be strictly enforced to prevent the vehicles from parking along the shoulder of Roman Highway. Lots would also be restricted to one lot deep and a maximum of three



Figure 5.10: Artist's perspective of the Wawa Coastal Park and Fishing Center





storeys high. In terms of land uses, the following are the recommended:

- Single-detached residential units
- One-storey to two-storey apartment units
- Mixed-used development (commercial in the first floor, residential in the second floor)
- Schools
- Hospitals
- Church
- Gas stations
- Cottage industry shops

(Note: This list is not exhaustive, but rather an indicative one. Final list of uses would be made and drafted in the zoning ordinance after thorough review and deliberation by the MPDO.)

5.6.2. Along National Road

Since this corridor is already an established one, the development along National Road would be more intense as compared to the others. For one, compared to the one-lot deep restriction along the Roman Highway Corridor, developments along National Road can extend to a maximum of two lots deep. This then gives room for the existing developments to expand to the back of their lot. Additionally, more types of residential and commercial developments are permitted along this corridor.

New developments along the road would be allowed direct access to the National Road. However, wider setbacks would be strictly enforced to provide ample vehicular parking and pedestrian movement, and thereby not disrupting the through traffic. The height of the buildings would be also limited to a maximum of two storeys high so that the road would not have an “enclosed, tunnel-like feel”. Additionally, this height restriction also serves as a measure to maintain the panoramic view from the uplands looking down the sea.

Since the National Road is the main spine of the Municipality, strategically-placed prominent signages would be placed to inform of the people of the location of the major destinations within the Municipality. To prevent clogging of major intersections, off-road loading and unloading facilities would be established. Tricycles and other slow-moving modes of transportation would be limited to the outermost lane so as not to slow down the through traffic.

5.6.3. Along Manrique Street

Since Manrique Street is the main access road connecting Roman Highway to the town proper to the new Coastal Road, developments are also expected to occur along this corridor. Only residential, commercial and institutional developments are allowed along this corridor.

As of now, this corridor is mostly lined with single-detached houses, while the road carriageway is only 2 lanes. Since it would be costly to acquire all the lots to accommodate a road widening project, a road capacity improvement plan by segment is the proposed alternative. Basically, this means that the strategy to improve the road capacity would be done by segment. For example, those segments that are projected to have high traffic volume would be widened, while those sections that do not such high traffic volume can be simply implemented with traffic demand management (TDM) strategies. A more detailed traffic study should be conducted to ascertain what would be the best strategy for each road segment.

5.6.4. Along New Coastal Road / Coastline

Taking advantage of the natural beauty of the coast, the corridor along the new coastal road is envisioned to be a prime commercial strip anchoring on the tourism and fishing industry.



The developments that would be allowed along this strip are small-scale cottage industries, post-fishing facilities, and small-scale commercial establishments primarily catering to tourists/guests. Some transient housing may also be developed here. These developments along the road would be limited to at most one lot deep, and only to the west of the road, since the eastern part of the road would be primarily a belt of fishing grounds.

These developments would also be limited to only one-storey high so as not to significantly block the view of the bay from the inland. Additionally, these developments would not be allowed to cluster close to each other. Instead, wide setbacks in between the establishments will be imposed so as to provide a view of the bay from the inland.

Save for existing permanent structures, the eastern part would be devoid of any structures so that the view of the sea would be preserved. Except for the existing built-up areas there, only fishponds would be found on the lots on the eastern part of the road. Also, another measure to preserve the panoramic view of the coast, power lines would be installed only on the western side of the road.

The strip between the road and the fishpond belt would be made a baywalk park which would be landscaped with plants, and installed with pavement, lighting and outdoor furniture. This would create for a nice ambience for strolling, jogging or watching the sun rise in the morning.

Since the coastal road would function more as a local road, an exclusive tricycle/bicycle lane would be provided in the road section, so as not to disrupt the faster moving vehicles. Appropriate lane markings and traffic devices would be installed for better delineation of the separation.

Shown in the table below is a summary of the major features of the different growth centers and corridors:

Table 5.3: Summary of description of growth centers and corridors

	NODE / CORRIDOR	LOCATION	NATURE OF DEV'T.	MAJOR SPACES
1.	Institutional Center	San Vicente	Institutional / Recreational	Municipio, church, school, public gathering place, national/regional gov't. offices
2.	Port of Orion	Puting Buhangin East	Commercial / Light industrial	RORO port, comm'l. establishments, business offices, transient housing facilities, storage facilities, visitor's center, park, public transpo terminal
3.	Community Center	Sto. Domingo	Commercial / Recreational	Satellite government offices, multi-purpose center, church, community store, outdoor gathering area
4.	ARC Center	Bilolo	Agricultural / Institutional	ARC admin offices, multi-purpose center, post-harvest facilities, public market, outdoor gathering area
5.	Recreational Center	Daan Pare East	Recreational / Commercial	Major park, covered gym, comm'l. establishments,
6.	Eco-tourism Center	Daan Pare West	Tourism / Light commercial	Light intensity camping facilities, resorts, viewing decks
7.	Wawa Coastal Park and Fishing Center	Wawa	Tourism / Fishing / Commercial	Coastal park, commercial retail stores, fishermen's center
8.	Along Roman Highway		Commercial / Residential / Light industrial	Minor retail shops, cottage industries, gas stations
9.	Along National Road		Commercial / Residential	Major retail shops
10.	Along Coastal Road		Commercial / Residential / Light industrial	Cottage industries, post-fishing facilities, light commercial, baywalk park
11.	Along coastline		Fishing / tourism	Fishponds, coastal park