

# METRO CAVITE

## THE UNSIGHTED TOURISM GEM OF THE SOUTH

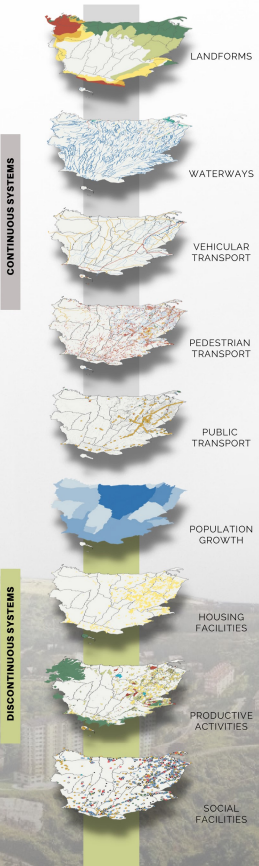
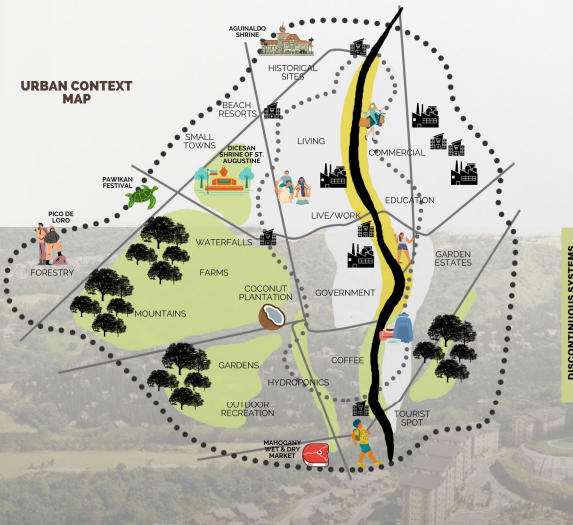
Cavite has been established as a progressive urban center that provides significant economic opportunities to people all around the country.

While it has been directing towards industrial advancement, its tourism industry remains to be an asset, and it has always been ideal for relaxation, recreation, and cultural exploration.

**Metro Cavite** is envisioned as an unsighted tourism gem of the South that considers efficient public transportation, climatic responsiveness, agriculture, and food security as to maximize its potential as a growing suburban metropolis.

## MISSION/GOALS

- (1) To identify historical sites and potential tourism spots
- (2) To determine tourism nodal points for business and commerce, recreation, heritage preservation, and nature appreciation and to designate zones with low-risk to natural hazards that focuses on residential, livelihood, and agritourism developments; a relocation and resettlement action plan will be made and implemented in cooperation with the metropolis governor
- (3) To connect the nodes by a proposed railway extension from existing transit lines and redeveloped road networks in collaboration with the DPWH, LRTA and MMDA; the LGU mayors will aid to ensure the enforcement of new traffic flow policies
- (4) To develop lands on agritourism zones with eco-farm developments that promote farming by partnering with DOT and DA, and agri-education in association with the Agricultural Training Institute (ATI) and TESDA
- (5) To execute the rehabilitation of historically significant tourism sites
- (6) To plan and implement flood mitigating strategies in the lowlands of Metro Cavite with the help of the DPWH



**BUILDABLE VS. NON-BUILDABLE AREAS**

Based on the topography and water systems, certain parts of Imus, Bacoor, Dasma, General Trias and Tanza could be used for developments with the advantage of having flat lands. Its disadvantages, however, would be its close proximity to floodplains and its location in the lowland region. This makes the municipalities of Trece Martines, Silang, Amadeo, Indang, Mendez, Naic, and Gen. Emilio Aguinaldo more favorable to build upon with the advantage of having low-risk to flooding.

**DEGREE OF ACCESSIBILITY**

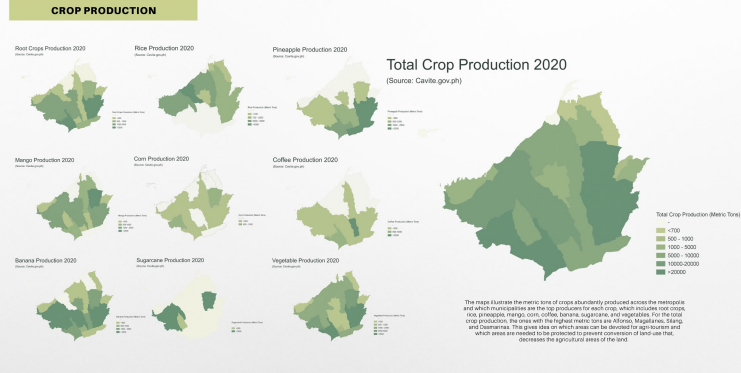
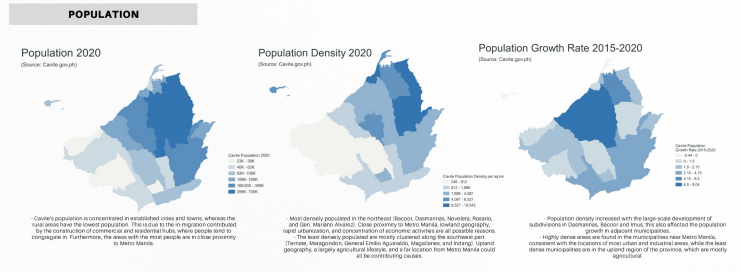
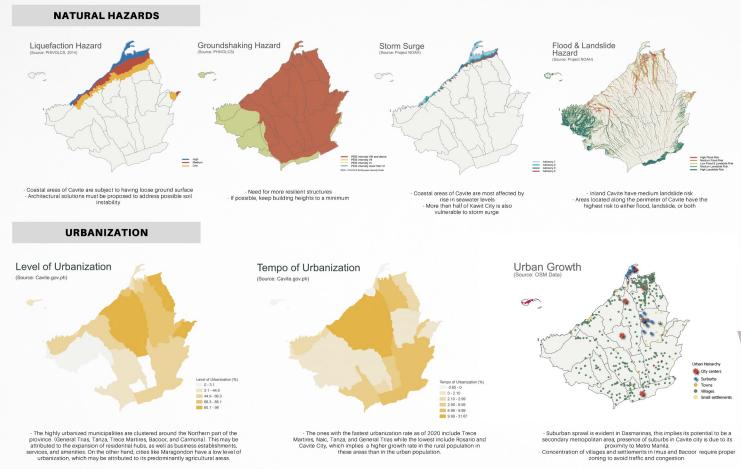
Based on the existing circulation networks, the urbanized regions from Bacoor to Dasma are the most accessible among others. However, its present condition of having high vehicular density causes it to have high traffic volume. The municipalities of General Trias, Tanza, Trece Martines, Silang, and Amadeo are considered moderately accessible given the presence of relatively underutilized primary roads. While some part of the Emilio Aguinaldo Highway connecting Dasma to Tagaytay is currently in use, some roads, for instance the Indang-Trece Martines Rd., have limited available public transport terminals. Inland areas such as Naic, Indang, Mendez, Alfonso, Gen. Emilio Aguinaldo, Magalanes, and Maragondon are characterized with least accessibility but with the advantage of less vehicular and pedestrian congestion.

**DEMAND OF SETTLEMENT**

Based on the demographic data and settlement mapping, it could be implied that some regions in Imus, Bacoor, and Dasma may have the highest demand of housing given the increasing population in the area. However, its characteristic of having high settlement density makes it more likely to be crowded and congested if developments would further pursue. This concern may be addressed through constructing mixed-use residential facilities instead in order to encourage transient residence. With this, Tanza, General Trias, Trece Martines, and Naic could be considered to be more fitting to become the main residential zone. While Silang, Amadeo, Indang, Mendez and Alfonso also have the available land that could be allotted for permanent residents, having it developed risks the protected areas to be affected by the suburban sprawl and that it could be susceptible to land use conversion.

**POSSIBLE ZONING OF DIFFERENT SECTORS**

Based on the productive activities and social facilities present, a zoning map could be inferred. The urban centers such as Bacoor, Imus, Dasma, and extending to General Trias, could focus on commercial and industrial developments. Some parts of Rosario and Gen. Mariano could be also be allotted for industrial use given its proximity to Metro Manila, Parangue, and Laguna and having it located near the borders of the metropolis. Kawit, Novleta, the northern region of Tanza and the rest of Rosario are known to have famous heritage sites which could make it a historical center. Trece, Silang, Amadeo and the rest of Tanza, along with Naic, Indang, Mendez, and Tagaytay could be designated as a transition zone where recreational and agritourism developments may be located. The remaining inland areas such as Gen. Emilio Aguinaldo, Alfonso, Magalanes, Maragondon and Ternate could be zoned for nature tourism since it houses most of the protected areas and other wonders of nature.



**STRENGTHS**

- Relatively flat topography favors urban expansion in the metropolis.
- High percentage of land use of Cavite province are for open and protected areas, open areas within central and western Cavite (e.g. Indang, Magalanes, Naic, etc.) could be allotted for future developments.
- Impense presence of streams in every municipality in Cavite allow for multiple tapping points.
- Strong road connectivity across the entire metropolis with multiple nodes connecting urban and rural centers.
- Well-dispersed social facilities and tourism spots in the urban centers and in some parts of the rural regions.
- Feasible economic development with sufficient productive activity in the urban centers (e.g. Dasmarinas, Imus, Bacoor, etc.).
- The metropolis has high crop production and promotes agritourism, Silang, Magalanes, Alfonso, and Dasmarinas have a rich crop production, while Maragondon, Magalanes, Alfonso, Indang, and Silang have a large agricultural area.

**WEAKNESSES**

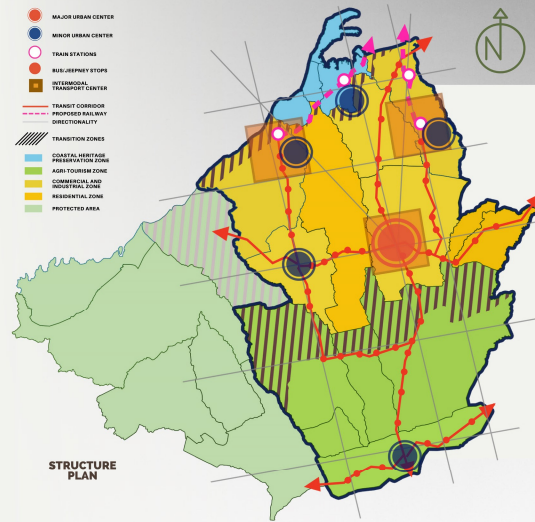
- General topography of Cavite, which is a downward slope toward the coastal areas, risks developments in the Northern regions of the metropolis towards flooding and liquefaction. The risk of seawater levels along the coastal areas contribute to this hazard and make the cities, esp. Kawit, vulnerable to storm surge. In line with this, canal and drains are minimal/non-existent in the islands (General Emilio Aguinaldo, Magalanes, Maragondon, Mendez, and Alfonso).
- Over-saturation of settlements and productive industries along major arteries. Rapid urbanization causes the massive land-use conversion of agricultural areas, esp. in Trece Martines, Naic, Tanza, and General Trias.
- Traffic Congestion in the City Centers due to the inefficient zoning of the pedestrianized and non-pedestrianized areas, and underutilization of other primary roads.
- Agricultural productivity is not fully maximized due to lack of transportation means connecting rural areas to urban centers, esp. in the Southern areas (Alfonso, Magalanes, Maragondon, and Indang).

**OPPORTUNITIES**

- Proximity of available pasturelands in Cavite to Metro Manila expands and increases reliance on farming productivity.
- Promotion of agriculture-based tourism or rural-life setting in the Municipality of Silang and Tagaytay City.
- The proximity of LRT line 1 provides additional accessibility means to Metro Manila with the proposal of adding LRT station in Nlog, Bacoor.
- Adjacency to Metro Manila promotes locally produced crops (Sugarcane, vegetables, root crops, etc.).
- Feasibility of economic development in the urban centers given the prevalence of in-migration from highly urbanized areas and the metro's favorable connectivity to other metropolises.

**THREATS**

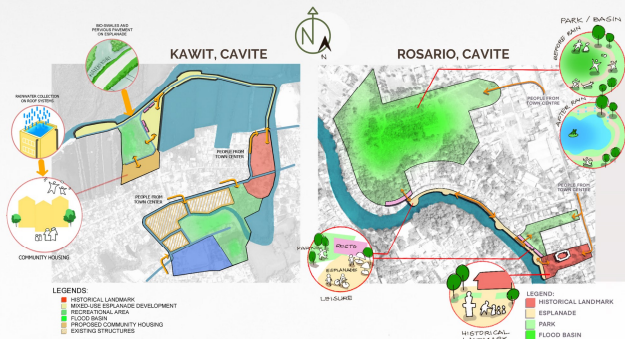
- The immediate adjacency to Metro Manila risks the metropolis for population and traffic congestion, especially on the North-eastern region.
- The in-migration from Metro Manila and other surrounding areas reduces the agricultural area of the metropolis because of the premature conversion of land-use affecting food production capacity and food quality, esp. in the areas that are primarily devoted to agricultural crop production (Silang, Magalanes, Alfonso, and Dasmarinas).
- Because the principal roads in the area are restricted, the promotion of Tagaytay City for tourism and its development identity as Metro Tagaytay generates traffic congestion, particularly from the surrounding provinces. This is also contributing to the city's unregulated residential development.



The suburban growth of Metro Cavite through linear developments (expansion shaped by circulation), extension of development on exiting land uses, and large-scale projects (TOD integration)

- | EFFICIENT PUBLIC TRANSPORTATION   | CLIMATIC RESPONSIVENESS   | AGRICULTURE & FOOD SECURITY   | TOURISM  |
|---|---|---|--|
| <ul style="list-style-type: none"> <li>Areas with notable developments were determined to guide the proposed railway route (Iloilo City, Lancaster, and Vermosa)</li> <li>Addition of railway by extending the MRT-3 line to Tanza and the LRT-1 line to Molino (with stations in Kawit, Tanza, Niog, and Molino)</li> <li>Road widening program to be implemented on main service roads</li> <li>Addition of designated bus/jeepney stops implemented with a 20-second policy to avoid congestion</li> </ul> | <ul style="list-style-type: none"> <li>Regions prone to flooding were identified in order to discern locations for flood mitigation developments</li> <li>Residential zones are encouraged to be developed around Gen. Trias, GMA, and Carmona</li> <li>Protected areas were identified to limit developments and avoid uncontrolled urban sprawl</li> <li>Requirement of open areas and integration of landscaping and vegetation for future developments</li> </ul> | <ul style="list-style-type: none"> <li>Agricultural products feasible for tourism were identified and locations were zoned accordingly</li> <li>Inland areas with productive agricultural activities are made accessible and are connected to urban centers to be utilized for agritourism developments</li> <li>Access points towards the plantation areas were limited to avoid massive land use conversions</li> </ul> | <ul style="list-style-type: none"> <li>Historical landmarks and tourism sites were identified to guide the main service road routes</li> <li>Stops for public transportation were placed on nodes of main and secondary roads to provide efficient access to possible tourism spots</li> <li>Heritage sites in coastal areas to be rehabilitated with flood mitigation strategies</li> <li>Main road corridors were provided with access to different tourism zones</li> </ul> |

## URBAN DESIGN PRODUCTS



**LAKBAY AGUSAN**

Lakbay Agusan is an all-of-a-piece urban product which consists of a sunken open recreation field on dry seasons, that doubles as flood retarding basin during rainy seasons, and an esplanade that serves as a leisure link of the basin, parks and Cavite's historical landmarks.

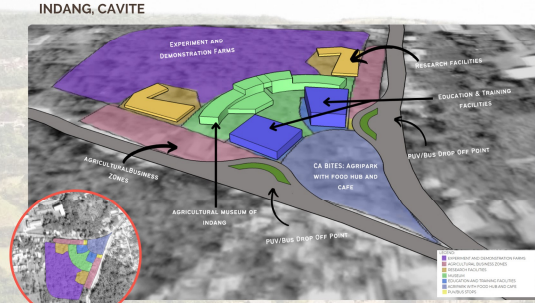
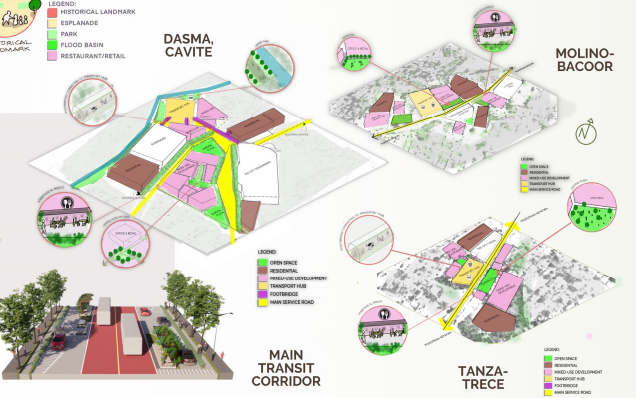
Traversing through the southern west portion of Rosario, Cavite, an iteration of the esplanade connects a public park/run-off basin and historic landmarks namely: Tejeros Convention Site, Casa Hacienda de Tejeros, and Emilio Aguinaldo Monument at the outskirts of the city. In Kawit, Cavite, another esplanade development connects the Aquinaldo Shrine and Museum to a proposed recreational area/run-off basin.

Being linked to a historic attraction, the esplanade should be able to cater to tourists and host community. Along the esplanade are bike rental kiosks, view deck/photo-op platforms, commercial units that are offered to restaurants, cafes, and retail stores to promote social gatherings, boost economic activities and improve overall community welfare.

## HUGPONG LULANAN

Hugpong Lulanan is an urban infrastructure project initiating a transit-oriented development (TOD) in Dasmarinas, the major urban center, as well as Tanza-Trece and Molino-Bacoor, two minor urban areas. The transport hub in Dasmarinas only houses bus and other PUVs while the ones in Tanza and Molino includes MRT-3 and LRT-1 lines, respectively.

The project focuses on TOD's primary principles: walkable streets, bicycle-friendly streets, pedestrian-service connections, transit access, and residential and mixed-use building optimization. The diagram depicts a cross section of the main service road with walkable sidewalks and bike, bus, and private vehicle lanes. There is a central park at each TOD site to encourage public gatherings and recreation, as well as pocket plazas surrounding the development and streetside al-fresco areas to improve community spirit. The project also intends to redevelop areas such as Paseo de Bacoor in order to boost growth. There are also many residential spaces and mixed-use buildings located near the transit hub, notably in Dasma and Tanza, with footbridges connecting the buildings to the transit hub.



## SULOK ANIHAN

Sulok Anihan is an all-of-a-piece urban product which consists of experiment and demonstration farms, agricultural business zones, research, education and training facilities, a museum and an agri-park for leisure activities that also has a food hub called Ca Bites.

Located in the heart of the Agri-Tourism Zone, Sulok Anihan is projected to become an agro-recreational center for trade and commerce, research and education, and leisure. Its proximity to two major highways and a state university makes it accessible for all manners of people, making it an ideal venue to showcase the booming agricultural products of Cavite.

Sulok Anihan aims to showcase the major crops and the farming methods in Cavite, with the goal of promoting the agricultural economy of the province as well as encourage the younger generation to devote resources to maintaining and propagating the current practices and culture. Aside from the educational and economical objectives of this park, another of its purpose is to provide a venue for cultural and recreational activities by way of the museum, and agri-park with its food hub and cafe that serves local delicacies and dishes made from their major crops.