Executive Summary of the 2021-2029
Iloilo City Comprehensive Land Use Plan
(CLUP)

September 2021

Local Development Council of Iloilo City
City Planning and Development Office
The Iloilo City Comprehensive Land Use Plan (CLUP) 2021 – 2029 was crafted and adopted pursuant to the mandate of the Local Government Code of 1991 (R.A. 7160) to local government units to prepare their land use plans and to enact a corresponding Zoning Ordinance regulating land use in accordance with the CLUP.

This CLUP was prepared by the Iloilo City Government, with the participation of the city’ Local Development Council and various stakeholders. Its finalization was made possible through the assistance of the United States Agency for International Development (USAID) - SURGE project, and the technical advice of the Department of Human Settlements and Urban Development.

I. Vision

By 2029, Iloilo shall be a model of a livable, well-governed city of empowered and innovative Ilonggos that safeguard the environment and preserve the culture while sustaining a robust and resilient economy.

II. Brief Situationer

Location, Land Area, General Topography, Physical Features, and Climate Change Risks

Iloilo City is located in the southern coastal part of Panay Island in the Visayas. The city faces Iloilo Strait and Guimaras Island across it, making it a natural harbor and a safe anchorage for ships. It is bordered by the towns of Oton in the west, Pavia in the north, and Leganes in the northeast. Iloilo City is the outfall of the complex water systems of the Iloilo province.

The city’s land area of 7,834 hectares is spread into one hundred and eighty (180) barangays. Its coastline spans 21.3 kilometers, while its riverfront covers 113 kilometers. Ninety percent (90%) of the city’s landmass has an elevation of 2.64 meters above sea level, while the remaining 10 per cent has an elevation of 5.19 meters. The slope category of the city falls between 0 to 3 percent and is nearly level with the land. As to formation and origin, the land in Iloilo City is of recent alluvial deposits. The climate of Iloilo City is monsoonal and consists of two pronounced seasons: dry season from January to April and wet season during the rest of the year. Rainfall and number of rainy days is highest during the month of August and lowest on February to March.

The way Iloilo City’s landscape has changed over the years was also on account of how climate change and other natural or human-induced hazards have helped change the city’s land forms and elevations, watercourses, shoreline contours, vegetative cover and "buildingscape." How the city has physically changed from a simple city to a highly urbanized metropolis is now seen in how urban land is now almost filled up with residential, commercial, institutional and commercial buildings and leaving hardly enough open spaces and buffer zones to protect it from its vulnerabilities and hazards.

The city’s climate risk profile is shown in the CDRA Compilation Report prepared by the city and the USAID SURGE Program, which forms part of the CLUP. Among the climate change and disaster issues, risks and hazards identified in the city are change in temperature, change in precipitation, extreme
events and sea level rise, flooding, storm surge, drought earthquake induced liquefaction, tsunami, fire, oil spill, and solid waste management

**Demography**

Iloilo City has a population of 447,992, with an annual growth rate of 1.02% (PSA, 2015). Population density is at 5,719 persons per square kilometer. The city’s level of urbanization has been at 100% since 1980.

According to the 2015 Census data, 49.28% of the city’s population is male (220,768), while 50.72% is female (227,224). The City’s Labor Force is 328,363 strong. Of this number, 49% is male (159,443) and 51% is female (169,135).

**Local Economy**

Iloilo City is a first class city. The core of economic activities in the city is the service sector, constituting 93.27%. This is followed by the industry sector at 6.25%, and agriculture at 0.48%. (BPLO< 2017). In the primary sector, the top three agricultural activities in the city are crop production (56.75%), fishing (43.14%), and livestock/poultry (0.11%). In the secondary sector, major investments are in electricity, gas and water, manufacturing, and construction. In the tertiary sector, the main economic players are in wholesale and retail, financing, real estate, insurance and business services, and community, social and personal services.

**Land resources and land use trends**

Iloilo City is a highly urbanized city with a land area of 78,3400 square kilometers. It comprises seven political districts, with Jaro district occupying the largest area of 30.4037 sq.km. The following table shows the land distribution per district:

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>AREA in has.</th>
<th>AREA in sq. km.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iloilo City</td>
<td>7,834.00</td>
<td>78.3400</td>
</tr>
<tr>
<td>Arevalo</td>
<td>664.17</td>
<td>6.6417</td>
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<tr>
<td>City Proper</td>
<td>439.77</td>
<td>4.3977</td>
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<tr>
<td>Jaro</td>
<td>3,040.37</td>
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<td>La Paz</td>
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<tr>
<td>Lapuz</td>
<td>324.35</td>
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<tr>
<td>Mandurriao</td>
<td>1,522.95</td>
<td>15.2295</td>
</tr>
<tr>
<td>Molo</td>
<td>613.71</td>
<td>6.1371</td>
</tr>
</tbody>
</table>

The City Proper district is largely made up of commercial mixed zones that host seven shopping centers or malls and a large number of retail shops, boutique and business hotels, pension houses, lodging inns, motels, restaurants, mostly concentrated at the downtown area. Plaza Libertad is the district’s central core which was declared through RA 4767 as a Heritage Tourism Zone alongside the Fort San Pedro which
was similarly declared. Three hospitals are located in this area. The district’s General Luna Street is the university corridor of Iloilo City Proper.

The Molo district is mainly a Residential Mixed Zone that is passed through when coming from two other city districts, Mandurriao and Arevalo and in which case, results in occasional traffic congestion at the intersections near the Molo Plaza. Heritage houses in this district are mostly of the Bahay na Bato type and are concentrated mostly in the immediate vicinity of the Molo Plaza. Some of these like the Molo Mansion and the Makinaugalingon Press are now tourist attractions.

The Arevalo District is similarly a vast Residential Mixed Zone and is the city’s western gateway from the southern part of Panay Island. Several Bahay na Bato heritage houses can be found in this sub-urban district, including the Avanceña Ancestral House which is now a popular tourist attraction. Other heritage houses in the district have now also been adaptively reused into commercial uses. The Arevalo Park (a.k.a. Avanceña Park) was recently declared as a Heritage Tourism Zone and is adjacent to the Sto. Nino de Arevalo Church which is home to the country’s third oldest Sto. Nino image. The Arevalo parish is also said to be the third oldest in the Philippines.

The Jaro District core is a wide Commercial Mixed Zone that includes the Jaro Plaza Complex, Jaro Cathedral and the commercial, residential and institutional buildings surrounding them. These include private offices, restaurants, coffee shops, grocery stores, banks, drugstores, retail shops and department stores/shopping malls. The built-up area also includes places of worship and big residential houses. Not far away is a Bagsakan Center which is one of the district’s two public markets. Both the Jaro Cathedral and the plaza are defined by the RA 4767 as Heritage Tourism Zones that are frequented by foreign and local tourists and visitors. An old belfry sits beside the district plaza fronting the Jaro Cathedral. The newly restored Art Deco style civic building (formerly the Jaro Police Station) now houses the regional office of the National Museum.

The Mandurriao District is largely made up of a residential mixed zone but also has a wide area of a Commercial Mixed zone. It has a Planned Unit Development zone on what was formerly an airport and some Institutional zones that include schools and hospitals. It also has a number of Fishponds and Salt Beds zones, which are adjacent to the city’s Iloilo Business Center. Its traditional central core houses the Mandurriao Church, Mandurriao Plaza, Police Station, Health Center, Public Market, restaurants, eateries, retail shops, grocery stores, banks, and other commercial establishments. This core however, now appear to be less busy compared to the more vibrant Iloilo Business Center, where the city’s newer skyscrapers that house residential and commercial condominium units are located near huge shopping malls.

The La Paz District is also mainly a residential mixed zone but is also host to a wide commercial mixed zone and institutional zone that surrounds the central core at La Paz Plaza, a wide public park that is the city’s largest and which functions as the sports plaza because of the presence of basketball courts, tennis courts, a wide playground and a football field thereon. The road going to Brgy. Baldoza is now lined with commercial shops and is gradually becoming a busy corridor. The La Paz District is also known for the recently reclassified Light Industrial Zone along the Iloilo-Dumangas Coastal Road which hosts many warehouses and container yards that were established on recently filled and elevated land. They serve two critical seaports – the Dumangas Port at the road’s northern end and the Loboc Port at the south.

The Lapuz District is the city’s newest district which was established through the transfer and reassignment of several barangays from the La Paz Districts. While it still has a number of residential mixed zones, the district is mainly classified as an Industrial Zone since it is occupied by oil depots and shipping
companies. A shipping line to Palawan, the Iloilo-Bacolod Ferry Terminal operated by the Philippine Ports Authority and the privately-run Roll-On-Roll-off Ferry to Guimaras Island are located here. Warehouses, container yards and gasoline stations also abound in this zone. The district is host to the Loboc International Port Complex, a busy seaport that ships goods in and out of the Island of Panay.

Iloilo City’s spatial growth and development takes into account Iloilo City’s critical role in the Metro Iloilo-Guimaras Economic Development Council (MIGEDC) as the residential, commercial, financial, governance, and educational hub not only for Guimaras Island and the six “satellite” municipalities but also for the entire Western Visayas. Its development direction and spatial growth carefully considers the following functional roles of the Council’s member LGUs:

- Guimaras Province - Agri-Eco-Tourism Center
- Municipality of Pavia – Agro-Industrial Center
- Municipality of Leganes - Center for Light Industries
- Municipality of San Miguel - Agricultural Basket
- Municipality of Oton – Dormitory
- Municipality of Sta. Barbara - historic and cultural center

Furthermore, the city’s land uses also consider its functional role as the Regional Center of Western Visayas. As such, the city serves as the –

1. Seat of Regional Governance
2. Financial Capital of the Region
3. Commercial, Trading and Industrial Hub
4. Center of Education
5. Logistics and Transshipment Hub
6. Capital of the Metro Iloilo-Guimaras Region

### III. Development Constraints and List of Prioritized issues and Concerns

| Local Economy | • Unoptimized slaughterhouse and public markets  
|               | • Lack of value-adding industries for agricultural and fishery products  
|               | • Underdeveloped and untapped tourism attractions and circuits  
|               | • Low tourism receipts due to pandemic  
|               | • Underutilized industrial zones  
|               | • Lack of database and expertise to quantify overall economic performance of the city  
|               | • Industry and human resources mismatch  

| Urban infrastructure and utilities | • Limited level 3 water system  
|                                   | • Lack of wastewater treatment facility and sewerage system  
|                                   | • Inaccessible lands for urban development  
|                                   | • Misaligned drainage system  
|                                   | • Traffic congestion  
|                                   | • Obstructed pedestrian walkways and bike lane system  
|                                   | • Inconvenient public transportation system  
|                                   | • Inadequate database for utility services systems  

| Environment and Natural Resources | • Overextraction of groundwater  
|                                   | • Lack of information on coastal resources within municipal waters  
|                                   | • Mangrove areas threatened by urbanization  

| DRRM and CCA | • Increasing temperature worsen urban heat islands  

*City Planning and Development Office*
IV. Development Opportunities and Challenges

Due to its strategic location, easy access, and developments in infrastructure, Iloilo City’s economy is one of the most competitive in the country. Iloilo City stands as the center trade, commerce, finance, technology, medical tourism, hospitality, real estate, tourism, education, and industry. The independent highly urbanized city is home to various booming industries, such as the business process outsourcing (BPO), banking and finance, and retail industries.

Meanwhile, the Iloilo seaports include ferry terminals along the Iloilo River in Lapuz district, fast craft ferries from Bacolod, RORO ferries from Guimaras, and ferries from Palawan. The Iloilo Domestic Port in Fort San Pedro, Iloilo City Proper also serves shipping companies with routes from Manila, Cebu, Cagayan de Oro, and Zamboanga. The Port of Iloilo is even considered the leader of trade and a commercial hub for Western Visayas as it is one of the safest natural seaports in the Philippines.

Iloilo City is the trading and logistics hub of the province’s agriculture producing a wide array of agricultural products such as corn, rice, bananas, sugar, and pineapples among others.

In support of the Panay Island’s future growth, Iloilo City is home to numerous schools and colleges, as well as ten major universities, eight of which are based in Iloilo City. These include CPU, USA, UPV, WVSU, and ISAT-U.

The abundance of skilled and literate workers has contributed to the rise of Iloilo’s BPO industry, and has spurred the employment rate and economic growth of the region. The rapid development of the industry in Iloilo City prompted the Department of Science and Technology-Information and Communications Technology Office and the Business Processing Association of the Philippines (BPAP) to name it as one of the Philippines’ next wave cities, recognizing its capacity to host information technology-business process outsourcing companies due to the availability of talent and relevant infrastructure.
The latest ranking done by DTI and the National Competitiveness Council to the Cities and Municipalities Competitiveness Index (CMCI) 2020 shows that Iloilo City earned a total score of 38.74 in the HUC category attesting the competitive advantages of Iloilo City. The following figures are taken from DTI CMCI website to show performance of the city in different areas for competitiveness. The numerical information above the bars indicated the city’s ranking among the other thirty-three HUCs. When the bar is higher, it is an indication of good performance on that criteria.

In the last nine years, rapid urbanization and growth in the city have opened up opportunities for further development. In commercial mixed zones, for example, there has been a massive construction of skyscrapers at the Iloilo Business center and along the diversion road due to significant private sector capital infusion due to a good business and investment climate, the adoption of a local investment incentives program, and the streamlining of business and building construction processes.

There is a growing demand for houses, and there are more aggressive developers meeting such demand and availing if government incentives, there has been a lot of road infrastructure development, wider and billboard free highways, establishment of flyovers, all of which have improved access to the city’s facilities and resources and improved its linkages to its neighboring local government units. There greener road medians and roadsides and bike lanes, with the strong support of the private sector and national government agencies. The growing demand for increased power and land and zoning availability have allowed the expansion of the power plant. Flooding has been reduced. The logistics corridor has been widened. Seaports have been expanded and the Iloilo River, as well as plazas and open spaces, have been made even cleaner. The Iloilo River Esplanade has been expanded. Heritage structures have been preserved and protected.

On the other hand, the city is also facing challenges. These include narrowed and shallowed waterways, settlement encroachments along the coastline and riverbanks, slum conditions at informal settlements, vacant and idle lands in Jaro and Mandurriao districts, rapid growth and elevation of the landfill, “spaghetti” wires along secondary roads, non-operating fishponds, among others.

V. Major Development Goals and Objectives

Following are the identified Development Goals and Objectives of Iloilo City:

Goal 1
*Sustainable economic development enabled by innovative and CCA-DRR oriented investments and income opportunities*

Objectives
- to improve agricultural/fisheries production with value-adding agribusiness and fishery business opportunities
- to promote the city as a tourist-friendly city and the regional center of Western Visayas
- to expand investment and employment opportunities with CCA-DRR consciousness and evidence-based planning and decision-making
- to improve income, production and productivity at the city’s commercial areas, industrial zones, Central Business Districts and growth corridors
- to promote innovation and smart technologies among MSMEs
- to provide greater access and connectivity to ICT services for all
to harness the city’s competitive advantage on festival, heritage and MICE tourism
• to enhance the city’s tourism appeal by ensuring a quality environment, easy transport system, good tour guides/site guides, well-maintained tourism sites and way-finding signs and markers
• to provide green and disaster resilient infrastructure, sustainable utilities and other site improvement to attract private sector investments to promote Private-Public Partnership (PPP) for select local economic enterprises

Goal 2
Inclusive social development through an empowered citizenry living in safe, healthy, secure and resilient communities

Objectives
• to reduce morbidity and mortality from environmental health hazards
• to improve access to safe food sources
• to improve HH access to sanitary toilet facilities and septage management system
• to improve health care facilities and delivery systems
• to improve education facilities by achieving the standards and improved education services
• to increase access to higher education
• to deliver effective, efficient and responsive quality TVET
• to improve equal access to livelihood and income opportunities
• to expand social welfare services in barangays with greatest unmet needs and target underserved age and marginalized groups
• to rehabilitate and upgrade day care centers
• to improve peoples’ access to sports and recreation like district plazas, parks and playgrounds
• to reduce housing backlogs and improve the urban poor’s living conditions
• to preserve local heritage, culture and arts
• to incorporate public safety in urban design and infrastructure planning
• to provide protective services at tourism areas, CBDs, entertainment districts and during festivals and mass gatherings
• to promote disaster preparedness, adaptation and resilience among vulnerable communities
• to facilitate the improvement of jail and detention facilities
• to inculcate the value of participatory community development with CCA and DRR consciousness and through evidence-based planning and decision-making
• to maintain peace and order

Goal 3
Stability of the city’s environment and natural resources through risk-informed and people-participated rehabilitation, protection and development measures

Objectives
• to ensure strict compliance by all motor vehicles and industries to emission standards and regulations set by the Clean Air Act
• to sustain air quality monitoring systems in partnership with DENR-EMB and PEDC
• to support and contribute to the management of the Tigum-Aganan Watershed
• to improve and protect the quality of inland, coastal and ground water
• to protect the urban ecosystem and bio-diversity
• to maintain an ecological management of solid and liquid wastes
● to protect land resources from environmental degradation including erosion, toxic chemical pollution and other forms of contaminants
● to reduce urban heat
● to increase urban vegetative cover including mangroves, tree parks, green highway corridors, bike lane green tunnels, district plazas, etc.
● to regulate development along coastlines, riverbanks, estuaries and creek embankments
● to inculcate the value of self-help and community-help as community-based disaster preparedness and adaptation measures
● to adopt technologies or steps to adapt to and mitigate the impacts of climate change or reduce the effects of disaster risks

Goal 4
Responsive and efficient governance through smart structures and systems and New Normal-focused

Objectives
● to sustain a participatory approach in development planning and growth management
● to improve tax collection efficiency using smart technologies
● to improve revenue generation and fiscal management using smart technologies
● to improve the bureaucracy’s work structure and in-house competence and professionalism
● to reduce if not eliminate graft and corruption
● to sustain public-private partnership in governance
● to improve enactment of more responsive legislations
● to formulate and promote policies, laws and ordinances on resiliency to CC/DR impact with transparency and accountability

VI. Development Thrusts and Spatial Strategy (Structure/Concept Plan)

Iloilo City’s Preferred Strategy is a combination of the Waterfront and Multicentered Urban Development and the Logistics/Transshipment Development Corridor Strategy responds well to the city’s envisioned urban livability, sustainability and resilience during the planning period. The combined strategy involves the adoption of the city’s more recent functional role as Logistics and Trans-shipment Hub which actually have already started contributing to the improved economy of the city and helping sustain protection, rehabilitation and development measures for its people and the environment. This is shown by expanded socio-economic activities at all district centers and similar activities along the waterways and waterbodies that have recently been made more vibrant with interconnected public open spaces, wider easements, water sports activities, art installations and waterbody-oriented buildings and structures.

The Preferred Strategy on a Waterfront and Logistics Oriented Multicentered Urban Development aims to:
1. create development zones and maximize the full potential of the water bodies of Iloilo City for development purposes and;
2. develop further the self-sustaining urban centers inside each district of Iloilo City in consideration of its historical urban growth.
3. create development zones along the city’s key logistics/trans-shipment corridors and harness their potential for supporting trade, commerce and industry in Panay Island and Western Visayas
The structure plan of Iloilo City focuses on priority development for the next nine years. This includes the following:

**Waterfront-Oriented Development**
- Expansion of the Iloilo River Esplanade Network
- Re-orientation of commercial and institutional buildings and structures to face natural waterways
- Installation of public art in the Iloilo River Esplanade and art painting of bridges and empty walls and fences facing the waterways
- Muelle Loney Revitalization including the transfer of the Nicolas Loney statue to a new location along the Iloilo Riverbank
- Iloilo Fishing Port Complex Improvement
- Coastal Resource Management (Arevalo-Jaro coastline)
- Waterway greening along Batiano River, Rizal Creek, Dungon Creek, Mansaya Creek, Calajunan Creek, and Budburan Creek
- Preservation of the Iloilo City Park (Defined by the Caram Law) and preparation of an urban design for the area in partnership with the local chapters of the United Architects of the Philippines
- Mangrove reforestation along Iloilo River, Batiao River, Dungon Creek, Ingore Creek, Mansaya Creek, Brgy. Baluarte and Brgy. San Juan Coastlines
- Development of the North Iloilo Riverbank Road from Brgy. Tabucan, Mandurriao District to Brgy. Mohon, Arevalo District with a 4-lane concrete road with bike lane and Iloilo River Esplanade
● Eco-Park Development (Hinactacan-Innore area and Batiano River mouth)
● Improvement of the Iloilo-Guimaras Ferry Terminal at Parola and the Ortiz Wharf
● Waterway Dredging Project in partnership with the PPA and DPWH

**Multicentered Development**

- Iloilo Business Center Urban Development Area (Midtown CBD)
- Calle Real Urban Development Area (Downtown CBD and Heritage Center)
- Mandurriao Heritage and Business Center
- Molo Heritage and Business Center
- Arevalo Heritage and Business Center
- La Paz Heritage and Business Center
- Jaro Newtown Center Development Area (Uptown Central Business District)
- Conservation and preservation area in the Expanded Downtown CBD Heritage Zone and the District Plazas
- Iloilo-Dumangas Coastal Road Industrial Development Corridor
- Circumferential Road-1 (Pres. Corazon C. Aquino Avenue) Business-Industry Development Corridor

### VII. Proposed Land and Water Uses and Zoning Ordinance

<table>
<thead>
<tr>
<th>LAND USE CLASSIFICATION</th>
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<th>% of Total</th>
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<tbody>
<tr>
<td>Iloilo City Area</td>
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<tr>
<td>COMMERCIAL 1 / MIXED</td>
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<td>INDUSTRIAL 1</td>
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<td>CEMETERY / MEMORIAL PARK</td>
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<tr>
<td>FISHPONDS &amp; SALTBEDS</td>
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<tr>
<td>PARKS &amp; RECREATION</td>
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<td>FORESHORE LAND DELIMITATION</td>
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<td>UTILITIES, TRANSPORTATION &amp; SERVICES</td>
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<td>TOURISM ZONE</td>
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<td>BUFFER ZONE</td>
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<tr>
<td>AGRICULTURAL</td>
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</table>
The land uses enumerated in this 2021-2029 CLUP are neither exhaustive nor all-inclusive and as maybe recommended by the Iloilo City Zoning Board of Adjustments and Appeals (ICZBAA) and approved by the Sangguniang Panlungsod, allow other uses not previously defined here. This is possible if they are compatible with the allowable uses and that they are not expressly prohibited by this Plan’s accompanying Zoning Ordinance. Allowance of further uses shall be based on the intrinsic qualities of the land and the socio-economic potential of the locality with due regard to the maintenance of the essential qualities of the zone.

To effectively chart the city’s future spatial development and growth, the City is hereby classified into the following land uses as shown in the Official Land Use Map:

- Residential Zones
- Commercial Zones
- Industrial Zones
- Institutional Zones
- Parks and Recreation Zone (PRZ)
- Cemetery Zone (CEM)
- Transport and Utilities Zone (TUTL)
- Agricultural Zone (AGZ)
- Mangrove Forest Zone (FZ)
- Parks and Recreation Zone (PRZ)
- Water Zone (WZ)
- Landfill Site
m. Foreshore Land Delimitation
n. Socialized Housing Zone (SHZ)
o. Planned Unit Development (PUD)
p. Fishpond and Salt beds Zone (FSZ)

Water Use Policies

The utilization of the water resources for domestic and industrial use shall be allowed provided it is in consonance with the development regulations of DENR, provisions of the water code, fishery laws and the revised forestry code of the Philippines, as amended and provided further; that is subjected to an environmental impact assessment prior to the approval of its use. Other uses like recreation, fishing and related activities, floatage/transportation and mining (e.g., off shore oil exploration) shall also be allowed provided it is in consonance with the provisions of the water code, fishery laws and the revised forestry code of the Philippines, as amended. Such bodies of water shall include rivers, estuaries, streams, creeks and seas.

Zoning Ordinance

The Zoning Ordinance of Iloilo City divides the city into zones categorized earlier, sets the policies on allowable uses in each zone. This CLUP includes overlay zones. These are “transparent” zones with special regulations and could also include program incentives. The city aims to protect special features in the city’s landscape such as, but not limited to, rare mangrove species, scenic view corridors, and architectural heritage, thus the introduction of these overlay zones. The plan also intends to strengthen the implementation of the previously defined flood overlay zone regulations.
VIII. Proposed Major Spatial Programs and Projects

- Commercial Business Districts: shopping, hotel, dining and entertainment establishments, business and government offices, health care and educational facilities at the City Proper Jaro, La Paz, Mandurriao, Molo, Arevalo districts
- Commercial Sub-Centers: Commercial areas with retail and small offices spaces complementary to surrounding residential areas in all districts including Lapuz District
- Intermodal transportation terminals: Iloilo-Guimaras Ferry Terminal in Parola, Fort San Pedro Seaport, Iloilo-Bacolod Ferry Terminal in Lapuz, Ortiz Wharf, Loboc Seaport, perimeter boundary land transport terminals in Mohon (Arevalo District), Hibao-an (Mandurriao District), Ungka and Tagbak (Jaro District), Baldoza (Lapuz) and the Point-to-Point terminals of Megaworld (Mandurriao)
- Urban Mobility Development: city-wide bike lanes, lighted and greened pedestrian walkways, bus rapid transit, modernized jeepneys, street furniture and waiting sheds, directional signages, Iloilo River taxis, flyovers, improved roads and bridges, safe walking corridor within tourism zones and safe pedestrian access to scenic corridors.
- Calajunan River Waterfront Development: Preservation of mangrove areas, and the provision of hiking/walking trails
- Waterfront Development Along Iloilo Strait at Arevalo and Molo Districts and Guimaras Strait along Jaro and La Paz Districts: beach resort development with commercial areas such as small hotels and seaside restaurants and may include land reclamation
- Rehabilitation and protection of the Dungon Creek, Ingore Creek, Creek, Calajunan Creek, and Mansaya Creek and the restoration of the Budburan Creek
- Iloilo River Waterfront Development /Public Transportation: Inter-district ferries, jogging trails, protection of mangrove areas, and developments facing the water.
- Jaro/Mandurriao Commercial Business District: Smaller offices and commercial spaces acting district centers
- Commercial Sub-Center: Commercial areas with retail and small offices spaces complementary to surrounding residential areas
- Intermodal transportation terminals to serve Jaro, other districts and outer
- Jaro Center: Renewal and preservation of heritage areas. Improvement of circulation networks to be prioritized. Commercial and offices spaces along with mixed-use establishments to situate places of living closer to places of work
- La Paz Center: Strengthening accessibility and road circulation network for institutions such as schools and hospitals. Gastronomic tourism is also a key driver for business and commerce. Sports and wellness facilities to compliment the large student population.
- Commercial development along the Pres. Corazon C. Aquino Avenue and the Lanit Road
- Light industrial development along the Iloilo-Dumangas Coastal Road and a section of the Pres. Corazon C. Aquino Avenue that intersects with the Lanit Road
- Waste Management Sub-center: expansion of the Calajunan Sanitary Landfill Complex, development of other waste storage, recycling, reprocessing and reselling facilities and establishment of other solid and liquid waste treatment and processing plants at the city’s western boundaries in Mandurriao District