

CHAPTER 188**LAND UTILIZATION (LAKE INDEPENDENCE
SPECIAL DEVELOPMENT AREA) REGULATIONS****ARRANGEMENT OF REGULATIONS**

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SCHEDULE I**SCHEDULE II**

CHAPTER 188**LAND UTILIZATION (LAKE INDEPENDENCE
SPECIAL DEVELOPMENT AREA) REGULATIONS**

S.I. 49 of 2019

*(section 19(1))**[25th July, 2019]*

1. These Regulations may be cited as the

Citation.

**LAND UTILIZATION (LAKE INDEPENDENCE
SPECIAL DEVELOPMENT AREA)
REGULATIONS.**

2. In these Regulations, unless the context otherwise requires—

Interpretation.

“business case” means the written financial, social and environmental assessment, of each sub-project, including the procedure for the construction and business operations of the sub-project;

“contract” means a written document that includes all components necessary to describe a sub-project, and the legal obligations of the parties involved in the sub-project, including the development plans, business cases and any written agreements between the parties;

“development plan” means building designs, costings and specifications for a sub-project including site plans, construction documents, Bill of Quantities, technical specifications, business cases and any document used to describe the sub-project;

“sub-project” means any construction project within the LIP on a specified portion of land identified by a unique parcel number, and includes auxiliary site work as indicated in the development plan.

Declaration of
Special
Development
Area.
Schedule I.

3. The Lake Independence Project, (hereinafter called the LIP), as described in the LIP survey plan in Schedule I, is demarcated a Special Development Area, to be divided in two parts to be known as Zone A, and Zone B.

Establishment
and composition
of the
Management
Authority.

4.-(1) There is established a Management Authority, appointed by the Minister, to be responsible for the administration and management of the LIP.

(2) The composition of the Management Authority shall be as follows—

- (a) the general manager of Belize Infrastructure Limited who shall be an *ex officio* member;
- (b) the members of the Board of Directors of Belize Infrastructure Limited; and
- (c) any other member as appointed by the Minister.

(3) The members of the Management Authority shall be appointed to serve for a period of two years and be eligible for re-appointment.

(4) At the first meeting of the Management Authority, the members shall select one person from among the members to be—

- (a) the Chair of the Management Authority to preside over meetings; and
- (b) the Deputy Chair, who shall preside over meetings in the absence or inability of the Chair.

(5) Decisions of the Management Authority shall be by majority vote, and in any case in which the number of members sitting to vote is even, the Chair shall have a casting vote.

(6) Any member of the Management Authority other than a person in the service of the Government may at any time resign his office in writing addressed to the Chair, who shall forthwith forward the letter of resignation to the Minister and from the date of the receipt by the Chair of the letter, the member shall cease to be a member of the Management Authority and the vacancy caused by the resignation or by the death of a member shall be filled by the Minister by the appointment of another person.

5.-(1) The functions of the Management Authority with regard to Zone A, shall be as follows—

Functions of the
Management
Authority.

- (a) to define sub-projects;
- (b) to prepare preliminary development plans for public and private partner procurement of a subproject, including the preparation of a business case in tandem with any government department, as the Management Authority deems necessary;
- (c) to execute and manage any national or international procurement process, for a sub-project;
- (d) to prepare contracts for sub-projects, in consultation with the Attorney General's Ministry, the Ministry of Finance and any other government department as determined by the Minister;
- (e) to submit—
 - (i) a summary of contracts for sub-projects for preliminary approval of Cabinet; and
 - (ii) the final contract for review and approval of the Contractor General;

Cap. 131.

- (f) to approve construction documents to ensure compliance with the LIP Design Guidelines;
- (g) to submit approved construction documents, together with an application, on behalf of partners, to the Central Building Authority for a permit, in accordance with the Belize Building Act; or
- (h) to monitor the execution of sub-projects, in accordance with the approved contract and the LIP Design Guidelines.

Cap. 188.

(2) The functions of the Management Authority with regard to Zone B, shall be to approve all sub-divisions, to ensure compliance with the LIP Design Guidelines, prior to making an application to the Authority under section 10 of the Act.

Cap. 188.

(3) For the purposes of this section "Authority" means the Land Subdivision and Utilization Authority established under section 9 of the Act.

(4) In the preparation of a contract for a sub-project, the Management Authority shall have regard to the following factors—

- (a) environmental and social sustainability of the sub-project;
- (b) value for money;
- (c) affordability to the country as a partnership;
- (d) commercial viability to private partners;
- (e) partnership and inclusivity;
- (f) manageability in monitoring a sub-project for the life of the relevant contract;

- (g) clearly defined project deliverables; and
- (h) outputs for project success within each contract measured against step-in rights of the Government and options for termination.

6. No personal liability shall attach to any member of the Management Authority in respect of anything done or suffered in good faith under these Regulations.

Indemnity to members of the Management Authority.

7.-(1) A person operating within the LIP shall be subject to the conditions outlined in the LIP Design Guidelines as outlined in Schedule II, and the National Guidelines for Sub-division and Consolidation of Land in Belize.

LIP design guidelines.

Schedule II.

(2) A partner may deviate from the LIP Design Guidelines with the written approval of the Management Authority or as specified in a contract.

8. The types of development permitted in the Special Development Area shall be as follows—

Permitted Development.

- (a) Residential;
- (b) Commercial;
- (c) Commercial Office;
- (d) Transportation/Retail/Office;
- (e) Hotel/Extended Stay/Convention/Retail;
- (f) Civic/Cultural/Institutions; or
- (g) Commercial Retail.

9. A person commits an offence and is liable on summary conviction to a fine not exceeding five hundred dollars if that person—

Offence.

- (a) carries out a type of development other than those specified in regulation 8; or
- (b) contravenes any demarcation for zonation of density in an inspected and approved plan for the Special Development Area.

MADE this 23rd day of July, 2019.

DON. HUGO PATT

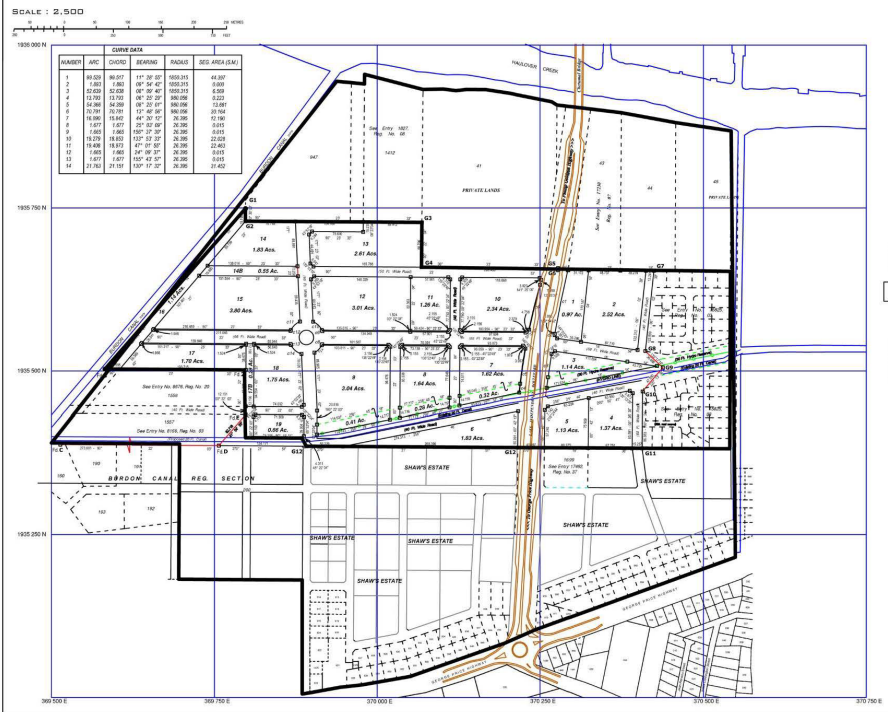
MINISTER OF NATURAL RESOURCES

(Minister responsible for land)

SCHEDULE I

LIP SURVEY PLAN

PLAN SHOWING SURVEY OF PARCELS NOS. 1646, 1647, 1648 AND 1649, SITUATE ALONG LAKE INDEPENDENCE BOULEVARD, AND EAST OF THE BURDON CANAL, BLOCK NO. 24, ST. MARTIN DE PORRES WEST REGISTRATIONS SECTION, BELIZE CITY, BELIZE DISTRICT.



NOTE:

• DENOTES FOUND
 • DENOTES MODERN POST
 • DENOTES CORNER POLAR
 DISTANCES ARE IN METRES AND DECIMALS OF A METRE
 SCALE FACTOR = 1.00000
 CONVERGENCE = 02° 22' 11"
 ORDER OF COORDINATES = (N) OBSERVATION TAKEN AT STA. PD. G, ENTRY NO. 8169, REG. NO. 03 (USING SOKKIA GSR 270 DIS WITH SUBMITTER ACCURACY)
 ORDER OF AZIMUTH = TAKEN FROM STA. PD. C TO STA. PD. G, ENTRY NO. 8169, REG. NO. 03

STATION	EASTING	NORTHING
PD. 0	369 083.077	1935 088.013
PD. 1	369 100.079	1935 090.000
PD. 2	369 117.081	1935 091.017
PD. 3	369 134.083	1935 092.034
PD. 4	369 151.085	1935 093.051
PD. 5	369 168.087	1935 094.068
PD. 6	369 185.089	1935 095.085
PD. 7	369 202.091	1935 096.102
PD. 8	369 219.093	1935 097.119
PD. 9	369 236.095	1935 098.136
PD. 10	369 253.097	1935 099.153
PD. 11	369 270.099	1935 100.170
PD. 12	369 287.101	1935 101.187
PD. 13	369 304.103	1935 102.204
PD. 14	369 321.105	1935 103.221
PD. 15	369 338.107	1935 104.238
PD. 16	369 355.109	1935 105.255
PD. 17	369 372.111	1935 106.272
PD. 18	369 389.113	1935 107.289
PD. 19	369 406.115	1935 108.306
PD. 20	369 423.117	1935 109.323
PD. 21	369 440.119	1935 110.340
PD. 22	369 457.121	1935 111.357
PD. 23	369 474.123	1935 112.374
PD. 24	369 491.125	1935 113.391
PD. 25	369 508.127	1935 114.408
PD. 26	369 525.129	1935 115.425
PD. 27	369 542.131	1935 116.442
PD. 28	369 559.133	1935 117.459
PD. 29	369 576.135	1935 118.476
PD. 30	369 593.137	1935 119.493
PD. 31	369 610.139	1935 120.510
PD. 32	369 627.141	1935 121.527
PD. 33	369 644.143	1935 122.544
PD. 34	369 661.145	1935 123.561
PD. 35	369 678.147	1935 124.578
PD. 36	369 695.149	1935 125.595
PD. 37	369 712.151	1935 126.612
PD. 38	369 729.153	1935 127.629
PD. 39	369 746.155	1935 128.646
PD. 40	369 763.157	1935 129.663
PD. 41	369 780.159	1935 130.680
PD. 42	369 797.161	1935 131.697
PD. 43	369 814.163	1935 132.714
PD. 44	369 831.165	1935 133.731
PD. 45	369 848.167	1935 134.748
PD. 46	369 865.169	1935 135.765
PD. 47	369 882.171	1935 136.782
PD. 48	369 899.173	1935 137.799
PD. 49	369 916.175	1935 138.816
PD. 50	369 933.177	1935 139.833
PD. 51	369 950.179	1935 140.850
PD. 52	369 967.181	1935 141.867
PD. 53	369 984.183	1935 142.884
PD. 54	369 1001.185	1935 143.901
PD. 55	369 1018.187	1935 144.918
PD. 56	369 1035.189	1935 145.935
PD. 57	369 1052.191	1935 146.952
PD. 58	369 1069.193	1935 147.969
PD. 59	369 1086.195	1935 148.986
PD. 60	369 1103.197	1935 150.003
PD. 61	369 1120.199	1935 151.020
PD. 62	369 1137.201	1935 152.037
PD. 63	369 1154.203	1935 153.054
PD. 64	369 1171.205	1935 154.071
PD. 65	369 1188.207	1935 155.088
PD. 66	369 1205.209	1935 156.105
PD. 67	369 1222.211	1935 157.122
PD. 68	369 1239.213	1935 158.139
PD. 69	369 1256.215	1935 159.156
PD. 70	369 1273.217	1935 160.173
PD. 71	369 1290.219	1935 161.190
PD. 72	369 1307.221	1935 162.207
PD. 73	369 1324.223	1935 163.224
PD. 74	369 1341.225	1935 164.241
PD. 75	369 1358.227	1935 165.258
PD. 76	369 1375.229	1935 166.275
PD. 77	369 1392.231	1935 167.292
PD. 78	369 1409.233	1935 168.309
PD. 79	369 1426.235	1935 169.326
PD. 80	369 1443.237	1935 170.343
PD. 81	369 1460.239	1935 171.360
PD. 82	369 1477.241	1935 172.377
PD. 83	369 1494.243	1935 173.394
PD. 84	369 1511.245	1935 174.411
PD. 85	369 1528.247	1935 175.428
PD. 86	369 1545.249	1935 176.445
PD. 87	369 1562.251	1935 177.462
PD. 88	369 1579.253	1935 178.479
PD. 89	369 1596.255	1935 179.496
PD. 90	369 1613.257	1935 180.513
PD. 91	369 1630.259	1935 181.530
PD. 92	369 1647.261	1935 182.547
PD. 93	369 1664.263	1935 183.564
PD. 94	369 1681.265	1935 184.581
PD. 95	369 1698.267	1935 185.598
PD. 96	369 1715.269	1935 186.615
PD. 97	369 1732.271	1935 187.632
PD. 98	369 1749.273	1935 188.649
PD. 99	369 1766.275	1935 189.666
PD. 100	369 1783.277	1935 190.683

SCHEDULE II



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Executive Summary

Lake Independence has the potential to become one of Belize City's most influential districts. It is composed of 155 Acres situated half way between the airport and the seaport and is geographically located at the pinch point in the peninsula. 50 acres of the district will be developed through government partnerships. It is positioned at the western end of Mahogany/Holy Emmanuel Streets and fronts on the Burdon Canal at the place where the City meets nature.

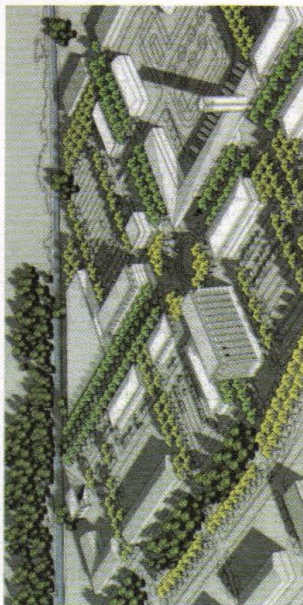
Development is planned as a mixed-use district that will be home to:

- Essential Government Agency Offices and Services
- Hotel and Convention Facilities
- Regional and Local Transportation Hub
- Community Facilities
- Retail and Entertainment Program

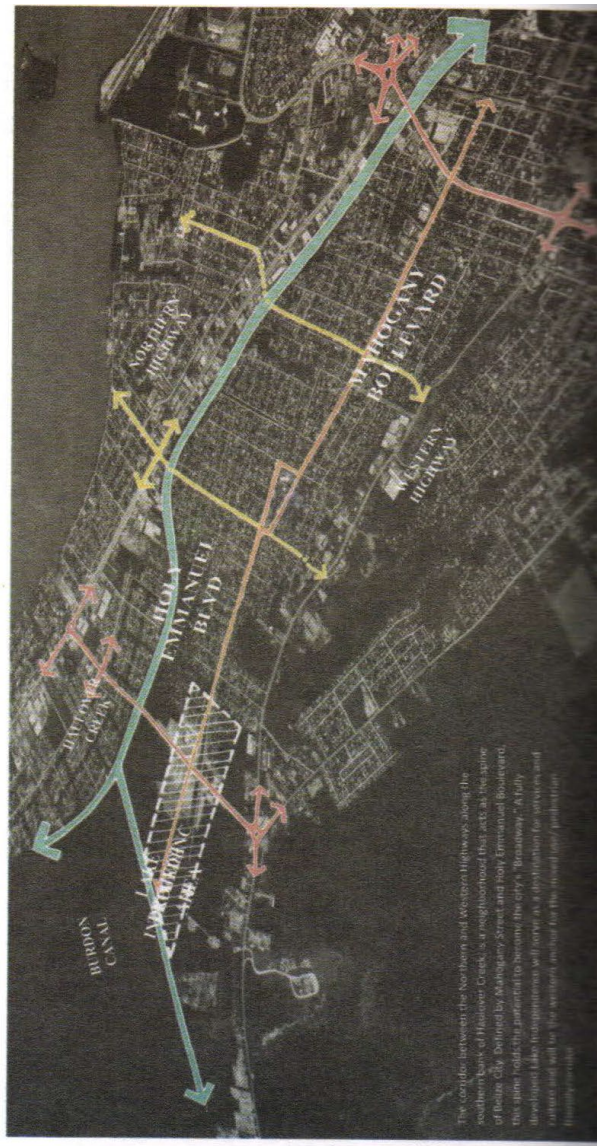
It is expected to reach approximately 550,000 gross square feet of development that will be held together by a cohesive public space network that offers a range of environments and public amenities.

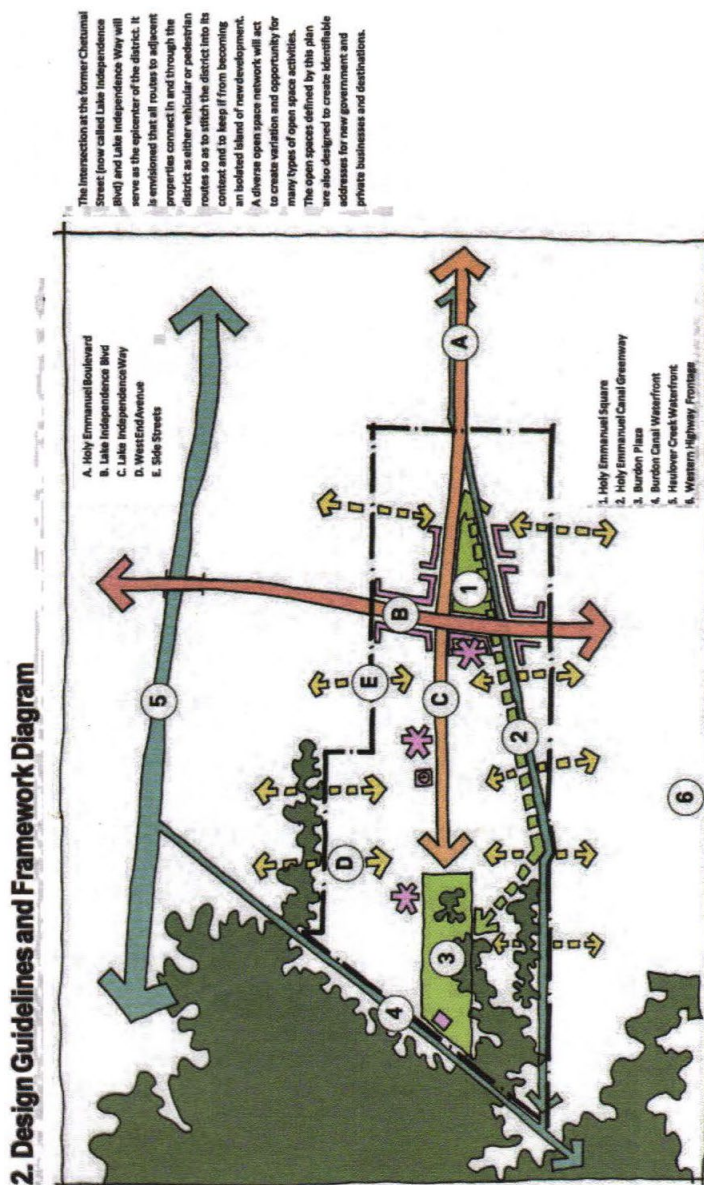
The public realm at Lake Independence starts with its streets. Great streets are some of our best public spaces when they are designed with the pedestrian as a priority and account for all modes of surface based transportation. The district is defined by the intersection of two significant streets. Lake Independence Blvd splits the site as it passes through from north to south and connects the Northern Highway to the Western Highway and Lake Independence Way splits the site as it passes from east to west and connects Holy Emmanuel Boulevard to the anchor site adjacent to the Burdon Canal. It is the life of these two main streets that will define the identity of the district. In addition to spaces for movement in the public realm, Lake Independence will feature spaces for refuge, gatherings, and events in order to encourage an active population and culture of place.

The design guidelines set forth in this package are meant to help advance the design and construction of infrastructure and development at Lake Independence. They have been formally adopted as the guiding legislation to all parties involved in future work at Lake Independence and are set forth in order to uphold the vision that has been developed by Belize Infrastructure Limited. They are written to be flexible to varying degrees subject to approval by the management authority as new opportunities and constraints present themselves to the project and should be followed with the goal of continually striving to create the best projects possible for Belize City.



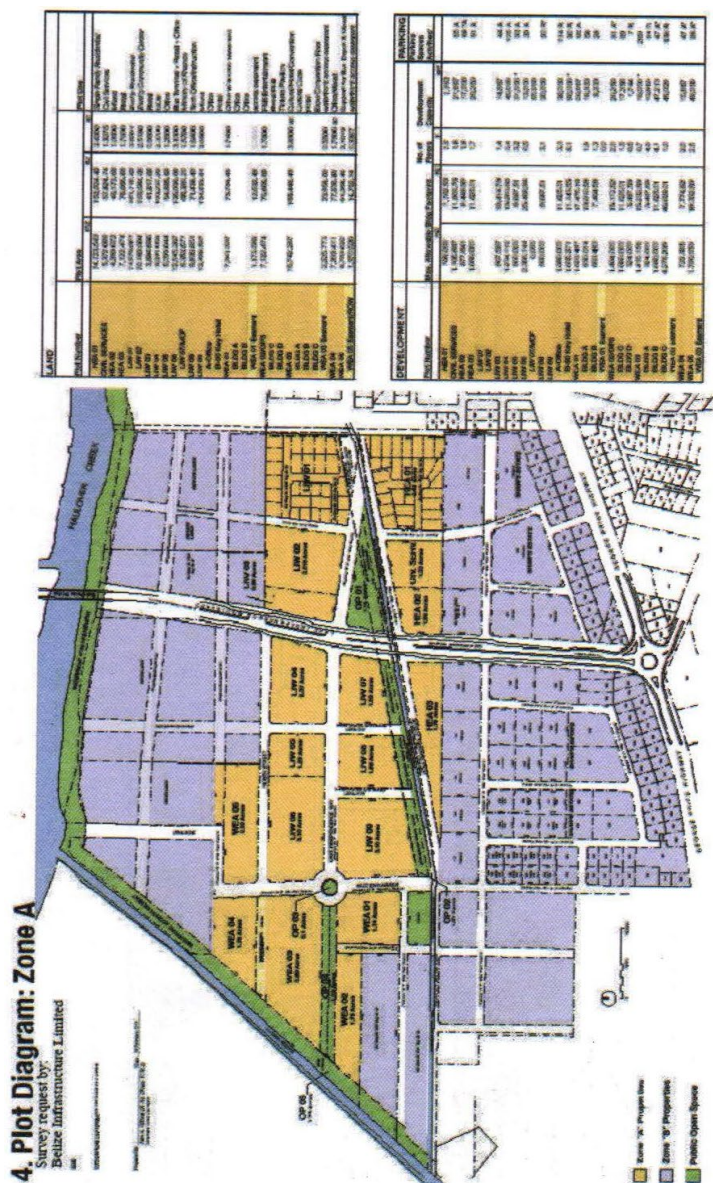
1. Site Analysis Diagram



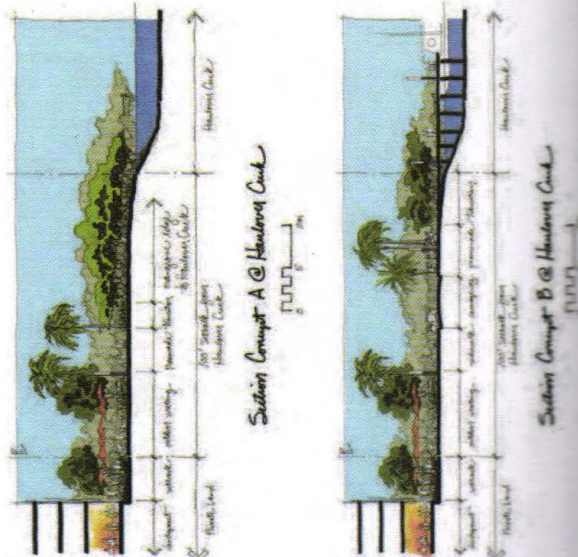


3. Lake Independence Master Plan





4. Zone B



NOTES & RECOMMENDATIONS

Areas west of Lake Independence Boulevard that sit along the southern edge of Haulover Creek and along the northern edge of George Price Highway are known as Zone B by the measure of this report. They are areas of Private Land that must be taken into consideration in the context of all plans for government land at Lake Independence.

Street Network

Whenever possible easements and new right-of-ways should connect to the street grid that is being developed by the Management Authority on Government Land. Easements and right-of-ways should create as many connections to and through Lake Independence Way as possible. Where connections can be made between Haulover Creek and Lake Independence Way, every effort should be exhausted to do so. Coordination between properties to create alignments on the east and west side of Lake Independence Boulevard should be encouraged. Shade trees should be provided along all easements and right-of-ways with special attention paid to those on address streets.

Development & Recommended Use

Areas in Zone B are recommended to be predominantly residential with some mixed-use in strategic locations such as along the Haulover Creek Waterfront and along Lake Independence Boulevard. Development is expected to create a well-defined street wall along address streets and accommodate services and parking along alternating service streets. Parking ratios are:

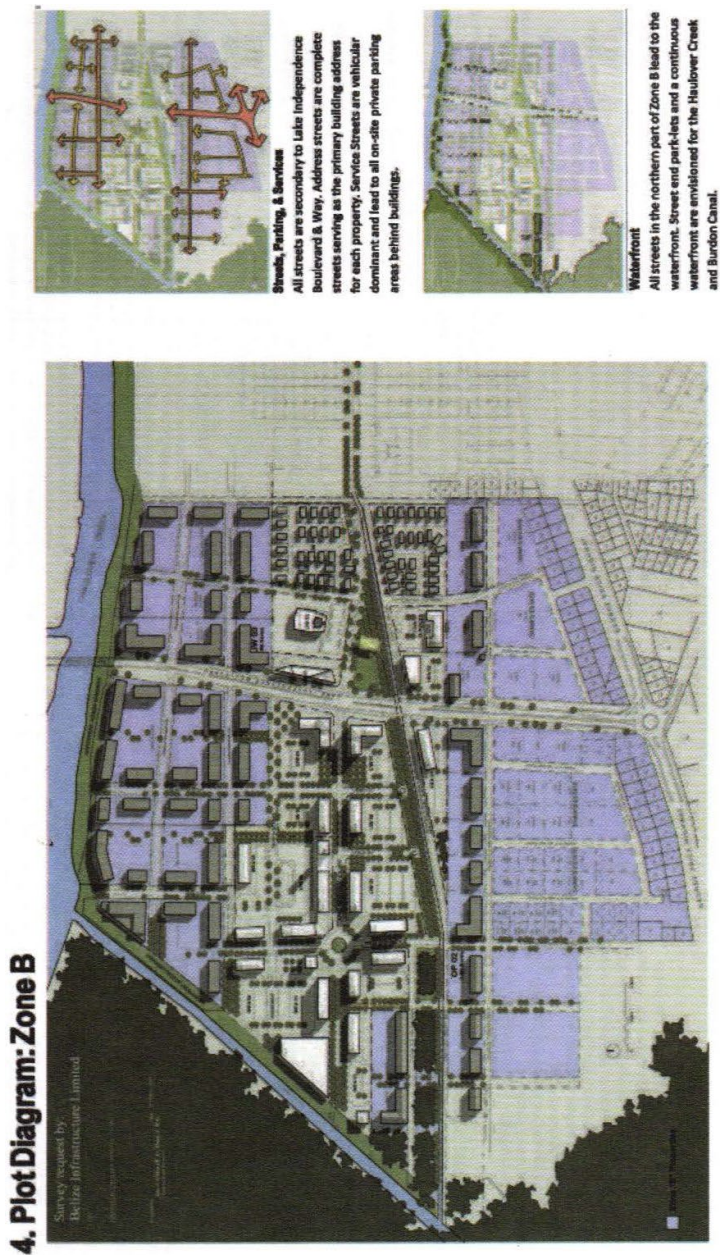
1 space/way	Hotel
1.5 space/unit	Residential
2 space/1000sf	Transportation
3 space/1000sf	Office, Civic, & Institution
4 space/1000sf	Retail
6 space/1000sf	Cultural & Entertainment

Waterfront

Waterfront developments should be coordinated to elevate the value of all properties along the Creek edge by creating an attractive and contiguous waterfront experience. Consideration should be given to ground floor uses and the degree to which properties facing the waterfront should be vibrant and active vs. tranquil and passive.

Buildings

Buildings should be constructed to add with positive grain infrastructure to mind. They should be beautiful and add to the waterfront experience. The parking ratio should be adjusted to the vehicle between the right of way and the building setback along address streets.



5. OVERVIEW

1. Permitted Land Use

- 1.1 Residential with allowance for commercial at the ground floor and first elevated floor.
- 1.2 Residential only, incidental secondary uses permitted at grade after B/L review and approval only.
- 1.3 Commercial uses could include retail, food & beverage, small office, and/or professional services.
- 1.4 Commercial Office with allowance for retail or services at the ground floor and first elevated floor.
- 1.5 Transportation / Retail / Office
- 1.6 Hotel / Extended Stay / Convention / Retail
- 1.7 Civic / Cultural / Institutions
- 1.8 Commercial Retail

2. Allowable Height

General Note: allowable building height should be the combination of both form based zoning and the ability to carry the capacity of development from an infrastructure and parking standpoint.

- 2.1 One to Two Stories
- 2.2 Two to Four Stories
- 2.3 Four to Eight Stories
- 2.4 Above Eight Stories

3. Setbacks

General Note: Setbacks shall be measured from the Right-of-Way/Property Line and should accommodate accessible means of access/egress for all buildings where the finished floor height of the building's ground floor is not coplanar with grade at the adjacent sidewalk level.

Setbacks should be designed to help mitigate the negative impacts of storm water as much as possible. Setbacks along address streets are not to be used for parking to any extent.

Setbacks should promote access to ground floor uses.

- 3.1 Front Yards: Are defined by the side of the building that serves as its primary address. Buildings are required to be constructed along the edge of the property line at the right-of-way. Buildings are required to be set back 5m. No parking is allowed in the front yard setbacks.
- 3.2 Buildings may be set back as needed to serve the special nature of their program subject to Belize City review and approval. No parking will be allowed in any front yard.
- 3.3 Side Yards: Are required to be set back 5m and to engage the sidewalk w/ steps and porches. No setbacks are required for the side of the building that connects the front and rear yards.
- 3.4 No setbacks for parking
- 3.5 No right of access for parking
- 3.6 Rear Yards: Are defined by the side of the building that separates the front back (address) from rear setbacks and are to be established by each development case.

4. Ground Floor Controls

General Note: Active Ground Floor Uses are to be planned and designed, and should preference their address street with their attention to detail, lighting, and signage.

- 4.1 All ground floors should be inviting and present an active facade to their Front Yard. Policy for climate change and sea level rise should be established and incorporated into ground floor controls before schematic design begins for all buildings. Ground floors must be elevated to meet design flood elevations.
- 4.2 Residential – Fronting on Holy Emmanuel Avenue residential properties should be allowed to open retail or professional offices at grade where conditions are commercially viable. Where residential properties and addresses meet grade or have finished floor elevations 4' or less from existing grade, layers of landscape and setbacks are encouraged to create some degree of privacy from the public right-of-way. Commercial Offices should have welcoming lobbies and where supplemental programs are included in the ground floor. Addresses for those programs should have their own entrance on the exterior of the building that is connected to the public right-of-way.
- 4.3 Commercial Mixed-Use – Residential is encouraged above the 3rd Floor
- 4.4 Transportation – Ground floor should be a mix of station services and commercial retail/food & beverage. Not may also host civil service offices such as police.
- 4.5 Hotels / Condos should have welcoming lobbies and where supplemental programs are included in the ground floor, addresses to those programs should have their own address on the exterior of the building, not a street address. Entrances to those programs should be from within the lobby only.
- 4.6 Civic/Cultural/Institutional should have a prominent address at the ground floor facade should be designed as appropriate for the program and site. Entrances to those programs should be from within the building should open up to the public realm adjacent to the building.
- 4.7 Retail should be walkable, serene, and have a street front address for each tenant individually.
- 4.8 Side Yards and Rear Yards may be used for secondary access and services.

5. Architectural Guidelines

General Note: All ground floor construction should be made of resilient materials and whenever possible should be wet flood proofed.

All critical building system components shall be located on the second floor or higher. All buildings should strive to achieve ratings based on a current green building design standard for sustainability and energy performance. Standards that could be referenced include the U.S. Green Building Council (USGBC) LEED rating system, BREEAM, and/or the Living Building Challenge.

- 5.1 While all buildings should be situated to shape the space of the public realm and to create high valued addresses, architecture should be designed to work with the local climate. Those with a long side should orient the bulk of their total floor area to that side length is aligned with the most wind to order to reduce energy demands and enhance building performance.
- 5.2 All buildings should be designed to enhance a sense of place. No second floor that faces the Public Realm should be designed to be a blank wall. No second floor should be designed to be a blank wall. No second floor should be designed to be a blank wall.

7. Signage Guidelines

General Note: Billboards and hoardings should not be permitted in the Lake Independence District.

All marketing signage opportunities are subject to approval by the management authority.

All lighting for signage and signs should be reviewed by the Management Authority to evaluate its environmental impacts.

Signs may project from buildings but shall not interfere with pedestrian or vehicular passage of any kind.

Signs shall not be mounted at grade in setbacks.

7.1 Signage in areas inclusive of Residential Uses is allowed below the level of the finished second floor. We recommend no self-illuminated signs in this area given the mixed-use character of the development in these areas.

7.2 Signage for Retail on the exterior of buildings should be visible from street level but should not emit light to the upper floors of either their or adjacent buildings.

7.3 Signage for Commercial Office and Services on streets that are not inclusive of residential properties may use any part of the building for signage so long as view corridors to residential areas are preserved and protected.

7.4 Transportation Hub should have signage for the primary purpose of the facility hierarchically dominant over signage for supplemental retail programs included in the complex. Wherever possible, signage and access for supplemental programs should address the public right-of-way.

7.5 Civic/Institutional signage should be reviewed by the Management Authority for appropriateness

7.6 Public Open Space & Right-of-Ways should include signage for the purpose of way-finding only. No commercial signage shall be permitted in the public realm or public right-of-way

7.08 Event Signage shall be removed within three days of the close of the event that they represented.

8. Lighting Guidelines

General Notes: LED lighting is recommended throughout the district for its lifespan, cost efficiency, and color quality. Solar fixtures should be specified and installed for all parking areas and public areas where access to sunlight is adequate to support their operation.

8.1 Architecture should be well lit from within without causing negative impacts on the surrounding environment. Exterior architectural lighting should be consistent with the lighting and character of its address street.

8.2 Landscaping should be well lit, and appropriate for its associated land use. Details and specifications will be subject to review by the Management Authority.

8.3 Handicaps – green proximity to the Roadway. Lighting embedded in the surface of parking is not encouraged.

8.4 Soft Ground Cover should be lit from within

8.5 Shrubs should be lit from within or up-lit (depending on scale)

8.6 Ornamental Trees should be up-lit when lit at all

8.7 Canopy Trees should be downward casting and shielded from windows above the ground floor programs. In

8.8 Street lighting should be downward casting and shielded from windows above the ground floor programs. In active mixed-use pedestrian areas special attention should be paid to the color of light emitted. Targeting

8.9 3000K color temperature will help with facial recognition and healthy luminance of skin tones.

8.3 Buildings should make optimal use of local materials and trades.

8.4 North and South Facades should be designed with horizontal shading and layered screen in-fill facade treatments.

8.5 East and West Facades should be predominantly opaque or be designed with vertical shading and layered screen in-fill facade treatments.

8.6 Shade all roof tops with the potential to be occupied and plant/neutral unoccupied roof tops with green roof elements

8. Landscape Guidelines

General Notes: Species for all landscapes should be native or common to mainland Belize, resilient, and low maintenance. Wherever it is possible, preserve elements from the existing forest in areas planned for landscapes.

Integrate green infrastructure strategies to optimize passive storm water management wherever possible.

8.1 Streets are all envisioned to be tree-lined and should be used in mixed-use areas to help calm traffic and cool the pedestrian environment. Tree type mixes for distinct streets should be uniquely consistent for each street type. Lake Independence Blvd, Holy Emmanuel Avenue, and Lake Independence Way should stand out as special among all other streets in the district. Site street trees should be a consistent mix throughout the district. Tree grass that can be traversed by pedestrians and those in need of accessible surfaces should be installed around all trees on sidewalks and in the public right-of-way.

8.2 – 6.05 should be governed by:

• Handicaps – The value generated in adjacent properties should be an indicator and potential funding source for investment in quality resilient materials for landscape areas.

• Soft Ground Cover – see general note.

• Shrubs – see general note.

• Ornamental Trees should be integrated into public areas throughout the project with careful attention paid to potential obstructions to both circulation and fire lines.

• Shade Trees should be integrated into active landscape dominant areas.

8.3 Squares

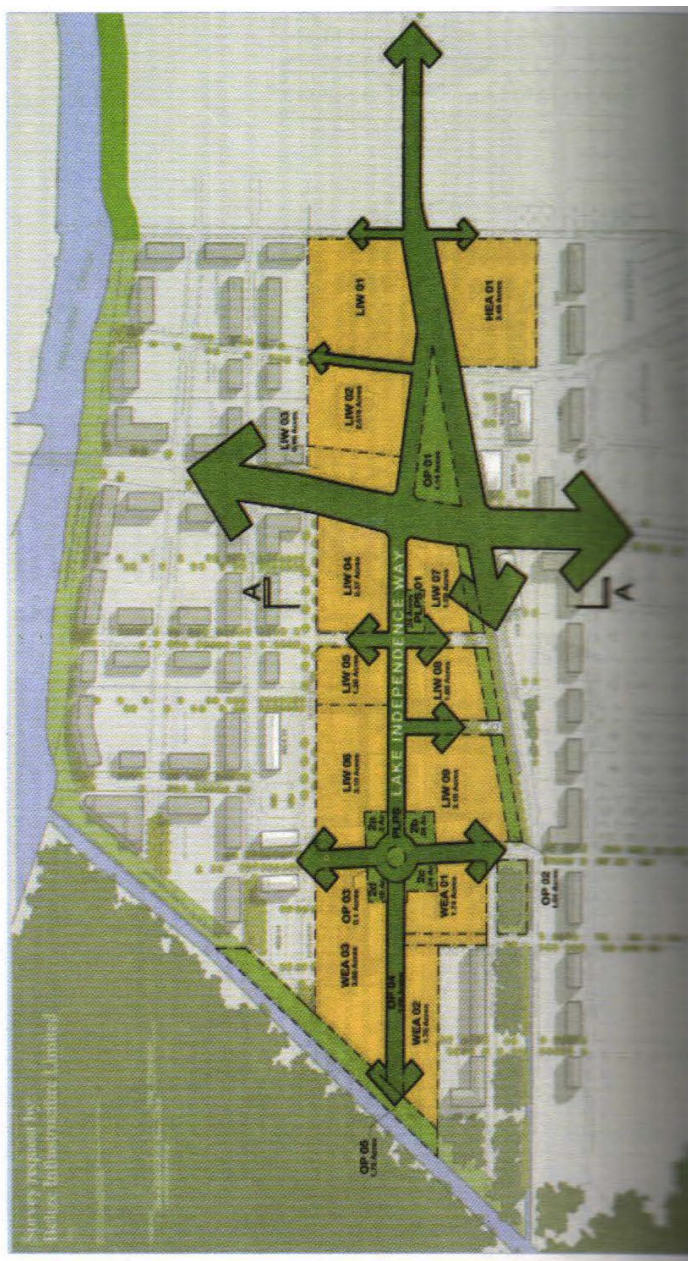
8.4 Event Plaza

8.5 Waterfronts

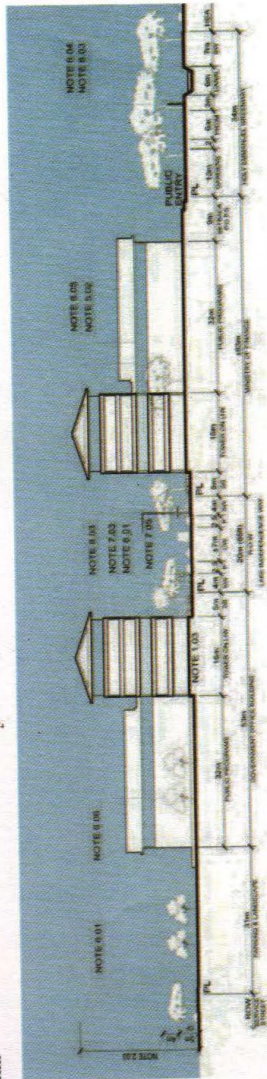
8.6 Courtyards

8.7 Parking – All Spaces/Stalls should be a part of a green infrastructure network and should be designed with permeable pavers wherever possible to assist with passive storm water management. In all parking lots, shade trees should be planted to help absorb storm water and to reduce the heat island effect and their planting beds/pits should be part of a bio-swale network that helps drain surface water before it re-enters the canal and creek system.

I. Lake Independence Way Diagram



SECTION A-A



STREET



Lake Independence Way will be the primary complete street through the project. It will be pedestrian friendly and should offer shade and a great walking surface on its sidewalks. It is envisioned to be a busy street with slow vehicular traffic and a business-like environment.

ADDRESS



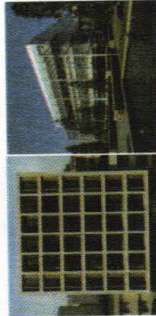
Primary entrances to lobbies for offices above should front on Lake Independence Way. Service entrances shall be designed along the rear and side streets only.

OPEN SPACE



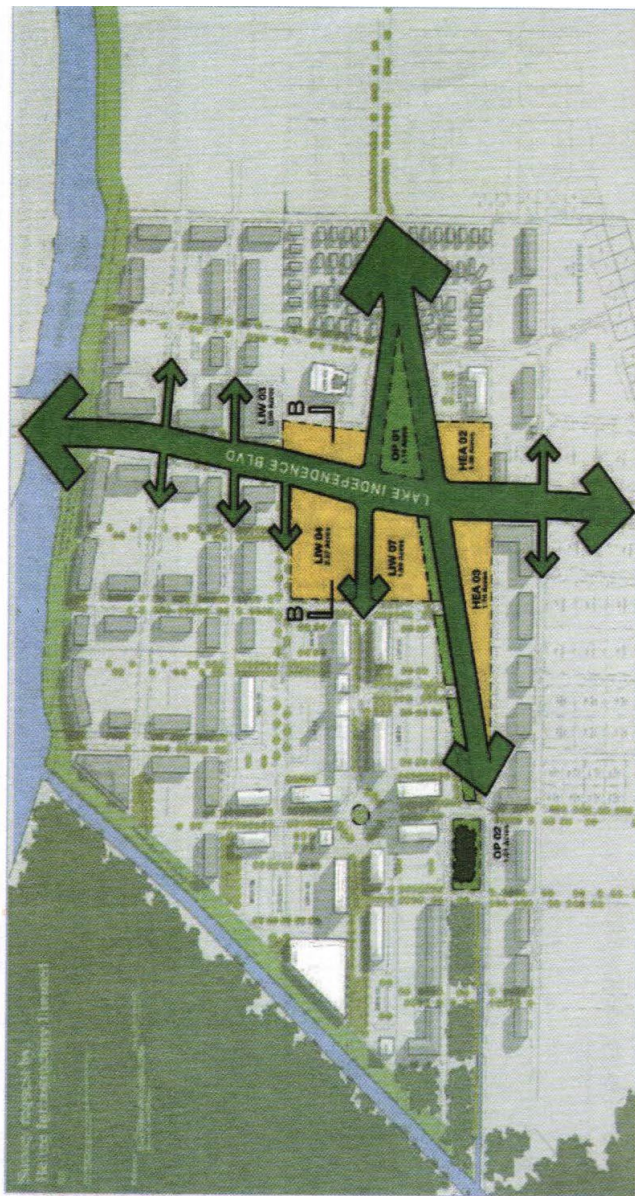
Courtyard gardens front Lake Independence Way and both hold and soften its edge.

ARCHITECTURE



The character of the buildings that front Lake Independence Way should be clean, business-like, efficient, and sustainable. Use of local materials and trades should be implemented. Towers at the east and west ends should be elevated above linear north/south bases. The central tower should have a strong relationship to the Transportation Facility.

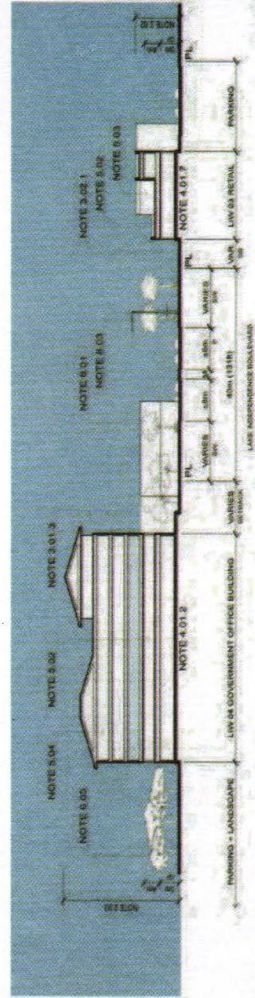
II. Lake Independence Blvd



II. Lake Independence Blvd

Typical Street Section

SECTION B-B



PRECEDENTS
STREET



Lake Independence Blvd is the primary arterial that will feed the district from both Northern and Western Highways. It will be home to both commercial and government addresses.



Buildings on Lake Independence Blvd will have prominent addresses and active ground floors. Pedestrian access to retail and service offices from Lake Independence Blvd sidewalks will help activate the street and create an immediate sense of destination.



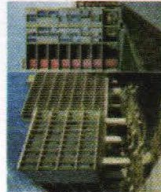
Streets often serve as one of our most vibrant public spaces. The active sidewalks along Lake Independence Blvd will culminate at Holy Emmanuel Square near the east end of the district. The square will act to connect the district to residential areas to the east and will feature a mix of hard and soft spaces, active and passive programs, and ample shade.



Streets often serve as one of our most vibrant public spaces. The active sidewalks along Lake Independence Blvd will culminate at Holy Emmanuel Square near the east end of the district. The square will act to connect the district to residential areas to the east and will feature a mix of hard and soft spaces, active and passive programs and



Facades that front Lake Independence Blvd should be designed for visible recognition at the speed of an auto passing by as well as the defining limit to Holy Emmanuel Square, buildings that have a programmatic shift between the lower floors and upper floors should feature covered setbacks or terraces to help active the space in three dimensions.



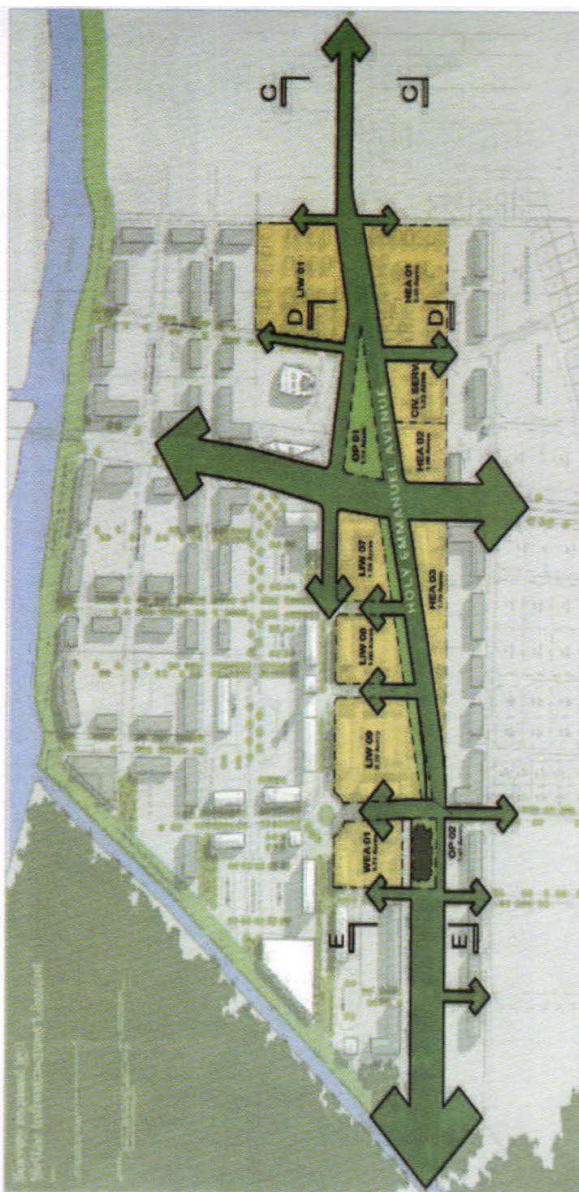
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ARCHITECTURE

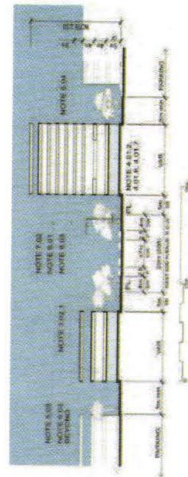
OPEN SPACE

ADDRESS

III. Mahogany & Holy Emmanuel Avenue



M. West End Avenue Typical Street Section



PRECEDENTS STREET



West End Avenue is a secondary north/south arterial that is expected to serve as a district center for the district. It should be pedestrian friendly and accommodating to both short and long term visitors.



The intersections of both HEA and LW with WEA have been set up to create significant iconic landmarks that are expected to serve the district, the city, and the nation. Street intersections between these intersections should maintain a reasonable degree of continuity between icons.

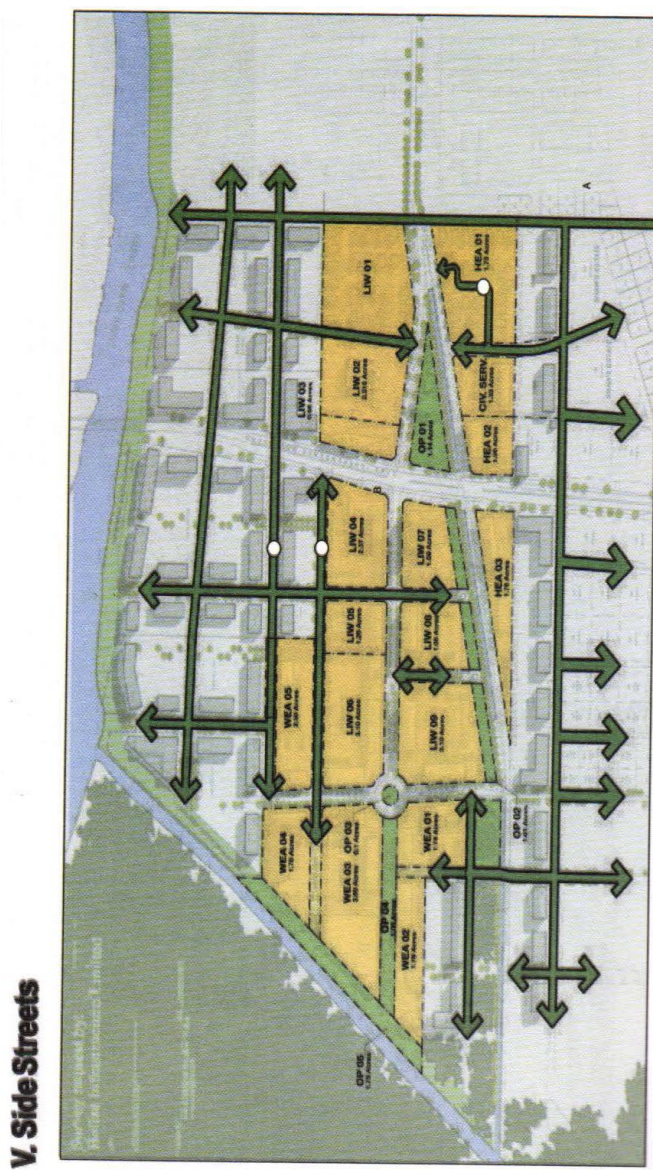


Along the sidewalks of West End Avenue we expect to provide opportunities for privately owned public space to help set back prominent event, hospitality, retail, and commercial office addresses. The largest and most prominent public space of the plan occurs at this location and connects West End Avenue to the Burdon Canal.



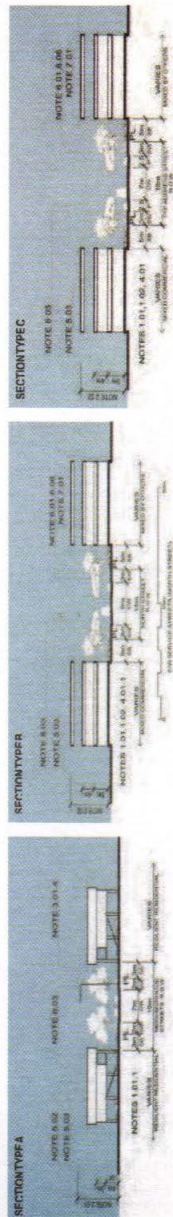
We imagine that the eventful nature of West End Avenue will support a more experimental architecture than other areas of the district. It is expected to come online in a later phase and should be in a stronger financial position to do so than earlier phase projects.

ARCHITECTURE



V. Side Streets

Typical Street Section



PRECEDENTS

STREET

ADDRESS

OPEN SPACE

ARCHITECTURE

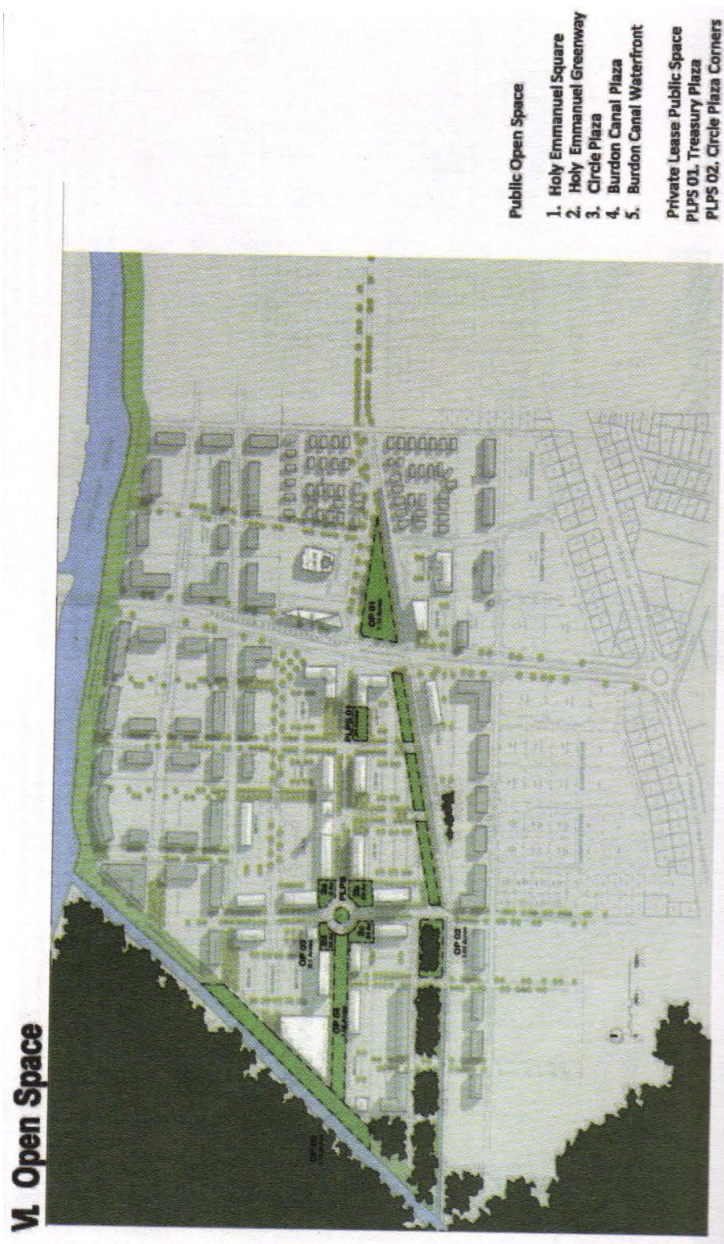


Side streets are expected to be a mix of low vehicular spaces and pedestrian only spaces. They could be cut-her as many traditional areas of Belize City were but should always be green. Trees can help separate vehicular movements from pedestrian movements and provide a sense of scale and softness depending on use, space available, and requirements for emergency services.

Side Streets should be home to local businesses that could be a mix of services, private access points to public buildings, or residential addresses in cases where mixed-use buildings are proposed. Carriageways at Side Streets could be good garden café locations.

In most cases, Side Streets lead pedestrians and vehicles to the district's public open spaces. In some cases, like along the Holy Emmanuel Greenway for example, the side street becomes part of the open space.

Given the character of Side Streets and their scale, architectural detail in these areas should be developed to meet a more human scaled engagement with the public realm. Care should be taken to ensure that these facades even if they are not directly engaged with the public realm, they should be able to help define the public right-of-way or they should be brought inside the building envelope to minimize any potential negative impacts on the district character.





VI.02 Holy Emmanuel Greenway Site Diagram



Perspective looking east



As an extension of Mahogany Street, Holy Emmanuel Greenway will become part of the "Broadway" of Belize City and will help the corridor transition from city to nature as it moves through Lake Independence to the west. It will take advantage of the existing canal by leaving it open to daylight so it can be seen and more productive. It will become a water garden that provides areas of refuge and recreation for local residents, employees, and visitors. It will perform as a district amenity as both infrastructure to help more water, and public space to bring people together. The greenway will be a corridor for a new row of trees and a new row of trees. The number of similar canals throughout Belize, the Greenway should be designed and constructed such that it becomes a national model for both public space and green infrastructure. Keeping existing canals open and re-opening those that have been closed in the past can add value in many areas of the city/country.

Araden Wimmenden, Stuttgart, Germany

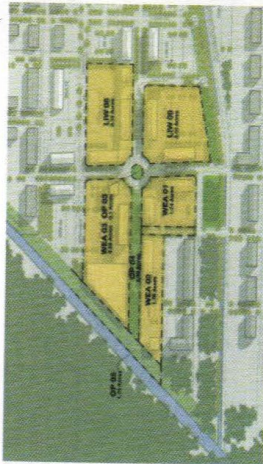


Lechee Canal, Guangzhou, China

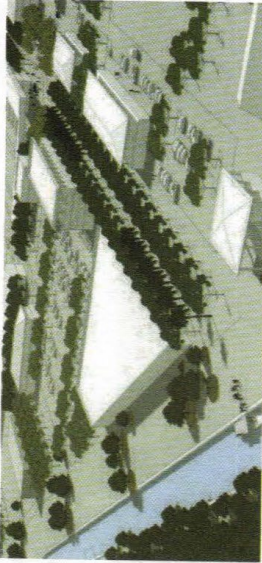


VI. 03 Burdon Circle & 04 Burdon Plaza

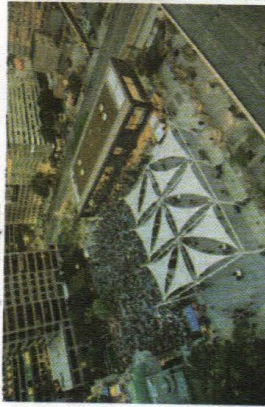
Site Diagram



View



The Gallian Center, Salt Lake City USA



Fan Mills, Stroogert

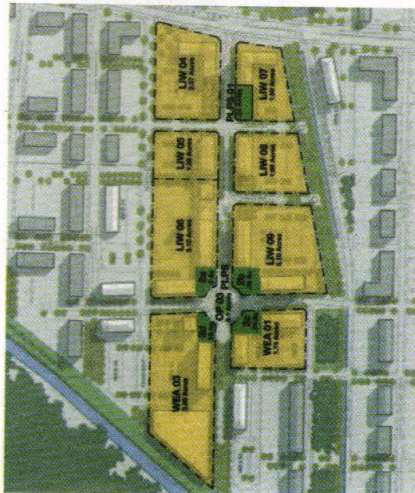


Burdon Circle & Burdon Plaza will be the district's large-scale event spaces. They will connect Lake Independence Way to the Burdon Canal Waterfront and will be the front yard for Hotel and Convention programming. They will be predominantly hard-scape yet will have a vein of natural landscape to connect it to wetlands to the west.

Burdon Circle gathers four corners at the intersection of West End Avenue and Lake Independence Way and will be the district's premier event space on each corner. The Circle can connect to the rest of each property where parking and services are located.

Burdon Plaza is a shared street that is envisioned to be predominantly used by pedestrians. Access to adjacent properties is from the rear and most cars can be kept out of the area.

VI. Private Lease Public Space (PLPS)
Site Diagram



View



Paley Park, New York



Urban Plaza, New York

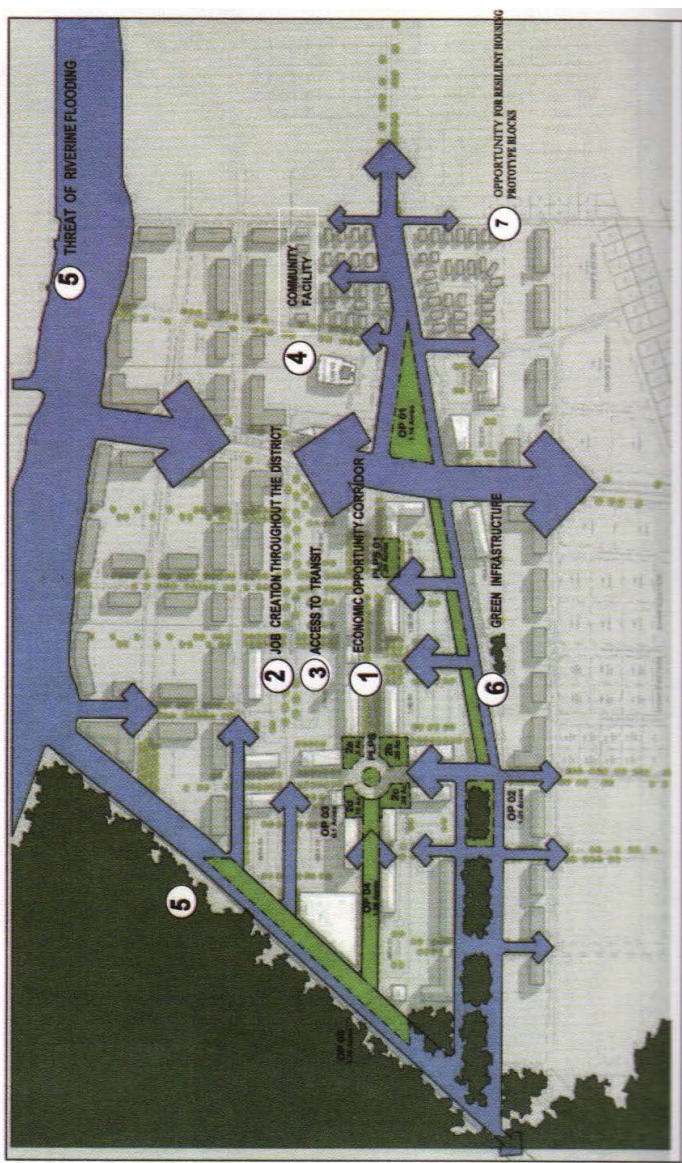


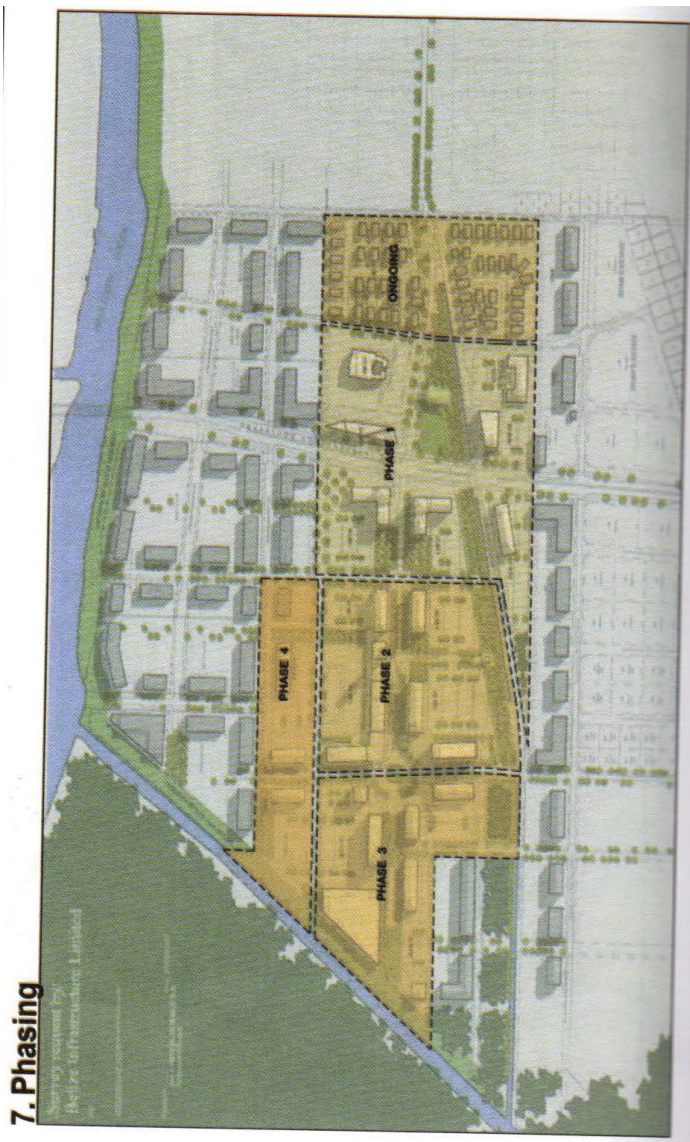
Zuccotti Park, New York



Four courtyards help announce significant addresses being developed on Lake Independence Way. They help differentiate and organize various commercial addresses on shared mixed-use sites and help distinguish the transportation hub from the offices on both adjacent plots. Street furniture elements should be coordinated with streetscape.

6 Lake Independence Resilience Outline



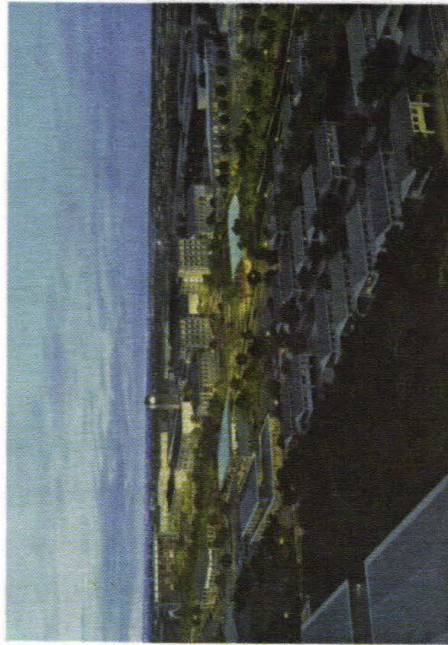


8. Summary

No city is ever finished. There will always be degrees of invention/reinvention, of growing/shrinking, of prosperity/suffering, and of preserving/progression as cities evolve in response to the affects that society, economics, technology, and politics have on them.

These guidelines are the foundation for Lake Independence, a Special Development Area that has considered areas of the city beyond its own property limits, that has aspired to be inclusive and engaging, and that has served the people of Belize as its primary goal. This package is meant to define a vision for what Lake Independence can become and to outline parameters to assist in development decisions. They are meant to be flexible and to guide design decisions as the process moves forward and construction commences. The plans and images represented in this document are illustrative of the direction that design should take in order to achieve the goals of the Management Authority and to create a well connected, vibrant, and cohesive district. They are not the design itself. In fact, the next layers of design added to this framework at a greater level of detail, are expected to propel it forward, bring it closer to reality, and make it more exciting.

Lake Independence is poised to become a destination that offers a healthy mix of amenities and opportunities that have been planned to bring the diverse communities of Belize City together. It is designed to be constructed in phases that move from east to west as an extension of the existing neighborhood fabric. The official Phasing Plan can be reviewed with the Management Authority.



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