# SUPPORT FOR AMBERGRIS CAYE SUSTAINABLE DEVELOPMENT - BELIZE

# Report 4. Feasibility Study & Zoning Plan Part I: Zoning Plan





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## **List of Acronyms**

GHG - Greenhouse Gas

- mi2 Square Miles
- Ha Hectares
- Sqft Square Feet
- Dw/ha Dwelling per Hectare
- Dw/acre Dwelling per Acre
- Inh./mi2 Inhabitants per Square Mile
- GFA Gross Floor Area
- **GDP** Gross Domestic Product
- OSM Open Street Map
- IDB Inter-American Development Bank
- UNESCO United Nations Educational, Scientific and Cultural Organization
- UNDP United Nations Development Program
- SIB Statistical Institute of Belize
- REDATAM Retrieval of Data for Small Areas by Microcomputer
- GSTC Global Sustainable Tourism Council
- BTB Belize Tourism Board
- BWSL Belize Water Services Ltd
- NEMO National Emergency Management Organization
- CZMAI Coastal Zone Management Authority and Institute
- CHPA Central Housing Planning Authority
- CBA Central Building Authority
- AAGR Average Annual Growth Rate
- DAAGR Decrease Average Annual Growth Rate
- ECLAC Economic Commission for Latin America and the Caribbean

#### HCMR - Hol Chan Marine Reserve

BCMR - Bacalar Chico National Park and Marine Reserve

CBWS - Corozal Bay Wildlife Sanctuary

- MBRS Mesoamerican Barrier Reef System
- BBRRS Belize Barrier Reef Reserve System
- WHO World Health Organization





## Introduction

The purpose of this contract is **"Support for Ambergris Caye Sustainable Development"**, which aims to develop an action plan and zoning plan, considering the vulnerability to natural risks, the demographics prospective analysis and the estimation of the current and future carrying capacity of **Ambergris Caye**.

This process is based on the development of sustainable cities, plans that are committed to urban development, and the fight against climate change and greenhouse gases. This added to the fact that it is in the Caye's interest to identify possible projects that increase and maximize the island's carrying capacity considering urban growth and the tourism sector.

This consultancy will seek to provide recommendations for sustainable and efficient urban development, avoiding disorderly growth, with the goal of improving the quality of life of Ambergris Caye's inhabitants. As the area of study is a tourist destination, the diagnosis includes a carrying capacity model and a tourism diagnosis, issues of vital importance for the definition of the sustainable future development.

The contract will be executed in four phases in order to meet the objectives.

- • **Phase I** Comprehension
- • Phase II Multisectoral Diagnosis
- • Phase III Action and Financial Plan
- • Phase IV Pre-feasibility studies and Zoning Plan

The content of these activities is detailed in the next chart:



Source: IDOM, 2023

This deliverable corresponds to the Part I of phase four (4) of the consultancy, which refers to the Zoning Plan for Ambergris Caye. This document includes the methodology to formulate Plan, its structure and the specific regulations regarding the Land Classification, Territorial Systems and building standards for urban and rural development land. This deliverable also includes transversal guidelines for sustainability and social inclusion.



# PREVIOUS REGULATIONS ANALYSIS







## **1. Previous Regulations Analysis**

As a starting point for the generation of the zoning plan and its construction standards, it is considered important to recognize the existing standards both locally and regionally. However, none of the regulations presented in this analysis are adopted or legalized as current regulations of the territory.

As a first chapter, an executive summary of the regulatory and territorial analysis is presented as a prior basis for the formation of the zoning plan and the consequent regulations. The complete analysis is presented as an annex where the analyzed variables and sheets constructed to generate the following conclusions can be viewed.

#### 1.1. Methodology

#### **1.1.1. Existing regulations analysis**

As a starting point for the formulation of the Ambergris Caye zoning plan and its land use regulations, a complete analysis of the previous master plans presented on the island was made. This analysis reviews three different regulation plans made under different scales and delivered in different years.

- Master Development Plan 2009
- Land Use Plan 2013
- Coastal Zone Management Guidelines 2016

As a first approach to the regulation plans analysis, a comparison on the set land uses and their specific building standards was made. As a result, it is notable that the Land Use Plan made in 2013 is the most complex plan not only because it covers more details for the urban areas, but also because of it proposed regulations for the new development areas. On the other hand, some variables were also identified to make an easier comparison between the building standards set in each plan.

- Site coverage
- Setbacks
- Heights
- Density
- Lot size

#### 1.1.2. Territorial analysis

The result of this comparison of building standards was then contrasted to a territorial analysis made based on the Homogenous Units formulated during the diagnosis phase of this consultancy. The objective of comparing the building standards with the Homogenous Units is to generate a territorial analysis of the current state of the diagnosed urban areas and the regulations stablished for the territory.

#### **1.1.3. Conclusions and information gaps**

The outcome of this comparison explains not only why some urban areas were not aligned with the regulation plans, but also some conclusions that serve as inputs for the land use plan and the most accurate regulation for each specific use. Additionally, some information gaps on governance and land use area also found and include as a relevant issue to include in the new regulations and land use plan.





# **1.2.** Conclusions and inputs for the Zoning Plan and Regulations construction.

As it is previously explained, these conclusions are the outcome of an analysis of existing regulations (not legalized for the territory) and a territorial analysis where the regulations are contrasted with the current conditions to understand the at what level these regulations are aligned with the territorial current conditions.

These conclusions serve as inputs for the zoning plan formulation, giving information of what has been working over the last years and what issues are still unattended or informally approached.

#### 1.2.1. Land Use

- Some areas of the Caye have still no Land use definition or classification, allowing uncontrolled or inappropriate uses and activities to develop and grow in these areas.
- Over the last years, the regulation plans have become more flexible with the Resorts and touristic sites since it is the main economic activity from the Caye.
- Even though there are already existing mix-used buildings, there are no regulations established for these types of constructions and their special characteristics.
- Environmental Protection areas have limited information on their specific characteristics, limits, treatments, and benefits towards the Caye. Without this information their potential and
- There is no information regarding the maintenance or provision of public spaces, services and roads or other types of connection.

#### **1.2.2. Building and Development Regulations**

- Many of the areas that are aligned with the existing regulations were consolidated after 2013.
- The maximum height set for buildings, that can be approved by the municipal authorities, is 3 stories. Buildings that present more than 3 stories must ask for a different permit at the Central Building Authority.
- According to the regulations, most housing lots can haver around 3,500 sq. ft., while lots for tourism and other uses have a minimum area of 5,000 sq. ft and can reach 320,000 sq. ft.
- The average percentage of coverage goes from 30 to 60% of the lot for all uses, except industrial activities which can change from 10 to 70% of lot coverage.
- Setbacks change depending on the land use and type of housing, not on the lot size.

#### **1.2.3. Governance and Information Gaps**

- Non on the plans presented and analyzed have been approved or legalized as proper territorial regulations.
- The limits of the territory and between the land classification is not clear.
- There is clear lack of municipal authority to regulate and control urban growth.
- Most regulations are focused on urban areas, leaving the rural, environmental and development areas without treatment information.
- There is not enough information on lots or urbanization requirements for future urban developments.
- The density measurement units (du/acre) are only appliable on housing areas.





# ZONING PLAN STRUCTURE & COMPONENTS







# 2. Zoning Plan Structure

A zoning plan is a regulatory framework that designates how land can be used and developed within a specific geographic area, such as a city or region. In the context of Ambergris Caye, Belize, a zoning plan could be a vital tool for managing the island's growth and development. By creating zoning units with specific land-use regulations, it can help strike a balance between conserving the island's natural beauty, resources and accommodating responsible growth and tourism. The plan defines areas for sustainable tourism, residential development, and industrial and logistics sectors, among others, while also setting building height restrictions, beach setbacks, and environmental protection measures. This could help ensure that development is in keeping with the unique characteristics and environmental sensitivity of Ambergris Caye, preserving its attractiveness as a tourist destination, and protecting its natural assets.

The development of the zoning plan for Ambergris Caye will be a comprehensive process, structured into two main components, each serving a distinct role in shaping the island's future.



#### Figure 1 - Zoning Plan Structure

Source: IDOM, 2023

#### • Land Classification

The first component of the zoning plan, Land Classification, plays a pivotal role in shaping Ambergris Caye's sustainable development. This component is subdivided into four crucial categories: Environmental Areas, Rural Land, Development Areas, and Urban Areas. This classification approach is particularly beneficial for Ambergris Caye as it provides a structured framework to manage land use and development while preserving the island's unique characteristics.

Environmental Areas recognize and safeguard the ecological assets of the island, ensuring that sensitive ecosystems and natural habitats remain protected. Rural Land designations respect the traditional practices and local heritage, promoting sustainable agriculture and preserving the island's rural charm. Development Areas accommodate responsible and controlled growth, focusing on infrastructure, amenities, and well-planned expansion. Urban Areas cater to vibrant urban centers, where commercial and residential development is concentrated. By classifying land in this manner, the zoning plan aims to balance the interests of conservation,



culture, growth, and urbanization, promoting a harmonious and sustainable future for Ambergris Caye that respects its natural beauty and community values.

#### • Territorial Systems

The second component of the zoning plan, Territorial Systems, constitutes the backbone of Ambergris Caye's development strategy. This component is thoughtfully divided into five key systems, each serving as a critical pillar for sustainable growth.

The Environmental System focuses on preserving the island's natural environment, emphasizing responsible resource management and conservation practices to protect the ecosystem. The Mobility System is designed to facilitate efficient transportation and connectivity, ensuring that residents and visitors can navigate the island with ease while minimizing environmental impacts. The Public Space and Facilities System prioritizes the creation of inviting public areas and necessary infrastructure, enhancing the overall quality of life on the island. The Public Services System guarantees access to essential services like water, sanitation, and healthcare, essential for a thriving community. Lastly, the Functional System is geared towards optimizing land use, ensuring that the layout of development areas aligns with practicality and efficiency.

By structuring Ambergris Caye's development around these comprehensive Territorial Systems, the zoning plan aims to create a well-balanced and harmonious environment that promotes responsible growth and community well-being.

#### Guidelines for Sustainability and Social Inclusion

The transversal component, Sustainable Guidelines, is an essential part of Ambergris Caye's zoning plan. Its main aim is to provide practical sustainability recommendations for any new urban projects on the island.

These guidelines help ensure that future developments are eco-friendly, efficient in resource use, and built for long-term success. By following these guidelines, the zoning plan guides Ambergris Caye towards a more sustainable future, balancing growth with environmental protection. It's a pragmatic approach that helps the island deal with changing challenges while preserving its natural beauty and resources. The Sustainable Guidelines act as a practical roadmap for responsible and sustainable development that benefits both the community and the environment on Ambergris Caye.

This structured approach maintains an equilibrium between development and environmental conservation by establishing explicit regulations and procedures for property owners, developers, and the local community. Through ongoing public engagement and community input, zoning plans can ensure alignment with the collective vision for the area's future. Essentially, the structure of a zoning plan functions as a fundamental tool for fostering sustainable, organized, and responsible development, enhancing the quality of life for both residents and visitors in the long term.

#### 2.1. General Definitions

For the development of the Zoning Plan, different technical terms were considered, which are essential keys for the normative execution. In this section the definitions corresponding to each of the concepts mentioned in the document will be developed in order to understand in a transversal way each of the aspects and definitions that will be carried out in the Zoning Plan.

The following are the definitions of the different concepts that will be discussed in the document.





#### • Site Coverage:

Site coverage refers to the proportion of a piece of land or a property that is covered by buildings, structures, or other impermeable surfaces. It is typically expressed as a percentage and is a key factor in urban planning and zoning regulations.

#### • Setbacks:

The horizontal distance between the rear, front or side of a facade of a building and the boundary of the property, which, as a general rule, construction is not allowed.

#### • Building Heights:

Vertical distance measured on the front of the structure of a building from the ground level to the upper point of the structure, measured in stories.

#### • Building Stories:

Distinct level, either above or below other levels, within the structure.

#### • Density:

Measurement taken in inhabitants per square mile or inhabitants per acre. Urban density describes the degree of concentration or compactness of people or development in a city.

#### • Lots:

The undivided portion of land commonly associated with a single owner.

#### • Lot Area:

Lot area, also known as land area, refers to the total surface area of a piece of land or a parcel, typically measured in square units such as square meters, square feet, or acres. It represents the physical extent of the land and is a crucial factor in real estate, property development, and land use planning. Lot area determines the space available for construction, landscaping, and other purposes, and it often plays a significant role in zoning regulations and building codes.

#### • Floor Area Ratio:

The Floor Area Ratio (FAR), also known as Floor Space Index (FSI) or Floor Space Ratio (FSR), is the relationship between the total amount of usable floor area that a building has or has been permitted to have and the total area of the lot on which the building stands.

#### • Urban Morphology:

Is the study of urban forms and of the agents and processes responsible for their transformation over time. Urban form refers to the main physical elements that structure and shape the city including streets, squares (the public space), street blocks, plots, and buildings, among others.

#### • Roadway:

A roadway is a specialized part of a thoroughfare or public road designed and intended for vehicular traffic. It includes the surface on which vehicles travel, such as paved lanes or a designated area for vehicles.

#### • Bike Lane:

Bike lanes are designated lanes or portions of a roadway specifically reserved for bicyclists.

#### • Sidewalks:

Sidewalks are paved paths or walkways alongside roads, streets, or thoroughfares designed for pedestrians.





#### • Furniture and Vegetation Strip:

is a linear area or space located between lanes of traffic on a road or highway. This strip typically includes a combination of landscaping with trees, shrubs, or other vegetation, as well as features such as decorative elements, benches, lighting, signage, or other street furniture.

#### • Total Road Section:

The "total road section" encompasses the comprehensive cross-sectional design of a roadway, integrating various components to accommodate diverse modes of transportation and enhance urban amenities.

#### • Bike Paths:

Bike paths are dedicated routes or corridors specifically designed and constructed for the use of bicycles. These paths are separate from roadways used by motor vehicles and are intended to provide a safe and convenient environment for cyclists to travel.



#### 2.2. Land Classification

Land classification refers to the systematic categorization and organization of the territory based on various criteria, such as land use, environmental considerations, topography, and development potential. The primary goals of land classification include optimizing land use, promoting efficient infrastructure development, preserving natural resources, and fostering a balanced and sustainable urban environment.

For Ambergris Caye, the Zoning Plan establishes the following land classification:

Figure 2 - Land Classification Map



Source: IDOM, 2023

#### 2.2.1. Urban Land

This classification includes the developed or urbanized areas located in San Pedro Town. It hosts the highest population density as well as the most consolidated infrastructure. In Ambergris Caye, urban land classification includes the areas of San Pedro Town delimitated from San Mateo sector (north boundary) boundary to Mahogany Bay area in the south.

Specific regulations for urban land (uses and building standards) are established through Urban Zoning Units (UZU), which are detailed in section 3.1 of this document.

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#### 2.2.2. Development Land

Development Land refers to areas in the process of consolidation and with recent real estate dynamics, as well as sectors of the Island where it is feasible to establish urban developments without affecting Protected Areas. In Ambergris Caye, this land classification includes the touristic areas currently under development located in the East Coast, Secret Beach, and West San Pedro Lagoon, as well as the areas of Grand Belizean Estate and Tarpon Bay and Cayo Frances.

Specific regulations for development land (uses and building standards) are established through Touristic Development Zoning Units (TDZU) and Special Development Areas (SDA), which are detailed in sections 3.2 and 3.3 of this document.

#### 2.2.3. Rural Land

This land classification includes areas in Ambergris Caye which no urban development is allowed until the horizon year of the present Zoning Plan. Until 2045, these areas have a vocation directed towards environmental conservation and the development of ecotourism activities or those with a low impact on ecosystems, such as fishing or artisanal agriculture.

Notice: Parcels located in rural land may be able to apply to the Transitional Regulation established in section 3.6 of this document if they comply with the requirements of that transitional standard.

#### 2.2.4. Environmental Land

Environmental Land refers to areas that are primarily designated for the conservation, protection, and preservation of natural ecosystems, biodiversity, and environmental resources. These lands are set aside to maintain or restore ecological balance, promote sustainable practices, and safeguard habitats for native species. In this Zoning Plan, environmental land includes the National Protected Areas of Bacalar Chico and Hol Chan Marine Reserve as well as the water bodies and its protection strips.

The specific regulations for the parcels located in Environmental Land will be those determined by the management plans of Hol Chan Marine Reserve and Bacalar Chico National Park and Marine Reserve, as well as the current national environmental regulations such as National Protected Areas System Plan (NPAS).

#### 2.3. Territorial Systems

The efficient and sustainable development of any region hinges upon a comprehensive understanding and management of its territorial systems. In the context of our consultancy in Ambergris Caye, Belize, this chapter delves into the five key territorial systems vital for the island's progress: the Environmental System, Mobility System, Public Space & Facilities System, Public Services System, and Functional System. These systems collectively form the framework within which Ambergris Caye operates, serving as the foundational infrastructure for its continued growth and prosperity.

Understanding and optimizing these territorial systems is paramount, as they not only support the current needs of the island's community but also determine its future viability. This technical exploration will clarify the components, challenges, and opportunities within each of these systems, serving as a basis for subsequent recommendations and actions to be taken in the advancement of Ambergris Caye.





#### 2.3.1. Environmental System

The Environmental System of Ambergris Caye is of great relevance to the well-being of the island's inhabitants. This is since the Caye has natural structures such as mangroves and reefs that allow it to protect itself from natural threats and extreme hydrological conditions. Likewise, thanks to the magnitude of these ecological structures they have obtained worldwide recognition.

Therefore, through the classification and clear delimitation of this important environmental system, future urban developments and the densification of the urban area will be planned with the lowest impact on it, which will allow to maintain and conserve its ecological functions, contributing to the most attractive attribute of the territory.

#### 2.3.1.1. Caye Scale

At a national scale, the Caye contains natural endogenous ecosystems that are defined as of high environmental preservation. These protection areas include Hol Chan Marine Reserve and Bacalar Chico National Park. As it is established by the national regulation, these environmental protection areas forbid any type of use or construction inside these natural reserve zones.

On the other hand, there are high ecological value areas, which will allow access and a possible community utilization of this ecological areas for low impact activities. Even though these identified areas are not inside the national protection areas, they represent as well a relevant role for the Caye ecological value, so a medium level protection will be given to them. Uses like ecotourism, artesian fishing and passive water activities will be allow in this water corps.

Moreover, on the Caye coastline that embrace the Caribbean Sea, a shoreline protection strip of 50 ft. long is proposed to ensure the non-occupation of the coastline and beaches along the island. This strategy will help avoid erosion and apply other mitigation measures that are not nature-based solutions and end up damaging progressively the coastline.

Finally, a Mangrove protection strip will also be proposed to avoid deforestation of the local species and avoid the settlements of buildings or any other construction around lagoons and



wetlands. This green protection strip, as it shows in the following map, will have 50 ft. long from the lagoons shore, guaranteeing enough space for mangroves to grow and live.





Source: IDOM 2023

#### 2.3.1.2. Urban Scale

At an urban scale, there is more detail in the scope of the environmental space that is immersed in the urban area of San Pedro. The protection strip in the mangrove and the coastline will provide a natural barrier for the urban footprint to keep away from these ecological structures nevertheless the buildings and houses nearby these areas will have to adopt some measures against climate risks, such as floods and erosion.

One of the principal risk mitigation measures in urban areas is the stilt construction system for light buildings and houses. This system allows light constructions to rise from the ground avoiding flooding, landslides, and possible damages due to erosion. Moreover, other risk mitigation measure is to use strong materials for first and second stories when the building cannot be elevated from the ground, this will guarantee stability in case of erosion, floods, and mass movement. However, it is highly recommended to use local materials for building construction since it guarantees a lower carbon footprint on the construction process.

Finally, when it comes to the protection the ecological structures near the urban area, it necessary to guarantee the right disposal of wastewater, which can be permeating clean water lagoons and damaging natural ecosystems that also serve for human use in the island.







Figure 4 Environmental system in the Urban scale

Source: IDOM 2023

#### 2.3.2. Mobility System

Ambergris Caye's mobility system is an essential component of its infrastructure, as it is the lifeblood of the island's transportation and connectivity. The need for an efficient mobility system arises from the island's unique geography and its growing importance as a tourist destination. This document outlines the mobility system at two distinct scales: the scale of the Caye and the Urban scale of San Pedro. The objective is to comprehensively address the existing mobility infrastructure and the developments proposed by the consultancy.

#### 2.3.2.1. <u>Caye Scale</u>

At the island-wide scale, a primary artery (Road 1), traverses Ambergris Caye from the southern tip to the northern end. This main road plays a pivotal role in connecting the various settlements, including San Pedro. Although there are some sections of this road that are not paved or in a poor condition, the proposal is to pave the entire Road 1 and implement road profiles consistent with the requirements of a quality mobility system.

Recognizing the appeal of eco-friendly transportation, a 26-mile system of bicycle lanes is proposed to circumnavigate the island. This initiative aligns with sustainability efforts and promotes a healthier lifestyle, reducing the island's carbon footprint.

Furthermore, the San Pedro airport, pivotal for domestic and international travel, forms a critical node within the island-wide mobility system. With tourism as one of the primary

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economic drivers, the presence of tourist marinas, also integrated into this system, further underscores the significance of a comprehensive mobility network.





Source: IDOM, 2023

#### 2.3.2.2. Urban Scale

Within the urban center of San Pedro, the mobility system takes a more peculiar form. Road 2 acts as the main urban connection road, running through the most relevant connections of the foundational center. Road 3, the beachfront road, runs parallel to the downtown promenade, providing access to the coastal attractions. Several central local roads, referred to as Road 4, have narrower sections and are often shared with vehicles, underscoring the need for traffic management and pedestrian safety.

In addition to vehicle and bicycle lanes, a pedestrian system is proposed along the beachfront, spanning approximately half a mile. This system encourages pedestrian traffic and access to the stores lining Barrier Reef Road, contributing to a vibrant and dynamic downtown.



#### Figure 6 - Mobility System, Urban Scale



Source: IDOM, 2023

The motivation for enhancing the mobility system in Ambergris Caye is multifaceted. The island's surging popularity as a tourist destination has intensified the demands on its infrastructure. Road 1, the island's primary thoroughfare, is increasingly congested, hindering the movement of both residents and tourists. This congestion not only impacts the quality of life but also the overall economic productivity of the island. Moreover, the narrow sections of Road 4 and the absence of designated pedestrian pathways pose safety concerns, necessitating immediate attention.

The proposed mobility improvements are poised to transform Ambergris Caye into a more accessible, sustainable, and safe destination. The construction of bike lanes, pedestrian walkways and optimization of the existing road network will ensure the island's ability to meet the changing mobility needs of its population and visitors. On the other hand, the generation of sidewalks and corresponding road profiles will be developed in the resizing of roads and the necessary requirements to provide adequate accessibility for people with reduced mobility. These improvements should also catalyze economic growth, as tourists and residents alike will enjoy a smoother and more pleasant experience on the island.

#### 2.3.3. Public Space & Facilities System

This system aims to generate a network of spaces that improve the quality of life of the inhabitants of the Ambergris Caye. These services, both existing and proposed, aim, through green areas, recreation, and retrieval of basic and secondary needs, to supply wellbeing spaces not only for the urban area but also of the new developments that will grow along the Caye, addressing these anthropogenic loads differently.

#### 2.3.3.1. Caye Scale

At a regional level, the system of public spaces and facilities will cover urban areas that are already consolidated as well as areas that are still under a development process. For this second group, the developing areas, the public space, and facilities system will be built under a management tool to guarantee the adequate coverage of the territories population density.





This development tool will work under percentages, meaning that the public spaces and facilities will correspond to a specific portion of the occupancy of the territory. The system will occupy the 10 or 20% of the urbanized territory through services and open green space for people to enjoy, instead of occupying these areas for more buildings or other type of uses.



Figure 7 - Public Space and Facilities system in the Caye Scale

Source: IDOM 2023.



At an urban scale, identifying the existing public spaces and the facilities that still offer a service or an activity for the community will be the first step to recover and include them into the system. Moreover, according to the diagnosis previously done, there are some indicative areas where new public spaces and facilities could take place and enlarge the service and open green spaces network. It is relevant to clarify that the spaces and buildings that work today as a facility will mandatorily maintain its role as a public service building and will not change for a private use.

The system of existing and proposed public spaces and facilities will be net by green corridors along the wider streets of San Pedro urban center. This corridor will not only connect the services and green spaces offered for people but will also create a more comfortable transition





space between them. Treen, vegetation as well as urban furniture will be included in this public space for sustainable transportation around the public space and facilities system.





Source: IDOM 2023.

#### 2.3.4. Public Services System

To guarantee appropriate living conditions for the population of Ambergris Caye, a basic public service system must be provided throughout the territory to be inhabited. This system is made up of sewage, electricity, drinking water and solid waste management at both the regional and urban scales.

#### 2.3.4.1. Caye Scale

Currently, it is identified that the Caye has covered 20% of the territory with a treatment for residual water from the 20% of network coverage of the sewage system and around 73% coverage of drinking water through a network of an aqueduct system.

It is important to clarify that, for the electricity, education and waste management systems, although it is true and in the carrying capacity analysis optimal values were obtained for the coverage of these systems, it is important to take into account that there are no official or measured values for these services, and therefore this information should be analyzed on the basis of these difficulties for the growth projection of the Caye.

Therefore, it is important to emphasize the basic and essential need to expand the potable water, sewage, electricity, and waste management systems prior to urban development in





these areas. The lack of planning in the expansion of these basic services could generate considerable public health problems, as well as important economic and social losses that will lead to a general dissatisfaction with the lifestyle in the Caye.

Therefore, it is very important that before planning the areas that have been earmarked for urban development, the expansion of these basic public services should be planned in advance using the tool that has been shared and generated through this consultancy (basic carrying capacity model) and that decision-makers can plan their territory in an informed manner, making the decision of allowing or not, a land for urban development based on the analysis of this tool.

Thus, the next map shows the basic coverage of the public service system at a regional level that must be built before urban settlements will develop in the territory.



Figure 9 Map of the projected Public Service systems at the Caye scale

#### 2.3.4.2. Urban Scale

For the urban scale, the public service system is partially working in some areas. However, there are still urban neighborhoods that have been developed without any previous basic system network and today they count with temporary solutions as permanent measures for the provision of basic services. It is necessary to identify the urban areas that are still lacking electricity, sewage, potable water, and waste management systems.





As a result of this absence of a proper management of the sewage systems, the urban areas have been suffering from floods and poor solid waste and wastewater disposals. It is relevant to emphasize that the poor disposal of wastewater generates nitrification processes on the ecosystems, which leads to excessive plant growth and therefore the reduction of available oxygen in it and the final degradation of the natural ecosystem of the Caye, also improves the sargassum production.

In the following map it is shown the networks that must cover the urban territory that can guarantee a good quality of life for the inhabitants who live there.

langertes (vater & severe)

Figure 10 Map of projected public services system at the urban scale.

Source: IDOM 2023

#### 2.3.5. Functional System

The functional system involves carefully organizing and regulating the use of land and the construction of buildings to achieve a sustainable and well-planed environment. For the Ambergris Caye Zoning Plan, this system is focused on the following topics:

• Land Use Regulations: Establishing different sectors in the territory for various purposes, such as residential, commercial, industrial, and recreational. This helps to prevent incompatible land uses from coexisting and ensures that areas are developed in a way that aligns with the overall vision for the community.



• **Building Standards and Codes:** Implementing regulations that govern the design, construction, and maintenance of buildings. This includes guidelines for safety, inclusion, and sustainability. Building standards aim to create a cohesive and resilient built environment while ensuring the well-being of the residents and visitants.

The following figure shows the components of the Functional System in the present Zoning Plan:





Source: IDOM, 2023



# ZONING UNITS AND SPECIAL DEVELOPMENT AREAS







# **3. Zoning Units & Special Development Areas**

This section will develop the functional system proposed in the Zoning Plan, which is structured based on the Urban Zoning Units (UZU), Touristic Development Zoning Units (TDZU), and the Special Development Areas. In these cases, specific regulations are established regarding land use and buildability standards, which determine:

- Land use regulations (permitted and limited).
- Lot coverage
- Setbacks (Front, side, and rear)
- Maximum heights

For the TDZU and Special Development Areas, guidelines for urban development are established in terms of urban planning assignments, road network configuration, general building standards and sustainability guidelines, which are described in greater detail in Chapter 4 of this document.

#### 3.1. Land uses

This Plan determines for each zoning unit (UZU, TDZU and SDA) the land use regime in accordance with its development restrictions. This includes a system of regulations (whether the use is permitted, limited, or forbidden), as well as different groups of uses according to the development vocation.

#### 3.1.1. Land Use regulations

#### • Permitted Land Uses

It refers to the specific types of activities, developments, or purposes that are legally permitted within a designated area of land, as defined by local zoning regulations, land use plans, or other governing authorities. These regulations specify the range of activities and structures that can be established on a given parcel of land.

#### • Restricted Land Uses.

Restricted land uses refer to specific types of activities or developments permitted on a parcel of land but subject to various constraints and restrictions set by local zoning regulations or land use policies. These restrictions may encompass factors like density, operating hours, environmental impact, size and scale, noise, and emissions. The purpose of limiting these land uses is to strike a balance between landowner rights and the broader interests of the community, including protecting the environment, ensuring public safety, and maintaining the character and quality of the area.

Restricted land uses allow for certain activities while imposing additional regulations to prevent potential negative impacts or conflicts with surrounding land uses and the overall goals of urban planning and development. Its important to clarify that the uses indicated as restricted may be developed on the condition of fulfilling special measures that mitigate the impacts on the environment and mobility such as:

- Traffic management and access from main roads.
- Location of parking spaces.
- Mitigation of noise and pollution





#### • Prohibited Land Uses

It refers to specific types of activities, developments, or purposes that are explicitly prohibited or banned on a parcel of land according to local zoning regulations, land use plans, or other governing authorities. These prohibitions are put in place to safeguard the community, protect the environment, and ensure that land is used in ways that align with the established urban planning and development goals and needs. Activities that are considered detrimental, unsafe, or incompatible with the surrounding land uses or the intended character of the area are typically listed as forbidden land uses in zoning codes.

For all zoning units, the land uses that are not explicitly indicated as Permitted or Limited are considered Forbidden.

#### 3.1.2. Land use groups

#### • Housing (H)

This group refers to the primary purpose of providing housing and accommodation for individuals, families, and communities. Housing land use can be developed in the following:

Land Use Group	Name	Description
H1	Single-family housing	Architectural unit designed and built to accommodate only one family group.
H2	Multi-family housing	Architectural unit designed and built to accommodate more than two family groups in segregated housing units.
НЗ	Vacation housing	Accommodation facilities, such as rental properties, vacation homes, or timeshares, that are specifically designed and used for short-term or seasonal stays by individuals or families on vacation.

#### Table 1 - Land Use - Housing

Source: IDOM, 2023

#### • Retail (R)

It refers to the commercial activities and spaces within urban areas where goods and services are bought and sold to serve the local population. Retail in urbanism encompasses a wide range of businesses, including shops, markets, and malls, contributing to the vitality and character of urban environments.

#### Table 2 - Land Use - Retail

Land Use Group	Name	Description
R1	Local Scale Retail	Local scale retail refers to small businesses that primarily serve the immediate needs of a specific neighborhood, offering goods and services for day-to-day consumption. This group includes pharmacies, minimarkets, sports, and souvenirs stores, among others.



R2 Urban Scale Retail and commercial spaces located within urban areas, serving a broader and often regional or city-wide customer base. For example: shopping malls, supermarkets, wholesales stores, among others.
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Source: IDOM, 2023

#### • Services (S)

Services include the amenities which are provided to meet the needs of the residents and businesses in a territory. Services play a crucial role in shaping the land use patterns and overall functionality of an urban area.

Table 3 -	Land	Use -	Services
-----------	------	-------	----------

Land Use Group	Name	Description	
S1	Services and Offices	These are places of work where administrative, professional, and knowledge-based activities take place. There are also, businesses that provide services to the public, such as banks, ATM, Real Estate Agencies, Communications Services, among others.	
S2	Food Establishments	This category includes restaurants, cafes, food markets, and other culinary businesses. Bars and places of alcohol consumption are not part of this land use group and are classified in category T4.	

Source: IDOM, 2023

#### • Tourism (T)

The category of Tourism involves hotels, resorts, services, and recreational offerings that shape the visitor experience and contribute to the Island's identity and economy.

Table 4 -	Land	Use -	Tourism

Land Use Group	Name	Description
T1	Hotels and Hostels	Hostels and hotels are accommodations that provide lodging needs of visitors and tourists. These establishments must have official hotel registration and must be developed in buildings equipped for this use.
T2	Resorts	Resorts are coastal leisure destinations, which provide seaside accommodations, water-based activities, and relaxation amenities.
тз	Tourism Services	Tourism services encompass a range of offerings such as car rentals, spas, and tourism agencies, catering to the needs and experiences of travelers.
Т4	Recreation and Leisure	Recreational and leisure infrastructures include theaters, cinemas, casinos, and entertainment facilities such as bars and discotheques.



The development of T4 land uses requires prior mitigation of environmental and traffic impacts. Casinos, bars, and discotheques cannot be located near to primary or high schools, hospitals, and medical centers.

#### • Facilities (F)

Facilities include the infrastructure and amenities within urban areas that support basic needs and activities of the population. These can include public and private spaces, buildings, and special utilities.

#### Table 5 - Land Use - Facilities

Land Use Group	Name	Description	
F1	Local Facilities	Local facilities include nurseries, kindergartens, physician offices, and others, are characterized by their low urban impact and sustainable attributes within the neighborhood's infrastructure. Urban scale facilities include public administration institutions, healthcare centers, schools, high schools, universities, libraries, museums, among others.	
F2	Urban Scale Facilities		
F3	Regional Scale Facilities	Regional scale facilities, such as ports, airports, and defense complexes, serve as crucial connections to the broader region, influencing urban development, transportation, and economic activity.	

Source: IDOM, 2023

The development of land uses in F2 and F3 groups requires the previous mitigation of environmental and traffic impacts.

#### • Industrial and Logistics (I)

This group relates to manufacturing, production, and industrial activities, which can be placed in urban or development areas. Industries may include manufacturing plants, factories, and facilities involved in production and processing of goods.

Table 6 - Land Use - In	dustrial and	Logistics
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Land Use Group	Name	Description
11	Warehouses and Logistics	Warehouses and logistics infrastructure serve as distribution centers for goods, managing supply chains, and influencing transportation and land use planning.
I2 Gas Stations		Gas stations are facilities that sells fuel and other automotive products to the public. The primary purpose of a gas station is to provide fuel for vehicles, such as gasoline (petrol) and diesel.

Source: IDOM, 2023

The development of land uses in 11 and 12 groups requires the previous mitigation of environmental and traffic impacts.

## IDOM



#### Figure 12 - Land Use groups summary chart

	HOUSING (H)	RETAIL (R)	SERVICES (S)	
	H1 – Single-family Housing	R1 – Local scale retail Low-impact commerce: minimarkets, pharmacies, boutiques, sports and couvoriestoros, bardwara	<b>S1 – Services and offices</b> This group includes: Banks, ATM, real estate agencies, communications services, professional offices and others similar.	
	H2 – Multi-family Housing	stores and others similar.		
	H3 – Vacational Housing	R2 – Urban scale ratail High-impact commerce: Supermarkets, shopping malls, wholesales stores and others similar.	<b>S2 – Food establishments</b> This group includes: restaurants and cafes, ice cream parlors, bakeries and others similar.	
	TOURISM (T)	FACILITIES (F)	INDUSTRIAL (I)	
	T1 – Hotels and hostels	F1 – Local facilities This group includes low- impact facilities such as: nurseries kindergartens		
	T2 – Resorts	physician offices and others similar	I1 – Warehouses and logistics	
	<b>T3 – Tourism services</b> Businesses specialized in tourist services: Car rental, tourism agencies, spa, among others similar.	F2 – Urban scale facilities This group includes: Public administration, hospitals and private clinics, primary and high schools, universities, libraries and museums worship venues, fire stations, police stations, sports venues and others similar.	inis land use group includes private and public industrial warehouses, storage centers and distribution centers.	
	T4 – Recreation and leisure This group includes high- impact tourist services like: theatres and cinemas, casinos and game venues, bars and game venues, amusement parks and others similar.	F3 – Regional scale facilities This group includes: Passenger ports, marinas, cargo ports, airports, defense and security complexes and others similar.	l2 – Gas stations	

#### AND USE REGULATIONS



Source: IDOM, 2023



#### **3.2.** Urban Zoning Units (UZU)

Urban Zoning Units are the basic planning sectors established for the urban land of Ambergris Caye. These zoning units have been delineated based on shared characteristics, encompassing both buildability and land use. The primary objective of this zoning division is to establish uniformity within distinct sectors and facilitate the effective enforcement of regulations for each unit. Furthermore, each of these units comprises internal subdivisions to address more detailed zoning requirements. This chapter offers a technical definition of these Urban Zoning Units, focusing on their composition, regulatory framework, and the rationale behind their formation.

It is important to clarify that the current San Pedro Airport land is classified as a Special Development Area and its development conditions are specified in Chapter 3.3.

#### 3.2.1. Criteria for delimitation of Urban Zoning Units

The delimitation of the UZUs follows the considerations analyzed below, in order to establish planning sectors in a coherent approach:

#### • Predominant land uses

Based on the information analyzed in the previous phases, the study determined the areas with a prevalent and distinctive land vocation, according to the economic activities developed in the territory. Therefore, areas with a predominantly residential, tourist, industrial or mixed vocation were established.

#### • Urban and architectural typologies

The study of Homogeneous Units developed in the diagnostic phase established sectors with urban and architectural developments, which share similar characteristics regarding construction typologies, urban morphology, construction materials and building heights. This classification is used as a key determinant for the establishment of the UZUs.

#### • Geographical boundaries and administrative division

For the delimitation of the UZUs, natural and built border elements were taken into consideration, such as landscape elements (coasts, lagoons, rivers, etc.) and main roads that delimit urban sectors. The study also considered the administrative division of the urban area into neighborhoods, which, although they do not have official boundaries, they constitute identifiable urban units by the population (for example: San Mateo and San Pedrito).

The Urban Zoning Units (UZU) established in accordance with the above parameters are listed below:



#### Table 7 - List of Urban Zoning Units (UZU)

ID	NAME	AREA (acres)	LIMITS
UZU 1	San Mateo	53.45	North: 1983013.28 South: 1982327.02 East: 398668.42 West: 397946.01
UZU 2	San Juan	36.23	North: 1982641.47 South: 1981654.28 East: 398586.59 West: 398062.81
UZU 3	Boca del Río	23.4	North: 1982639.01 South: 1981655.88 East: 398676.9 West: 398239.57
UZU 4	Central San Pedro	36.97	North: 1981707.2 South: 1981161.57 East: 398327.1 West: 397734.82
UZU 5	San Pedrito	50.97	North: 1981524.77 South: 1980520.14 East: 397796.54 West: 396531.69
UZU 6	South San Pedro	268.59	North: 1981100.79 South: 1978928.74 East: 397745.07 West: 395789.51
UZU 7	South Waterfront	85.27	North: 1981229.18 South: 1978842.11 East: 397980.08 West: 396447.03
UZU 8	San Pedro Port	107.57	North: 1980070.19 South: 1979206.2 East: 396036.86 West: 394428.83
UZU 9	Mahogany Bay	203.45	North: 1979536.62 South: 1978473.93 East: 396301.7 West: 395198.21

Source: IDOM, 2023


### Figure 13 - Urban Zoning Units (UZU) Map



Source: IDOM, 2023

### 3.2.2. Zoning sub-sectors

For each of the UZUs the Plan establishes zoning sub-sectors, which determine the main vocation of the land uses to be developed. These are described below:

### Residential

This sub-sector refers to areas where the predominant vocation of the land is housing. In these zones, the development of complementary uses to housing is allowed, considering their compatibility, avoiding land uses with a high impact on the environment and the urban quality.

### • Mixed Use

It belongs to the sectors that seek to consolidate the mixture of uses, creating areas with a multiple vocation, through the development of residential, commercial, and service areas, generating in this way the activation of urban environments and encouraging economic dynamization. The mixed-use sub-sectors are proposed on the influence corridors of the main road network, as well as in areas where potential local scale centralities are identified.

### • Mixed Use Central

This sub-sector belongs to the zone that serves as the main centrality in the urban area of San Centro. In this sub-sector a high diversity of land uses is developed, concentrating a wide range





of commercial, financial, business, and tourism services, making it the most important economic center on the Island.

### • Tourism

This corresponds to areas where the main land use is oriented towards the development of tourist services and visitor accommodation (hotels, resorts, hostels, among others). This subsector is located on the eastern waterfront of San Pedro Town, and it allows the development of complementary uses that support tourism activities and generate integral urban zones.

### • Industrial and Logistics

This sub-sector comprises the logistic and industrial core of southern San Pedro, located near the current cargo port. The purpose of this zone is to consolidate the development of land uses oriented to industry (workshops, warehouses, and specialized facilities), as well as cargo transportation. In this area the development of new housing is restricted, allowing only the permanence of existing housing.

### Figure 14 - Zoning Sub-sectors



Source: IDOM, 2023

The following are the different normative cards made in detail for the regulation of each one of the Urban Zoning Units (UZU).



**IDB** 

### Table 8 - Regulatory standards for UZU 1 - San Mateo

# UZU 1 (1A) (1B)

### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

				LAND	D USES								
		SUB	-SECTO	R 1A			SUB	-SECTO	R 1B				
		RE	SIDENT	IAL			Μ	IXED-U	SE				
ALLOWED	H1	H2	R1	F1		H1	H2	R1	S1	S2			
USES						Т3							
	Ш2	C1	60			112	<b>D</b> 2	<b>T</b> 4	T4	14			
	пз	51	52				R2		14	11			
USES						12	F2						
All land uses that are not explicitly marked as allowed or limited are considered <b>Forbidden.</b>													
BUILDING STANDARDS													
LOT COVERAGE			60%					60%					
	Fron	it		10 ft		Fron	t		10 ft				
SETBACKS	Side	e		5 ft		Side			10 ft 8 ft 20 ft				
	Rea	r	-	15 ft		Rear		4	10 ft 8 ft 20 ft es High				
MAX. HEIGHTS		2 S	tories H	igh			3 S <sup>.</sup>	tories H	igh				
URBAN MODEL TYPE	15.00	100.07		agt S	1 1000-	20.00	00 10 00	8.00-	90.00	2.05			

CANINATEO

### Table 9 - Regulatory standards for UZU 2 - San Juan

### UZU 2



### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

### SAN JUAN

				LAN	D USE	S						
		SUB-	SECTOR	2A		S SUB-SECTOR 2B MIXED-USE H1 H2 R1 S1 S2 T1 T3 $-$ H3 R2 T4 I1 F2 d or limited are considered Forbidden. DARDS 60% Front 10 ft Side 5 ft Rear 15 ft 3 Stories High						
		RES	IDENTI	AL			MIX	KED-US	E			
ALLOWED	H1	H2	R1	F1		H1	H2	R1	S1	S2		
USES						T1	Т3					
							-					
LIMITED USES	H3	S1	\$2			H3	R2	T4	11	F2		
All land uses <sup>.</sup>	that are i	not expl	icitly ma	rked as	allowe	d or limited	d are cor	nsiderec	Forbid	den.		
			BUI	LDING	STAN	DARDS						
LOT COVERAGE			60%					60%				
	Fron	t		7 ft		Front			10 ft			
SETBACKS	Side	è	1	5 ft		Side			5 ft			
	Rear	r	1	0 ft		Rear			15 ft			
MAX.		2 St	ories Hi	ah			3 Sto	ories Hi	CTOR 2B D-USE R1 S1 S2 T4 I1 F2 dered Forbidden. 0% 10 ft 5 ft 15 ft es High			
HEIGHTS		2.00	ones m	911			0.010		911			
URBAN MODEL TYPE	10.00	B0.07	7.02	0.0	40 <sup>2</sup>	- 15.00	75.00	13.00 6.00	60.00			

### Table 10 - Regulatory standards for UZU 3 - Boca del Río

### UZU 3



### **Regulatory notes:**

- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

### **BOCA DEL RÍO**

		SUB	-SECTOR	2 3 A			SUB-S	ECTOR	3B					
		MIXE	DTOUR	RISM			MIX	ED-US	E					
ALLOWED	H1	R1	S1	S2	T1	H1	H2	R1	S1	S2				
USES	T2	T3	F1			T1	F1							
LIMITED	H1	H2	R2	T4	F2	H3	R2	Т3	T4	11				
USES						F2								
All land uses t	that are	at are not explicitly marked as allowed or limited are considered <b>Forbidden.</b>												
	BUILDING STANDARDS													
LOT	50% 50%													
COVERAGE			30%					30%						
	Fron	it	15 ft From			Front			10 ft					
SETBACKS	Side	è		5 ft		Side			CTOR 3B D-USE R1 S1 3 T3 T4 Sidered Forbidde 50% 10 ft 5 ft 15 ft 15 ft 15 ft 15 ft 15 ft 15 ft 5 orbidde	5 ft 5 ft				
	Rea	r	1	5 ft		Rear			15 ft					
	•	Lots	on the	beachf	ront: 4	Stories H	ligh, wit	h a fror	nt setba	ck of				
MAX.			1/3	of the	buildir	na depth a	on the f	ourth st	ory.					
HEIGHTS				• (	Other I	ots: 3 Sto	ries Hiq	h	5					
							<u> </u>							
								$\frown$						
				$\geq$										
URBAN								$\searrow$						
MODEL			$\searrow$			15.00		V						
TYPE	15.00	$\sim$	$\sim$		- too					500 <sup>t</sup>				
		75.00'	$\searrow$		4	/"	75.00	$\searrow$	50.0	0				
				50.00				10.00	1000 1000	-				
			~	,				~*						

**IDB** 

### Table 11 - Regulatory standards for UZU 4 - Central San Pedro

### UZU 4



### **Regulatory notes:**

- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

CENTRAL	SAN P	EDRO										
				LAND	USES							
				S	UB-SE	CTOR 4A						
		MIX	ED CO	MMER	CE & S	SERVICE	S FO	R TOURISI	N			
ALLOWED	H2	R1	S1	S2	T1	Т3	11	F1				
USES												
	LI1	ЦЭ	<b>D</b> 2	T4	12	FO	ГЭ					
	HI	H3	R2	14	12	F2	F3					
		at avalia	ار مورد با		المسمط	o v livo ito v			Coubid.			
III land uses that are not explicitly marked as allowed or limited are considered <b>Forbidden.</b>												
		Car	BUILI			ARDS		la a la ta al				
TTPOLOGY		Continuous Isolated										
	70%											
COVERAGE	Frank	Front 7.6 Front 7.6										
		L					11		/ IL F &			
SETBACKS	Side	·		N/A		Side	e	 ۱۵ ۴				
	Rear			20 ft		Rea	r		2 ft			
MAX.	4 Storie	es High	, with a	front s	etback	of 1/3 c	of the	building d	epth o	n the		
HEIGHTS					fourth	n story						
URBAN				1/3					1/3			
MODEL TYPE	20.00	90.00	7.00	40.00		12.00	90.00'	The	50.00	\$00,		

### Table 12 - Regulatory standards for UZU 5 - San Pedrito

### UZU 5 (5A) 5B **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

SAN P	EDRIT	0										
				LAND	USES							
		SUB-	SECTOR	R 5A			SUB-S	SECTOR	5B			
		RES	IDENTI	AL			MIX	ED-US	E			
PERMITTED	H1	H2	R1	F1		H1	H2	R1	S1	S2		
USES						Т3						
				•	1							
RESTRECTED	H3	S1	S2			H3	R2	T1	Т3	1		
USES						12	F2					
All land uses th	at are no	ot explic	itly mark	ked as a	llowed	or limited	are con	sidered	Forbide	den.		
			BUILI	DING S	TAND	ARDS						
LOT		60%										
COVERAGE			0070			60%						
	Fron	it	1	0 ft		Front	:		5 ft			
SETBACKS	Side	*		5 ft		Side			5 ft			
	Rea	r	1	5 ft		Rear		1	10 ft			
MAX.		2 St	orios Hi	iah			3 Sto	orias Hi	h			
HEIGHTS		2 51	ones m	ign			0.510		gn			
URBAN MODEL TYPE	- isor	75.80	7000	50.00	407	-1000	50.00	550 100	39.00	444		

**IDB** 

### Table 13 - Regulatory standards for UZU 6 - South San Pedro

### UZU 6



### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

SOUTH SA	N PE	DRO										
				LAND	USES							
		SUI RE	B-SECTO	R 6A IAL			SUB-S MIX	SECTOR	6B E			
PERMITTED	H1	H2	R1	F1		H1	H2	R1	S1	S2		
USES						T1	Т3					
DECEDENTED	112	C1	60	БО	<b>T</b> 4	112	<b>D</b> 2	TA	14	10		
USES	пэ	51	52	F2	11	F2	F4	14	- 11	12		
All land uses that	are not	explic	itly marke	ed as all	owed o	r limited a	re cons	idered <b>F</b>	lered <b>Forbidder</b> 50% 10 ft 10 ft 20 ft gh, with a front 3 of the buildin			
		схрис	BUILD	DING S	TAND							
LOT COVERAGE			50%					60%				
	Fror	nt		10 ft		Front		1	10 ft 10 ft			
SETBACKS	Side	Э		5 ft		Side		1	0 ft			
	Rea	r	4	20 ft		Rear		2	0% 10 ft 10 ft 20 ft yh, with a front			
MAX. HEIGHTS		3 9	Stories H	ligh		4 St setba dej	ories H Ick of 1 oth on	ligh, wit /3 of the the four	h a fror e buildi th story	it ng /		
URBAN MODEL TYPE	- 20.00	75.00		40	55.00	- 20.00	2000	Tige of the second seco	R1   S1     T4   I1     Intered     S0%     10 ft     30%     10 ft     20 ft     gh, with a front     3 of the building     be fourth story			

### Table 14 - Regulatory standards for UZU 7 - South Waterfront

UZU 7	
	Р
	RE
	Al
~~~~ (7A)	
	SE
Regulatory notes:	N
<ul> <li>Parking areas shall be guaranteed inside the parcels.</li> </ul>	

	•	•	•		
•	Limited land us	ses must secure mit	tigation of environ	nmental and traffic impacts	
	prior to develo	pment in the area.			

• New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

SOUTH W	ATERFRON	IT .											
				LAND	USES								
					SUB-SEC	TOR 7A							
					MIXED TO	DURISM							
PERMITTED	H3	R1	S1	S2	T1	T2	T3	F1					
USES													
									1 1				
RESTRECTED	H1	H2	R2	T4	F2	F4							
USES					1								
All land uses that	are not ex	plicitly m	harked as	allowed	or limited	d are cons	idered FC	rbidden	•				
	E         ≤ 15.000 sqft         ≥ 15.000 sqft												
	≤ 15.000 sqtt ≥ 15.000 sqtt												
COVERAGE	60% 6%												
COVENAGE	Front			15 ft		Front	[	30	ft				
				10 10		110110		*10-2	20 ft				
SETBACKS	Side			10 ft		Side	*10 ft o	nly if the	max High	ht is of			
							2 storie	s	5				
	Rear			20 ft		Rear		40	ft				
MAX.	4 Stories	s High, w	ith a fron	nt setback	k of 1/3		4 Stories High						
HEIGHTS	of the b	uilding o	lepth on	the fourt	h story		4 Stories High						
URBAN MODEL TYPE	- 2017	isar	isg	1/3 9.00 <sup>-</sup>	and the second se	and the second s	an and a second s		in a	a start			

117118

### Table 15 - Regulatory standards for UZU 8 - San Pedro Port

8B
<u>8</u> A

### **Regulatory notes:**

- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

SAN PEC	DRO PO	RT									
				LAND	USES						
		SUB-: MI	SECTOR	8A E		INE	SUB-S OUSTRY	ECTOR	8B SISTICS	5	
PERMITTED	H1	H2	R1	S1	S2	R1	S1	F3	F4	11	
USES	T1	Т3	F1			12					
RESTRECTED	H3	R2	T4	1	12	R2	S2	F3			
USES	F2	F4									
All land uses th	at are not	explici	tly marke	ed as all	lowed c	or limited a	re consi	dered <b>F</b>	orbidd	en.	
			BUILD	ING S	TANDA	ARDS					
LOT COVERAGE			60%					70%			
	Front	t	1	10 ft		Front		2	:0 ft		
ETBACKS	Side			5 ft		Side		1	0 ft		
	Rear		2	20 ft		Rear 30			30 ft		
MAX. HEIGHTS		3 Ste	ories Hig	gh		4	Stories	or 50 ft	High		
URBAN MODEL TYPE	20.05	90.07	10.07	yasti		20.00	00.07	2007 43	9.85	ų,b,	



### Table 16 - Regulatory standards for UZU 9 - Mahogany Bay

# UZU 9 (9A) (9B)

### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses must secure mitigation of environmental and traffic impacts prior to development in the area.
- New buildings shall apply bioclimatic criteria established in section 4.1 of the document.

	M	AHOO	GANY B	BAY								
				LAND	USES							
		SU RI	B-SECTO	OR 9A FIAI			SUB-	SECTOR	9B F			
PERMITTED	H1	H2	H3	R1	S1	H1	H2	H3	– R1	S1		
USES	Т3	F1				S2	T1	Т3	F1			
RESTRECTED	S2	F4				R2	T4	1	F2	F4		
USES	at are n	ot expli	ritly mark	ed as alle	wed or l	imited are	consi	rbidde	n			
			BUIL	DING ST		RDS	CONSI		- Diadac			
LOT COVERAGE			60%			60%						
	Front 7 ft Fr							1	0 ft			
SETBACKS	Sid	le		5 ft		Side		1	0 ft			
	Rea	ar		10 ft		Rear		15 ft				
MAX. HEIGHTS		2	Stories H	ligh			4 St	10 ft 10 ft 15 ft cories High				
URBAN MODEL TYPE	13.00	75.00	Tioop	200	80 200	15.00	TE A	Ling.	199.05	laad		



### **3.3.** Touristic Development Zoning Units (TDZU)

The Touristic Development Zoning Units or TDZU are planning sectors located in Development Land and which main use is oriented towards tourist developments. These are areas of the Island in the process of consolidation, where real estate dynamics have promoted the construction of hotel complexes, resorts, and vacation housing, taking advantage of their location on the coastline or their proximity to the Island's inland lagoons. However, it is important to point out that most of these areas do not have road infrastructure and an efficient public services network, which is why, through the TDZU, an integral and sustainable consolidation process is sought.

Similar to the Urban Zoning Units (UZU), the TDZUs determine the classification of uses applicable to each zone, as well as the basic building standards. Although the main vocation of these zones is tourism development, complementary uses such as housing and retail are allowed in all TDZUs, in order to generate mixed and active zones, bringing the supply of basic services and stores closer to the tourist areas. In this way, the following TDZU are established:

ID	NAME	AREA (acres)	LIMITS
TDZU 1	Southeast Coast	156.1	North: 1978963,81 South: 1976501,06 East: 396587,3 West: 391822,66
TDZU 2	East Coast	307.5	North: 1987486.18 South: 1982611.29 East: 401902.11 West: 398416.57
TDZU 3	Northeast Coast	340,5	North: 1992056,66 South: 1987395,74 East: 403887 West: 401566,13
TDZU 4	Cayo Frances	213,3	North: 1994797,6 South: 1991935,53 East: 405418,51 West: 403558,27
TDZU 5	Bacalar Chico	761	North: 2002344,1 South: 1994728,26 East: 409255,12 West: 405074,51
TDZU 6	Secret Beach - Grand Belizean Estates	130,6	North: 1988959,39 South: 1986693,18 East: 397926,19 West: 396898,51
TDZU 7	West San Pedro lagoon	44,7	North: 1983613,03 South: 1982499,95 East: 397204,99 West: 396434,96

### Table 17 - List of Touristic Development Zoning Units (TDZU)

Source: IDOM, 2023





Figure 15 - Touristic Development Zoning Units (TDZU) Map

Source: IDOM, 2023

### 3.3.1. Common regulations for all TDZU

- As a previous step to develop a use in a parcel of land, developers must guarantee the supply of pipeline water, electric power, and sewage (the latter preferably through its connection to a main network).
- All developments must have access from public roads and must guarantee access to beaches and lagoons as applicable.
- Limited land uses are only allowed in parcels located in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

The following are the different normative cards made in detail for the regulation of each one of the Touristic Development Zoning Units.



### Table 18 - Regulatory standards for TDZU 1 - South Waterfront

### TDZU 1



### **Regulatory notes:**

- Frontal setback is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

												_	
	SC	DUTH	EAST COAS	ST									
1					LAN	ID USE	S						
							SUB-	SECTOR					
						TC	URISTIC		D-USE	1	[		
	PE	RMITT	ED USES	H1	H2	H3	R1	S1	F1			_	
	RE	STREC	TED USES	R2	S2	F2	T1	T3	12				
	All la	and use	es that are not ex	xplicitly ma	arked a	as allow	ed or lim	ited are	conside	red For	oidden		
				FNVIRO									
	Parcels	on the	waterfront shal	Lleave a p	rotecti	ion strip	of 50 ft.	which m	nust be t	for publi	c use and	_	
				free o	free of permanent buildings.								
				BUIII	BUILDING STANDARDS								
			[			JIAN				7F		_	
	BUILD	ING	<2	20.000 sq.f	ft			≥	20.000	sq.ft			
	TYPOL	OGY	LOT		10%		L	ОТ			)/	-	
			COVERAGE		+0 /0		COV	ERAGE		3070			
			BUILDING	3 Sto	rios Hi	ah	BUIL	.DING	4 Stories High			_	
			HEIGHTS	5 510	1163 111	gn	HEI	GHTS	* Lots could	* Lots with more than 500.000 so could develop up to 7 stories			
ġ.	lsolat	ed		Fro	nt: 15	ft				Front:	25 ft		
			SETBACKS	Sid	e: 10 f	t	SETE	BACKS		Side: 2	20 ft		
				Rea	ar: 25 t	t				Rear: 4	40 <del>I</del> t		
				SUSTAI	NABII	ITY GU	JIDELIN	ES					
	Solar Energy			$\sim$		Dainwa	tor	<b>F</b>	In	nplemen	tation of		
g					r	Rainwa	tion		Su	ustainabl	e Urban		
	111	<b>TTT</b> Utilization		ij		cconect			D	rainage	Systems		
st	8	Us	se of native		Bioc	limatic	design,		Efficient waste		waste		
it	3	spe	cies in green	С	nati	ural vent	tilation	23		manage	ment,		
	A		areas			& lighti	ng		cla	classification, reuse			

### Table 19 - Regulatory standards for TDZU 2 - East Coast

### TDZU 2



### **Regulatory notes:**

- Frontal setback is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

		EAS	ST COAST										
					LAN	ID US	ES						
							SU	B-SECTO		-			
				11	112	Ш2			D-056	-			
	F	ERIVITI	TED USES	пі	п2	пз	K I	51	FI				
	R	ESTRE	CTED USES	R2	R2         S2         F2         T1         T3         T4								
	All la	and use	es that are not expli	citly ma	itly marked as allowed or limited are considered <b>Forbidden</b>								
			EN	VIRO	/IRONMENTAL STANDARDS								
	Parcels on the waterfront shall leave a protection strip of 50 ft., which must be for p								for publi	c use and			
free of permanent buildings.													
				BUIL	UILDING STANDARDS								
			LOT	SIZE					OT SIZ	Έ			
	BUILD	ING	<20.00	00 sq.ft				≥ 2	20.000	sq.ft			
	TYPOL	OGY	LOT COVERAGE	40%			LOT CO	VERAGE		309	%		
			BUILDING	2 C+/	orios L	liah	BUIL		4 Stories High				
			HEIGHTS	5 510	Jiles r	lign	HEIC	* Lots could	* Lots with more than 500.000 sq could develop up to 7 stories				
	Isolat	ed		Fro	ont: 15	5 ft			Front: 20 ft				
			SETBACKS	Sic	de: 10	ft	SETB	ACKS		Side: 1	20 ft		
				Re	ar: 25	ft				Rear:	40 ft		
			SI	USTAII	NABII	LITY	JUIDELIN	ES					
		Calar	Franciska (14:1); antion	3		Rainwater 🗔		In	Implementation of				
	111	Solal			1	recolle	ection		D	rainage	Systems		
	କ୍ତ	Use of native species in green areas			Bioo nati	climati ural ve & ligh	c design, ntilation ıting	22	cla	Efficient waste management, classification, reuse			

**IDB** 

### Table 20 - Regulatory standards for TDZU 3 - Northeast Coast

### TDZU 3



### **Regulatory notes:**

- Frontal setback is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

	Ν	ORTH	HEAST COAST										
					LAI	ND US	SES						
							SU	JB-SECTO	R	-			
	-			11	112	LI2			ED-05	E			
	F	ERIVITI	TED USES	пі	пг	пз	κı	51					
	R	ESTRE	CTED USES	R2	R2 S2 F2 T1 T3 T4								
	All I	and us	es that are not expl	icitly m	itly marked as allowed or limited are considered <b>Forbidden</b>								
			E	VIRO	VIRONMENTAL STANDARDS								
	Parcel	s on th	e waterfront shall le	ave a p	protec	tion st	rip of 50 ft	., which m	nust be	for pub	ic use and		
				free c	free of permanent buildings.								
				BUI	BUILDING STANDARDS								
			LOT	SIZE					LOT SI	ZE			
	BUILD	ING	<25.00	00 sq.ft			≥ 25.000 sq.ft						
	TYPOL	OGY	LOT COVERAGE	40%			LOT CO	VERAGE		30	1%		
			BUILDING	3 5+4	orios H	liah	BUIL	DING		4 Stories High			
			HEIGHTS	5 510	Jiles I	ngn	HEIC	GHTS	* Lots could	* Lots with more than 500.000 could develop up to 7 stories			
	Isolat	ed		Fro	ont: 15	5 ft				Front: 20 ft			
			SETBACKS	Sic	de: 10	ft G	SETB	ACKS		Side:	20 ft		
				Re	ar: 25	π				Rear:	40 ft		
			S	USTA	NAB	ILITY	GUIDELIN	IES					
9	*	Solar	Energy Utilization	{] <u>]</u>	I	Rainw recolle	ater ction		lr S E	Implementation o Sustainable Urbar Drainage Systems			
t t	6	Use ir	of native species n green areas	j.;	Bioo nati	climatio ural ve & ligh	c design, ntilation ting	A R R R	cl	Efficien manag assificat	t waste ement, ion, reuse		

**IDB** 

### Table 21 - Regulatory standards for TDZU 4 - Cayo Frances

### TDZU 4



### **Regulatory notes:**

- Frontal secoack is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

(	CAY	D FRANCES										
				LAN	ID US	ES						
					-	SUB FOURISTI	-SECTOR	D-USE				
P	ERMIT	TED USES	H1	H2	H3	R1	S1	F1				
RE	STREC	CTED USES	R2	R2 S2 F2 T1 T3 T4 I2								
All la	and use	es that are not exp	licitly ma	icitly marked as allowed or limited are considered <b>Forbidden</b>								
		E	NVIRON									
Parcels	on the	e waterfront shall l	eave a p	rotect	ion str	ip of 50 ft.,	which m	ust be	for publi	c use and		
free of permanent buildings.												
BUILDING STANDARDS												
LOT SIZE LOT SIZE												
BUILD	ING	<25.	000 sq.ft				≥ 2	5.000 :	sq.ft			
TYPOL	OGY	LOT COVERAGE	40%			LOT CO		309	%			
		BUILDING	2 Starias Llink			BUIL		s High				
		HEIGHTS	5 510	nesin	ign	HEIC	* Lots with more than 500.000 s could develop up to 7 storie					
lsolat	ed		Froi	nt: 20	ft			Front:20 ft				
		SETBACKS	Sid	e: 10 f	ft	SETB	ACKS		Side:	20 ft		
			Rea	r: 25 f	t				Rear:	40 ft		
			SUSTAII	NABII	LITY O	UIDELIN	ES	_				
*	Solar Energy Utilization					ater ction		lm Su D	nplemen ustainab rainage	tation of le Urban Systems		
ଞ	Use of native species in green areas				climatio ural ve & ligh	c design, ntilation ting	22	cla	Efficient manage assificatio	waste ement, on, reuse		

### Table 22 - Regulatory standards for TDZU 5 - Bacalar Chico

### TDZU 5



### **Regulatory notes:**

- Frontal setback is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

	BAC	ALAR CHICO										
				LAI	ND US	SES						
D			Н1	Н2	НЗ	P1		E1				
				112	115	K I	51					
RE	STRE		R2	R2         S2         F2         T1         T3         T4								
All I	and us	es that are not ex	plicitly m	licitly marked as allowed or limited are considered <b>Forbidden</b>								
-		E	ENVIRO	NME	NTAL	STANDA	RDS					
Parcels on the waterfront shall leave a protection strip of 50 ft., which must be for public use and										ic use and		
	free of permanent buildings.											
BUILDING STANDARDS												
-		LO	T SIZE					LOT SI	ZE			
BUILD	ING	<25.	000 sq.ft				≥	25.000	sq.ft			
TYPOL	OGY	LOT COVERAGE	40%			LOT CO	VERAGE		30	)%		
		BUILDING	2 Storios High			BUIL		4 Stories High				
		HEIGHTS	3 Stories High			HEIC	* Lots could	* Lots with more than 500.000 s could develop up to 7 stories				
lsolat	ed		Fro	nt: 20	ft			Front: 20 ft				
		SETBACKS	Sid	e: 10 1	ft G	SETB	ACKS		Side:	20 ft		
			Rea	ar: 25 1	π				Rear:	40 π		
			SUSTA	INAB	ILITY	GUIDELIN	IES					
*	Solar Energy Utilization			1	Rainw recolle	ater oction		lr S E	npleme ustainat Drainage	ntation of ble Urban Systems		
ଥି	Use of native species in green areas			Bioo nati	climatio ural ve & ligh	c design, ntilation ting	2	cl	Efficient waste management, classification, reuse			

### Table 23 - Regulatory standards for TDZU 6 - Secret Beach

TDZU 6		SECR	RET BEACH								
		LAND USES									
		TOURISTIC MIXED-USE									
	PERMITTED USES				H2	H3	R1	S1	F1		
	R	ESTRE	CTED USES	R2	S2	F2	T1	T3	T4		
	All la	and use	es that are not explic	citly ma	irked a	s allo	wed or lim	ited are co	onsider	ed <b>Forb</b>	idden
			EN	VIRO	MEN	TALS	STANDA	RDS			
	Parcels	on the	waterfront shall lea	ave a p	rotectio	on stri	ip of 50 ft.,	which mu	ust be fo	or public	use and
				free o	fperma	anent	buildings				
				BUILDING STANDARDS							
	BUILDING TYPOLOGY		LOT SIZE				L	OT SIZI			
			<15.00	)0 sq.ft				≥ 15	5.000 s	q.ft	
			COVERAGE	40%			LOT COVERAGE			30%	, >
			BUILDING	3 Stories High		BUILDING		2	4 Stories	High	
			HEIGHTS			.g	HEIGHTS		could d	levelop up to	o 7 stories
	Isolat	ted		Fro	ont: 15	ft r.	CETD			Front: 3	30 ft
			SEIBACKS	SIC Ro	ar: 20	rt f <del>i</del>	SEIB	ACKS		Side: 3 Rear: 4	0π 0ft
											.0 10
			SI	JSTAII	NABIL	ITY G	UIDELIN	ES	1		
<b>Regulatory notes:</b>		Color	Energy Utilization	ß		Rainw	ater		lm Su	plement	ation of
• I romai secoack is determined from the side of the property with direct facing on a road.	TTT	Solar	Energy Utilization		re	ecolle	ction		Dr	ainage S	e orban Systems
Parking areas shall be guaranteed inside the parcels.					D' 1	· .·					
Limited land uses are only allowed in front of Intercaye Roads, and they must     secure mitigation of environmental and traffic impacts prior to development	X	Use	of native species	.::-	BIOC	ral vo	c aesign, ntilation			manager	waste
in the area.	Ge	ir	n green areas		natu	& ligh	nting		cla	ssificatio	n, reuse

### Table 24 - Regulatory standards for TDZU 7 - West San Pedro Lagoon

### TDZU 7



### **Regulatory notes:**

- Frontal setback is determined from the side of the property with direct facing on a road.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

TOR										
TOR	LAND USES									
TOURISTIC MIXED-USE										
	SE									
T4	12									
re consid	dered <b>Fo</b>	rbidden								
VIRONMENTAL STANDARDS										
ve a protection strip of 50 ft., which must be for public use and										
iree of permanent buildings.										
BUILDING STANDARDS										
LOT S	SIZE									
≥ 15.00	0 sq.ft									
GE	30%									
	3 Stories High									
* Lo coul	ts with more d develop up	than 100.000 sqft to 5 stories								
	Front	:: 30 ft								
	Side	: 30 ft : 40 ft								
	Real	. 40 IL								
	Impleme	ntation of								
Ě	Drainage	ole Urban Systems								
		Joyalema								
₽ I	Efficient waste									
<u>א</u>	management, classification, reuse									
	IXED-U F1 T4 Ire consid h must b ≥ 15.00 3E × Lo coul	IXED-USE F1 IT4 I2 Ire considered Fo h must be for pub LOT SIZE ≥ 15.000 sq.ft 3E 3 Stori * Lots with more could develop up Front Side Rear Impleme Sustainal Drainage Efficier manag classificat								



### **3.4.** Special Development Areas (SDA)

Special Development Areas (SDA) are designated as those sectors of Urban Land and Rural Development Land where the potential to generate integral urban projects is identified, allowing the provision of public spaces and facilities, shaping integral and qualified areas for Ambergris Caye.

The following table shows the Special Development Areas established in the Zoning Plan:

Table 25 - Special Development Areas (SDA
-------------------------------------------

ID	NAME	AREA (acres)	LIMITS
SDA 1	San Pedro Airport	31.1	North: 1981298,41 South: 1980457,22 East: 397880,48 West: 396535,1
SDA 2	Tarpon Bay	74.0	North: 1977734,28 South: 1977018,28 East: 394661,52 West: 393457,56
SDA 3	Grand Belizean Estate	357,7	North: 1987893,21 South: 1986939,45 East: 399524,09 West: 397048,13
SDA 4	Cayo Frances	130	North: 1993965,42 South: 1992993,76 East: 404617 West: 403727,42
SDA 5	West San Pedro Lagoon	14.7	North: 1983467,78 South: 1982891,72 East: 397045,89 West: 396587,1
SDA 6	Cargo Port Logistic Area	300,4	North: 2000978,98 South: 1999228,84 East: 407463,39 West: 403863,97

Source: IDOM, 2023



### Figure 16 - Special Development Areas (SDA) Map



Source: IDOM, 2023

### **3.4.1.** Common regulations for all SDA

- In order to generate areas for public space and urban facilities, it is recommended that development in the SDAs be adopted through urban planning licenses and the approval of specific master plans.
- As a previous step to develop a use in a parcel of land, developers must guarantee the supply of pipeline water, electric power, and sewage (the latter preferably through its connection to a main network).
- Limited land uses are only allowed in parcels located in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

The following are the different normative cards made in detail for the regulation of each one of the Special Development Areas (SDA):



Table 26 - Regulatory standards for SDA 1 - Special Development Area of San Pedro Airport

## SDA 1 **Regulatory notes:** • The airport will maintain its current use until the new development of the future airport on the island is executed.

• Any intervention in this area must have prior authorization from the Department of Civil Aviation and Belize Airports Authority.

SAN	PEDRO AIRPOR	Г							
			LAND USES						
CUR	RENT LAND USE	F3	F3 Facilities (Airport)						
PROJ	IECTED LAND USE AREA		MIXED	D-USE					
		URBA	N ASSIGNMENTS						
P	PUBLIC SPACE		FACILITIES	SO	CIAL HOUSING				
2	0% of net area	1(	0% of net area	20%	of dwelling units				
Accessibility to public space		es (parks, g	(parks, green areas) from public roads must be guarant						
		RO	AD NETWORK						
The pro	oposed road network r road grid, as well	nust guarantee continuity and interconnection with the e as safe spaces for pedestrian and bicycle mobility.							
		BUILD	ING STANDARDS						
BUIL	DING TYPOLOGY	BUII	LDING HEIGHTS	PARKING					
Isola	ated - Continuous	4	Stories High	Parking s the insi	should be located on ide of the property.				
	(		ABILITY GUIDELINES	5					
*	Solar Energy Utilization	<pre>{]</pre>	Rainwater recollection		Implementation of Sustainable Urban Drainage Systems				
ଥି	Use of native species in green areas	:بُنْ	Bioclimatic design, natural ventilation & lighting	23	Efficient waste management, classification, reuse				

Table 27 - Regulatory standards for SDA 2 - Special Development Area of Tarpon Bay

### SDA 2



### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

1	<b>ARP</b>	ON BAY									
				LAND	) USES						
						SUB-S	ECTOR				
	DIAITT					MIXE	D-USE		1		
PE	RMITI	ED USES	H1	HŻ	H3						
RE	STREC	TED USES	R2	R2         S1         S2         F2         T1         T3         I2							
All lan	d uses	that are not exp	licitly ma	rked as	allowed	l or limit	ed are co	onsider	ed <b>For</b>	bidden	
URBAN ASSIGNMENTS											
P	PUBLIC SPACE         FACILITIES         SOCIAL HOUSING										
2	0% of 1	net area		10% of	net area		20	% of dv	velling	units	
Acces	ssibility	to public space	es (parks,	; (parks, green areas) from public roads must be guaranteed.							
			RC	DAD N	ETWO	RK					
The pro	oposec ra	d road network r oad grid, as wel	must guar I as safe s	antee o paces f	continuit or pede:	y and in <sup>.</sup> strian an	terconne d bicycle	ction w e mobili	ith the ty.	existing	
			BUIL	DING	STAND	ARDS					
BUILD TYPOL	ING OGY	LOT COVERAGE	BU	ILDING	6 HEIGH	TS		SETE	BACKS		
Isolat	ed	50%	<b>3 Storie</b> of	<b>s High</b> : Interca	Parcels aye Road	in front Is	Front	S	ide	Rear	
			2 Storie	es High	: Other p	parcels	15 ft	1	5 ft	30 ft	
			SUSTAIN	IABILI	TY GUI	DELINE	S				
*	Sc	blar Energy Jtilization		Rainwater recollection						ntation of le Urban Systems	
6	Us spe	se of native cies in green areas		Bioo	climatic c ural vent & lightir	design, ilation ng	22 22	l E n clas	fficien nanage sificati	t waste ement, on, reuse	

Table 28 - Regulatory standards for SDA 2 - Special Development Area of Grand Belizean Estate

SDA 3	GRAND BELIZEAN ESTATE																	
					LAN	D USES				T3 12 sidered Forbidden								
The states and		SUB-SECTOR MIXED-USE																
	PE	ED USES	H1	H2	H3	R1	F1											
	RE	STREC	TED USES	R2	S1	S2	F2	T1	Т3	12								
	All land uses that are not explicitly marked as allowed or limited are considered Forbidden																	
				URE	BAN AS	SIGNM	ENTS											
	PUBLIC SPACE			FACILITIES				SOCIAL HOUSING										
	2	0% of r	net area	10% of net area 20% of dwelling units						units								
	Accessibility to public spaces (parks, green areas) from public roads must be guaranteed.																	
	ROAD NETWORK																	
	The proposed road network must guarantee continuity and interconnection with the existing road grid, as well as safe spaces for pedestrian and bicycle mobility.																	
	BUILD	LOT																
	TYPOLOGY COVERAGE			BUILDING HEIGHTS				SETBACKS										
				3 Stories High: Parcels in front			Front	Si	de	Rear								
	Isolat	Isolated 50%		of Intercaye Roads			10 년	1	0 <del>U</del>	<u>کا ج</u>								
	<b>2 Stories High:</b> Other parcels 10 ft 10 ft 25 ft																	
	SUSTAINABILITY GUIDELINES																	
Regulatory notes:	*	Solar Energy			Rainwater		ter		Imp	Implementation of Sustainable Urban								
<ul> <li>All single-family units must be elevated above ground level.</li> <li>Parking areas shall be guaranteed inside the parcels.</li> <li>Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.</li> </ul>		ί	Utilization			recollection		~~~~	Dra	Drainage Systems								
		Use of native			Bio	Bioclimatic design,			E	Efficient waste								
		speo	cies in green areas	. <u>ر</u> ې	nat	ural ven <sup>.</sup> & lighti	tilation ng	24	n clas	management, classification, reuse								

Table 29 - Regulatory standards for SDA 2 - Special Development Area of Cayo Frances

### SDA 4



### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

CAYO FRANCES												
LAND USES												
			SUB-SECTOR MIXED-USE									
PE	RMITT	ED USES	s H1 H2 H3 R1									
RE	STREC	TED USES	R2	S1	S2	F2	T1	Т3	12			
All land uses that are not explicitly marked as allowed or limited are considered Forbid							bidden					
URBAN ASSIGNMENTS												
P	PUBLIC SPACE         FACILITIES						SOCIAL HOUSING					
2	20% of net area 10% of net area						20	% of dw	velling	units		
Acces	Accessibility to public spaces (parks, green areas) from public roads must be guaranteed. ROAD NETWORK											
The proposed road network must guarantee continuity and interconnection with the existing road grid, as well as safe spaces for pedestrian and bicycle mobility.												
			BUILD	DING S	STAND/	ARDS						
BUILD TYPOL	BUILDING LOT TYPOLOGY COVERAGE			BUILDING HEIGHTS				SETBACKS				
lsolat	Isolated 50%		<b>3 Stories High:</b> Parcels in front of Intercaye Roads				Front	: Si	ide	Rear		
				s High	: Other p	parcels	10 ft	1	0 ft	25 ft		
	SUSTAINABILITY GUIDELINES											
*** 111	Sc	blar Energy Jtilization	{]≟{j		Rainwater recollection			lmp Sus Dra	Implementation of Sustainable Urban Drainage Systems			
ଞ	U: spe	se of native cies in green areas	; ; ; ; ;	Bioclimatic design, natural ventilation & lighting						waste ement, on, reuse		

Table 30 - Regulatory standards for SDA 2 - Special Development Area of Cayo Frances

### SDA 5



### **Regulatory notes:**

- All single-family units must be elevated above ground level.
- Parking areas shall be guaranteed inside the parcels.
- Limited land uses are only allowed in front of Intercaye Roads, and they must secure mitigation of environmental and traffic impacts prior to development in the area.

W	WEST SAN PEDRO LAGOON												
	LAND USES												
							SUB-SE	CTOR D-USE					
	PE	PERMITTED USES			H2	H3	R1	F1					
	RE	RESTRECTED USES		R2	S1	S2	F2	T1	Т3				
ľ	All lan	d uses	that are not exp	licitly mai	rked as	allowed	or limite	ed are co	onsidere	ed For	bidden		
	URBAN ASSIGNMENTS												
	P	PUBLIC	SPACE		FACI		SOCIAL HOUSING						
	20% of net area 10% of net area							20	% of dw	velling	units		
	Accessibility to public spaces (parks, green areas) from public roads must be guaranteed.												
	ROAD NETWORK												
	The proposed road network must guarantee continuity and interconnection with the existing road grid, as well as safe spaces for pedestrian and bicycle mobility. BUILDING STANDARDS												
	BUILDING LOT TYPOLOGY COVERAGE			BUILDING HEIGHTS				SETBACKS					
	Isolated 50%		50%	<b>3 Stories High:</b> Parcels in front of Intercaye Roads				Front	Si	de	Rear		
				2 Storie	es High	parcels	15 ft	1	5 ft	30 ft			
	SUSTAINABILITY GUIDELINES												
	*	Sc	olar Energy Utilization			Rainwater recollection			Implemental Sustainable Drainage Sy		itation of le Urban Systems		
t	ଥି	Use of native species in green areas			Bioclimatic design, natural ventilation & lighting					fficient nanage sificati	t waste ement, ion, reuse		



### **3.5.** Development prioritization to 2045

The prioritized stages of scenario development are established from 2022 to 2045, encompassing a total of four periods: an initial stage until 2030, followed by intervals of every 5 years until 2045. These stages are in response to the need for the provision of infrastructure, housing, and facilities, considering the carrying capacity.

However, there are circumstances in the island's characteristics that do not allow for a direct correlation between carrying capacity and demand in the years. This correlation is evident in the design of expansion zones, where the phases and demand for infrastructure are clear and well-defined in their stages. Nevertheless, in Ambergris, development occurs simultaneously in distant points of the island: San Pedro, Secret Beach/Gran Belizean Estates, Cayo Francés, and triggering projects such as the Cargo Port and the airport.

Thus, the need for infrastructure networks, such as the supply of potable water or sewage, occurs simultaneously and is not directly related to the short-term increase in population, although it is considered in its design and coverage objectives by 2045. Therefore, these stages on the map illustrate the enabling phases on the island in relation to the carrying capacity of infrastructure networks.



### Figure 17 - Infrastructure inversion priority 2022-2045 for Development Land

Source: IDOM, 2023



### **3.6.** Considerations for Cargo Port and New Airport

As Ambergris Caye, continues to experience a substantial influx of tourists and residents, the necessity for robust infrastructure to accommodate this growing population becomes increasingly evident. Establishing multiple cargo ports and expanding the capacity of the airport is paramount to facilitate the smooth flow of goods and people, thereby ensuring the sustained growth and development of the island. A comprehensive approach to enhancing port services and airport facilities is not only essential for meeting the current demands but is also a strategic investment in the future, positioning Ambergris Caye as a premier destination with the logistical capabilities necessary to support its thriving community and dynamic tourism industry for years to come.

### **3.6.1.** Cargo infrastructure

- The San Pedro South Cargo Port will maintain its current location and established use.
- The New Northern Cargo Port will be located at the entrance of Santa Cruz Lagoon, considering to information provided by San Pedro Town Council. This new port will allow a more agile access to goods and services from the mainland to the north of Ambergris Caye.
- The final location and extension of the New Cargo Port will be subject to demand analysis and feasibility and pre-feasibility studies.

### Development time for New Cargo Port: 2025 - 2030

### 3.6.2. New Airport

- There is one possible location for the new airport. It correspond to sites established in the National Transportation Master Plan, and information provided by the task force
- The possible location should be located outside protected or reserve zones, in order to guarantee adequate care of these environmental sites.
- The Zoning Plan will determine a restricted area around the airport runway (400 acres), in order to avoid possible developments affecting aeronautical operations.
- The final location of the New Airport will be subject to demand analysis and feasibility and pre-feasibility studies.

### Development time for New Airport: 2035 - 2040

### **3.7.** Transition Regulation

Private landowners will have up to 3 years, counted from the adoption of the Zoning Plan, to develop their parcels according to the current regulations determined by the San Pedro Town Council or the Central Building Authority (CBA). After the expiration of this transition period, the Zoning Plan regulation will be applicable to all parcels of Ambergris Caye.

This intentional flexibility allows landowners the necessary time to align their properties with the established guidelines, avoiding an abrupt impact on the Island's dynamics and ensuring a smooth and phased transition. However, it is imperative for private landowners to be cognizant that, following the conclusion of this 3-year grace period, the comprehensive regulations outlined in the Zoning Plan will become applicable to all parcels on Ambergris Caye.



### SUSTAINABLE AND SOCIAL GUIDELINES



### **4. Guidelines for Sustainability and Social Inclusion**

The pursuit of sustainability and social inclusion is essential to the future development of Ambergris Caye, Belize. In undertaking the task of providing guidelines for new urban development on the island, it is essential to recognize that these guidelines represent a roadmap for harmonizing urban growth with the natural environment and fostering social equity.

These guidelines are not considerations, but imperatives for the holistic development of Ambergris Caye. They embody a commitment to a more sustainable, inclusive, and prosperous future, in which the island's unique natural beauty and vibrant community can continue to flourish side by side.

### 4.1. Sustainable Guidelines

The concept of sustainable development reflects a collective awareness raising a questioning of the priorities of the traditional model of urban development, incorporating considerations of equity, economic integration, and reduction of environmental impact.

Ambergris Caye, Belize, is renowned for its natural beauty and cultural heritage. As urban development encroaches on this delicate ecosystem, the need for sustainability guidelines becomes critical. This chapter outlines a range of sustainability strategies, both passive and active, for future urban development in Ambergris Caye. These guidelines are essential not only for preserving the environment but also for the well-being of residents and the local tourism industry.

This chapter presents those sustainability strategies identified for Ambergris Caye, which although in many cases are transversal to many levels and scales, have been classified into 5 main axes:



### Figure 18 - Sustainable Guidelines Axis

### • Adaptation to the Natural Environment

The natural environment, in the context of urban development, encompasses not just the immediate land within the urban area but also the larger area needed to sustain its essential functions. Adapting to this natural environment entails two distinct aspects:



Source: IDOM, 2023



- **Preservation:** Sustainable urban planning incorporates a dedicated effort to conserve and treat the natural landscape. This involves preserving native vegetation, topographical features, and watercourses. These elements are seamlessly integrated into a network of recreational green spaces. The approach also emphasizes safeguarding and preserving ecologically valuable areas, both within the urban confines and in the surrounding environment. Vulnerable zones are repurposed for recreational use, preserving their ecological significance.
- Integration: Ambergris Caye's vision is deeply rooted in enhancing the existing natural environment as a primary attraction. To achieve this, open spaces are designed to promote ecological continuity. This continuity links the protected environmental zones with the green areas within urban plots, preventing the isolation and fragmentation of the island's natural spaces. This is achieved through the creation of a network of green corridors, ensuring a harmonious connection between natural areas both within and around the urban development.

### • Sustainable Mobility

Sustainable mobility is a concept to transform transportation from an ecological point of view. The goal is to reduce fuel consumption and emissions in such a way that the ecosystem can regenerate. Some of the main components to consider are:

- **Passive Mobility:** Implement a network of bicycle lanes and shared roadways to encourage eco-friendly transportation options, reducing reliance on motor vehicles.
- **Public Transportation:** Establish an efficient and organized public transportation system, comprising buses or shuttles, to facilitate the movement of residents and tourists across Ambergris Caye.
- **Reduction of Emissions:** Enforce emissions-reduction measures and promote cleaner technologies to mitigate the environmental impact of transportation on the island.
- **Appropriate Parking:** Develop well-planned and strategically located parking lots that ensure convenient access and minimize congestion and visual pollution.
- Sustainable Resource Management

It involves the creation and execution of strategies and solutions aimed at the responsible utilization and preservation of resources, encompassing water, energy, raw materials, and the treatment of waste materials and wastewater. Some of the main components to consider are:

- **Rainwater Recollection:** Create systems to collect and store rainwater, providing an additional source of freshwater for non-potable uses like irrigation and reducing dependence on traditional water sources.
- Sustainable Urban Drainage Systems (SUDS): Incorporate eco-friendly methods to manage stormwater, reducing flooding risks and enhancing water quality through natural processes.
- Efficient Waste Management, Classification, and Reuse: Establish a comprehensive waste management system that includes sorting and recycling, promoting resource recovery and minimizing the environmental impact of waste disposal.
- **Renewable Energy:** Promote the adoption of sustainable energy sources such as solar and wind power to decrease reliance on fossil fuels, mitigating the environmental footprint of energy generation.
- Bioclimatic Criteria in Building Design





Bioclimatic design involves the development of structures that consider local climatic characteristics, including data on sun exposure, wind patterns, air quality, vegetation, soil characteristics and sky conditions. This approach prioritizes the use of these natural elements to optimize building heating, cooling, and lighting. The goal is to minimize the building's energy consumption while providing its occupants with a comfortable and welcoming environment. Some of the main components to consider are:

- **Natural Lighting and Ventilation:** Implement design and construction practices that maximize natural light and air circulation within buildings, reducing the need for artificial lighting and mechanical ventilation systems.
- **Strategic Orientation:** Optimize the alignment and positioning of structures to leverage environmental factors, such as solar exposure and prevailing winds, for improved energy efficiency and occupant comfort.
- Use of Vegetation on Open Spaces: Integrate greenery in open areas to enhance microclimate regulation, air quality, and aesthetic appeal, contributing to a more sustainable and pleasant urban environment.
- **Solar Panels:** Incorporate solar panels on rooftops to harness renewable energy from the sun, decreasing dependence on traditional energy sources and reducing greenhouse gas emissions.
- **Use of Local Materials:** Prioritize the utilization of locally sourced building materials to promote sustainability, minimize transportation-related environmental impacts, and support the regional economy.

### • Sustainable Tourism

Sustainable tourism is a form of travel that yields greater advantages than adverse consequences, particularly concerning the environment, the economy, and local communities. Authentic sustainable and ethical tourism should result in improvements in the places where people both reside and visit, enhancing the overall quality of life. Some of the main components to consider are:

- **Protecting the Environment, Natural Resources, and Wildlife:** Implement measures to safeguard the island's ecosystems, natural resources, and wildlife, ensuring their long-term preservation and minimal disturbance.
- Socio-Economic Benefits for Communities: Establish initiatives that generate economic advantages for local communities, supporting their livelihoods through responsible tourism practices.
- **Cultural Heritage and Authentic Tourist Experiences:** Promote the conservation of historical and cultural assets while fostering genuine and meaningful tourist experiences that showcase the island's heritage.
- Inclusive and Accessible Tourist Opportunities: Develop tourist offerings that are accessible and welcoming to a diverse range of visitors, including those with different abilities and backgrounds, to ensure inclusivity and equal access.

As a conclusion, Ambergris Caye must consider a wide range of technical and strategic guidelines, each tailored to its unique environmental, economic and cultural circumstances. If executed effectively, these strategies will support the island's growth without compromising its ecological and cultural integrity. It is essential that stakeholders embrace these guidelines to ensure the sustainable future of Ambergris Caye.



### 4.2. Social inclusion Guidelines

### 4.2.1. Gender Inclusion Guidelines

Gender inclusion in urban development projects is highly relevant in Latin America and the Caribbean since the highly gender inequality there is in the region. Some of the reason for this are the low education accessibility, the economic disparities, and the cultural patterns the region has been carrying around for decades. Gender-inclusive urban development can help bridge these gaps.

Promoting gender equality in urban development processes can empower women to participate more actively in the workforce, contributing to economic growth and reducing poverty, as well as increasing safe and violence-free spaces for women, children, and vulnerable groups.

Moreover, guaranteeing gender inclusive urban development will also increase housing quality and essential services like healthcare and children care which is crucial for women's well-being. Furthermore, by innovating and creating adaptive spaces for gender equity also brings a sign of empowerment and creativity, since it gives society a change of perspective on social and gender role, as well as the opportunity to provide more recognition and inclusion to marginalized groups.

In summary, gender-inclusive urban development in Latin America and the Caribbean is not just about equality; it's about promoting economic growth, social well-being, safety, and environmental sustainability in a rapidly urbanizing region. To embrace this and include gender equity in the zoning plan, the next guidelines will work at a transversal level and scale of the different phases of this plan.



### Figure - Gender Inclusion Guidelines

Source: IDOM, 2023

- **Participation of women and diverse groups in urban planning process:** Encourage the participation of women, LGBTQ+ individuals and other marginalized groups in the planning process to ensure their perspective and need are considered.
- Safe and security though urban design and responsive policies: Design urban spaces with a focus on safety, well-lit areas, and clear pathways to reduce risk of harassment and violence. Support inclusive urban design by creating and enforcing policies that address gender-based discrimination and violence.
- Education and awareness on gender equity: Implement programs that promote gender equality, diversity, and inclusion within the community. Gather data on gender



disparities in urban developments to work based on evidence-based information and policies.

- **Ensure accessible and safe transportation:** Empower women and other genderdiverse groups with safe and accessible transportation options to move freely with in the urban areas and along the Caye.
- **Affordable housing:** Promote affordable housing options that cater to diverse household structures and income levels.
- Inclusive public facilities and recreational spaces: Prioritize universal design principles to create spaces accessible to people of all genders, abilities, and ages. Develop inclusive parks and recreational areas that cater to diverse recreational and leisure activities.
- **Economic Opportunities:** Support women and gender-diverse individuals in accessing job opportunities, entrepreneurship, and leadership roles within the urban economy.

### 4.2.2. Accessibility Guidelines

Disabled-inclusive urban development is important to ensure that people with disabilities have equal access to urban amenities, services, and opportunities. This promotes inclusivity and helps in reducing societal disparities. Additionally, disabled inclusivity in urban development processes aligns with the principles of human rights, particularly the United Nations Convention on the Rights of Persons with Disabilities (CRPD), which emphasizes the right to participation and non-discrimination for people with disabilities.

When urban environments are accessible, people with disabilities can more easily access education, employment, and business opportunities, contributing to economic growth. Moreover, it fosters social inclusion by reducing isolation and segregation, allowing people with disabilities to participate in community activities, fostering a sense of belonging.

Creating accessible and walkable urban areas benefits everyone, not just people with disabilities. It can improve overall public health by promoting physical activity, reducing traffic accidents, and making cities more livable. Hence, designing for inclusivity often leads to innovations that benefit all residents, such as tactile pavements, audible traffic signals, or improved public transportation systems. Ultimately, creating cities that are accessible to all residents, regardless of their abilities, leads to a higher quality of life for everyone.

In summary, disabled-inclusive urban development is essential for promoting equity, human rights, and the overall well-being of urban populations. It's a fundamental aspect of creating sustainable, resilient, and thriving cities. To achieve this, the next guidelines will provide tools and strategies for Ambergris Caye to provide accessibility for all people in the island.









- Accessible infrastructure for urban mobility: Adhere to international accessibility standards such as the Universal Design principles and local building codes to make public spaces, buildings, and transportation accessible for people with disabilities. Ensure smooth, wide, and well-maintained sidewalks with curb cuts, tactile pavements, and ramps for wheelchair users and those with visual impairments. Install accessible pedestrian crossings with audible signals and tactile indicators for safe street crossings.
- Inclusive building design for housing and facilities: Design public and private buildings to be wheelchair accessible with ramps, elevators, wide doorways, and accessible restrooms. Ensure that parks, libraries, and community centers are designed with features like accessible playground equipment, Braille signage, and seating for people with mobility challenges.
- Available information and digitalization of processes: Provide information in accessible formats, including braille, large print, and digital resources for people with visual and hearing impairments. Ensure that Town's websites and digital services are accessible to people with disabilities.
- **Ensure accessible transportation services:** Make public transportation systems accessible with comfortable stations, ramps, and tactile signage.
- **Public Awareness and collaborative partnerships:** Involve people with disabilities in the urban planning process to gather their input and insights. Run public awareness campaigns to educate residents about disability issues and promote a culture of respect and inclusivity. Moreover, develop inclusive emergency plans that consider the needs of people with disabilities, including accessible evacuation routes and shelters.
- **Employment opportunities, education, and training:** Encourage businesses to provide accessible work environments for employees with disabilities. Promote programs of training, entrepreneurship and education for new jobs and abilities to enlarge their possible economic incomes.

### 4.2.3. Migration Guidelines

The movement of immigrants around the worlds continues to transform urban areas demographically, culturally, politically, and economically, bringing benefits such as new skills, cultural diversity, and entrepreneurship that can boost the economic growth and performance




of a city. However, few cities are prepared to deal with the new anthropic charge and the new needs migrants bring with them. Therefore, the necessity to provide a guide for migrants' inclusion in urban development has appear as a global social emergency due to the recent increase of movement caused by environmental, social, and economic crisis in different countries around the world, that force people to leave their home countries and find opportunities and better life conditions somewhere else.

The aim of this migration guidelines is to provide tools for urban development to improve social cohesion, ensure human rights and create more diverse, resilient, and sustainable cities that harness the full potential of their residents, regardless of their origins. To achieve this, special actions must be taken into a count to provide quality shelters, basic services, food, and health coverage for migrants.

The following guidelines suggest some tools and steps for Ambergris Caye to receive migrants under good quality circumstances and provide a good permeance in the island while they adapt to the local habits and cultural dynamics.



### Figure 20 - Migration Guidelines

Source: IDOM, 2023

- **Affordable housing:** Ensure access to good permanent or temporal shelters with decent conditions and spaces for migrants.
- **Social services:** Provide healthcare, education, and social support to migrants.
- Language and cultural support: Create programs to help migrants adapt to the local cultural dynamics and learn the local language so they can have social cohesion with native inhabitants.
- **Employment opportunities:** Facilitate access to jobs, training, and entrepreneurship opportunities.
- **Safe and Inclusive Public Spaces:** Create safe and welcoming public and recreational areas for all residents to socialize and spend time and activities together-
- **Ensure access to legal services:** Offer free legal assistance and information for migrants to implement and solve their legal issues.











# Annex A: - Zoning Plan comments and adjustments

## **Clarification on resorts**

## T2 - Resorts

Resorts are defined in the Zoning Plan as coastal leisure destinations which provide seaside accommodations, water-based activities and relaxation amenities.

The heights of resorts (T2) are the defined in the urban standards for each Zoning Unit

	HOUSING (H)	RETAIL (R)	SERVICES (S)	TOURISM (T)	FACILITIES (F)	INDUSTRIAL (I)
	H1 – Single-family Housing	R1 – Local scale retail	<b>S1 – Services and offices</b>	T1 – Hotels and hostels	F1 – Local facilities	I1 – Warehouses and
	H2 - Multi-family Housing	minimarkets, pharmacies, boutiques, sports and	ATM, real estate agencies, communications services,	T2 – Resorts	impact facilities such as: nurseries, kindergartens, physician offices and others	logistics
PS	H3 – Vacational Housing	souvenir stores, hardware stores and others similar.	others similar.	T3 – Tourism services Businesses specialized in	similar	l2 – Gas stations
E GROU		<b>R2 – Urban scale ratail</b> High-impact commerce: Supermarkets, shopping	S2 – Food establishments This group includes: restaurants and cafes, ice	tourist services: Car rental, tourism agencies, spa, among others similar.	F2 – Urban scale facilities This group includes: Public administration, hospitals and	
LAND US		malls, wholesales stores and others similar.	cream parlors, bakeries and others similar.	T4 – Recreation and leisure This group includes high- impact tourist services like: theatres and cinemas, casions and game yeques	high schools, universities, libraries and museums worship venues, fire stations, police stations, sports venues and others similar.	
				bars and game venues, amusement parks and others similar.	F3 – Regional scale facilities This group includes: Passenger ports, marinas, cargo ports, airports, defense and security complexes and others similar.	

\*High rise resorts are included in (T2- Resorts)



## **Current occupation of tourism development**

HOTEL LA PERLA DEL CARIBE





#### ACTUAL OCUPATION

LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
160,000 sq.ft	23%	2	Front: 27 ft Side: 0 -15 ft Rear: 35 ft

ZONING PLAN PROPOSAL DELIVERABLE 02/2024 - TDZU 4

	LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
U 4	<25.000 sq.ft	40%	2	Front: 20 ft Side: 20 ft Rear: 25 ft
TDZ	≥ 25.000 sq.ft	30%	3	Front: 30 ft Side: 35 ft Rear: 25 ft

### **GRAND CARIBE BELIZE**





**ACTUAL OCUPATION** 

LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
200,000 sq.ft	24%	4	Front: 20 ft Side: 7 ft Rear: 0-10 ft

#### ZONING PLAN PROPOSAL DELIVERABLE 02/2024 - TDZU 3

	LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
U 3	<25.000 sq.ft	40%	3	Front: 20 ft Side: 20 ft Rear: 25 ft
TDZ	≥ 25.000 sq.ft	30%	4	Front: 30 ft Side: 35 ft Rear: 40 ft

### SUNSET BEACH RESORT





ACTUAL OCUPATION

LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
29,000 sq.ft	26 %	3	Front: 10 ft Side: 10 ft Rear: 30 ft

#### ZONING PLAN PROPOSAL DELIVERABLE 02/2024 – TDZU 3

	LOT SIZE	LOT COVERAGE	STORIES	SETBACKS
U 3	<25.000 sq.ft	40%	3	Front: 20 ft Side: 20 ft Rear: 25 ft
TDZ	≥ 25.000 sq.ft	30%	4	Front: 30 ft Side: 35 ft Rear: 40 ft



## High end skyline references

An analysis of international references was made to understand the vision for the future proposed skyline of the island of Ambergris Caye proposed in the regulatory standards.



Mahe Island (Seychelles) | 4 – 5 Stories



Punta Cana (Dominican Rep.) | 4 – 6 Stories



Curaçao | 3 – 5 Stories



Bermuda Island (UK) | 3 – 6 Stories

# IDOM



## **Tourist zoning units' heights**





## Urban model type

RESIDENTIAL	(are	85	6	UZU1				COMMENTS					
MIXED USE	0			SAN	ΜΑΤΕΟ		COMMENT		RESPONSE				
TOURSM INDUSTRIAL AND LOGISTICS 6	23		SUB-SECTOR 1BA RESIDENTIAL         PERMITTED USES         H1       H2         F1         RESTRICTED USES       H3         S1       S2				Lot sizes in this area cannot h setbacks set at 10 feet, The cr side setback should be 5 feet sector 1B .	The side set back is modified to 8 ft to ensure a 60% of lot coverage, for further explanation look at the new proposal fined below.					
8 • • • • •	20		SUB-SECTOR 1B MIXED-USE         PERMITTED USES         H1       H2         RESTRICTED USES         H1       H2         RESTRICTED USES         H1       H2         RESTRICTED USES         H3       R2         T1       T2         T2       F3         *The red boxes are uses added in the comments				Mixed-Use with restricted use (T2, T5, F3).	S	It is important to clarify that the restricted uses, as shown in slides 4 and 5, mitigate the impact on the environment and mobility, but they can still be implemented depending on the conditions of the zoning plan.				
CUR	RENT PROPOSA	L	SUG	GESTED CHANGE	s		NEV	V PROPO	SAL				
- 30.07 100.07 100.07 100.07	10 00 <sup>1</sup> /4 00	11.00°+	Jose Have	9.00	50.00								
LOT COVERAGE	60	)%	LOT COVERAGE	6	1%		LOT COVERAGE		60%				
	Front	10 ft		Front	10 ft			Front	10 ft				
SETBACKS	Side	10ft	SETBACKS	Side	5 ft	SETBACKS	SETBACKS	Side	8 ft				
MAX. HEIGHTS	Rear 3 Stori	2011 es High	MAX. HEIGHTS	Kear 3 Stori	2υπ es High	ŀ	MAX. HEIGHTS	ĸear	3 Stories High				



RESIDENTIAL	1. Tre	0.2			UZU5		COMMENTS				
MIXED USE MIXED USE (CENTRAL)	0		1-1 2 Y	SAN	PEDRITO	COMMEN	ЛТ	RESPONSE			
TOURISM INDUSTRIAL AND LOGISTICS	23		<b>SA</b>	SUB-SECTO	DR 5 A RESIDENTIAL	Permitted Uses: R2 (Residential 2)	Permitted Uses: R2 (Residential 2)				
5		T	58	PERMITTED USES	H1 H2 R1	Restricted Uses: T5 (Transect Zone 5) - not p	permitted	ok			
8	-0	S. D						If the occupancy			
	Ť			PERMITTED USES	H1 H2 R1 S1 52 R2	Building Standards: Maximum lot coverage: 75' Height limit: 3 stories		percentage is modified to 75%, the setbacks will be 3.5 feet, which does not allow for a good quality of			
	Å.			RESTRICTED USES *The red boxes are us	H3 T1 T3 I1 I2 F2 T3 Ses added in the comments			life for the people living in these buildings.			
CUF	RENT PROPOSA	L	suc	GGESTED CHANG	ES	N	EW PROPOSA	L			
ting Air Par	Age Har	+ 0%	-750 50.00 50.00	5000 MAG	30.07	- an- - an- - an- - an- - an-	inder inder	10			
LOT COVERAGE	6	0%	LOT COVERAGE	7	75%	LOT COVERAGE		60%			
	Front	7 ft		Front	3,5 ft		Front	5 ft			
SETBACKS	Side 5 ft		SETBACKS	Side	3,5 ft	SETBACKS	Side	5 ft			
	Rear	10 ft		Rear 3,5 ft			Rear	10 ft			
MAX. HEIGHTS	3 Stori	es High	MAX. HEIGHTS	3 Stor	ries High	MAX. HEIGHTS 3 Stories High					



RESIDENTIAL	and the second	13 1 6	2 21	U	ZU7	COMMENTS					
MIXED USE MIXED USE (CENTRAL)	0-			SOUTH W	ATERFRONT	COMMENT		RESPONSE			
TOURISM INDUSTRIAL AND LOGISTICS	23	A AND		SUB-SECTOR	7A MIXED TOURISM	Sub-Sector 7A Mixed Tourism: Permitted Uses: H1 (High-end Residential) Restricted Uses: H1 (High-end Residential)	- Not permitted				
		and the former of the		PERMITTED USES	H3 R1 S1	Additional Restrictions: T5 (Transect Zone permitted	<sup>5) – Not</sup> OK				
6		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			S2 T1 T2	Building Standards: Lot coverage: 50% – T acceptable.	his is not Its bei				
	-0			RESTRICTED USES	T3         F1         H1           H1         H2         R2	Side Setbacks: The side setbacks on most approach the size of the lots themselves. T should be reduced to 10 feet.	of these lots he side setback look a	cepted and added that for 2-story gs, a side setback of 10 feet will be 1. If the height exceeds 2 stories, the k will be 20 feet, for further explanation t he new proposal fined below.			
· · · ·					T4 F2 F4	Side Setback: 30 feet is not acceptable; it s reduced to 10 feet.	hould be OK				
	<u>Å</u>	TITE A		*The red boxes are use	is added in the comments	Height Restrictions: Height restrictions are due to the proximity to the airport, as per lo					
с. с.	IRRENT PROPOS	\ \L	SUC	GGESTED CHANGE	s	NI	W PROPOSAL				
10.00 	2000 150.00	9.00°	ang ang ang ang ang ang ang	Ne	Day Day						
LOT COVERAGE		50%	LOT COVERAGE	60	1%	LOT COVERAGE		60%			
	Front	30 ft		Front	30 ft		Front	30 ft			
SETBACKS	Side	30 ft	SETBACKS	Side	10 ft	SETBACKS	Side	*10-20 ft			
	Rear	40 ft		Rear	40 ft		Kear	40IT			
MAX. HEIGHTS	4 Sto	ries High	MAX. HEIGHTS	4 Stori	es High	*10 ft only if the max High	4 Sto at is of 2 stories	ories High			
\						i o i comy i circi nux i ngi					



À de	7		1 14			$\frown$		TDZU	1		СОММЕНТЯ						
	SOUTHEAST COAST											COMMEN	Г	, F	RESPONSE		
p.	No Gauss Rance Reserve						SUB- PERMITTED USE	-sector 7A MIX	KED TOURISM	НЗ	Sub-Sector Restricted U spas, and re acceptable.	Fouristic Mix Ises: Restricti staurants is i	ed-Use: ing hotels, not	It is importan restricted use and 5, mitigat environment a still be impler conditions of	t to clarify tha s, as shown i te the impact and mobility, nented deper the zoning pl	It the n slides 4 on the but they can Iding on the an.	
Bind Bind Bind Bind Bind Bind Bind Bind	ni Jan Vieno Piero Piero Piero	eventin 2)			R1 - Intercaye Road R2 - Urban Main CC R3 - Beachfront Ro R4 - Central Local F Bikepaths	innection ad Road	RESTRICTED US	R1 ES R2 T1	51 52 T3	F1 F2 12	Building Sta Side Setbac acceptable; feet. Side Setbac cannot be er standard lot Height Limit south, shoul stories. A he stories is rec	ndards: ks: 20 feet is should be rea ks: 30 feet si forced as th s useless. :: This area, b d not be limi eight limit of a commended.	not duced to 10 de setbacks ey render eing this far ted to 3 at least 7	OK, for further new proposal	explanation lo fined below.	ook at the	
(		CURRENT	PROPOSAL		) (	9	SUGGESTEI	O CHANGES	;				NEW PR	OPOSAL			
LOT	FSIZE <20.00	10 sq.ft	LOTS	SIZE ≥ 20.000 sq.ft	LOT	SIZE <20.00	0 sq.ft	LOT SI	ZE ≥ 20.000 s	sq.ft	LC	)T SIZE <20.0	00 sq.ft	LOTS	SIZE ≥ 20.000	sq.ft	
															55	age of the	
			** *******		* +500.000 sq 10 Stories				* Lots	with more	tan <mark>500.000</mark> s	sqft could deve	elop up to 7	stories			
LOT COVERAGE		40%	LOT COVERAGE	30%	LOT COVERAGE		40%	LOT COVERAGE	3	0%	LOT COVERAGE	4	10%	LOT COVERAGE	30	196	
	Front	15 ft		Front 25 ft		Front	15 ft		Front	25 ft		Front	15 ft		Front	25 ft	
SETBACKS	Side	20 ft	SETBACKS	Side 30 ft	SETBACKS	Side	10 ft	SETBACKS	Side	10 ft	SETBACKS	Side	10 ft	SETBACKS	Side	20 ft	
MAX. HEIGHTS	3 Sto	ries High	MAX. HEIGHTS	4 Stories High	MAX. HEIGHTS	3-4 Str	pries High	ies High	Rear 25 ft MAX. HEIGHTS 3 Stories High			MAX. HEIGHTS 4 Stories High					

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Report 4 - Part I: Zoning Plan

1 1/2	7				Belizean Estate				TDZU	2		COMMENTS							
<u> </u>	1	10000		100	r Ayal				FAST CO	ΔST			сомм	ENT		RESPON	SE		
	Hel Char Annes Reserve	←5 /-4		AR.	F	Last Coast		SUE PERMITTED USES	B-SECTOR 7A MIX	ED TOURIS	M H3	Sub-Secto Permitted Restricted This area restricting across su acceptabl	Touristic Mixed-Use: Uses: S2 Uses: S2, T1, T3, T4, Ias a high concentrati restaurants, superma h a large stretch deve	F2 are not permitted. on of tourism, and rkets, and services Hopment is not	It is import as shown i on the envi be implem the zoning	It is important to clarify that the restricted uses, as shown in slides 4 and 5, mitigate the impact on the environment and mobility, but they can sti be implemented depending on the conditions of the zoning plan.			
Sec. Ber	1.1	⊷3	J			1			R1	S1	F1 T2	Lot Size / should all	Building Heights: 3 sto w up to 5 stories.		To maintai height of 3 smaller the tan 500.00	n the island's skylin to 4 stories is propi in 500,000 square f ) sqft could develop	e, a maximum osed for lots 'eet. Lots with more p up to 7 stories		
West San Prefer	17 Jul	Constan 2	2	FOR	*	1 All			T3	Т4		Setbacks: reduced to	Side: 20 feet is not a 10 feet.		OK, lots wi of 10 ft, fo proposal 1	h <20.000 sq.ft wil further explanation ined below.	II have a side back I look at the new		
	San Meteo San Pedro Town					R1 – Intercaye Road	nnection	RESTRICTED USES	5 R2	52 T2	F2 T3	Lot Size / should all floors).	Building Heights: 4 sto w up to 10 stories (th	ories is not acceptable is area requires up to	To maintai height of 3 smaller the tan 500.00	n the island's skylin to 4 stories is propi in 500,000 square f ) sqft could develop	ie, a maximum osed for lots eet. Lots with more p up to 7 stories		
Tarpen Bar	<b>b</b> /	<u> </u>				R3 – Beachfront Ros R4 – Central Local F Bikepaths	id load	*The red boxes are uses added in the comments					Front: 25 feet is not a 15 feet. Side: 30 feet reduced to 10 feet.	cceptable; should be is not acceptable;	OK, , lots w of 10 ft	ith <20.000 sq.ft w	vill have a side back		
(		CURRENT	PROPOSAL	_	、	) (		SUGGESTE	D CHANGES				NEW PR	OPOSAL					
LOT	SIZE <20.00	10 sq.ft	LOTS	5IZE ≥ 20.00	) sq.ft	LOT	SIZE <20.00	00 sq.ft	LOT SI	ZE ≥ 20.000	sq.ft		LOT SIZE <20	000 sq.ft	LO	SIZE ≥ 20.000	) sq.ft		
										1									
*+500.000 sq 10										Stories	2004	LOT		e tan 500.000			stories		
COVERAGE		15.0	COVERAGE		2074	COVERAGE		COVERAGE SUM		15.5	COVERA	COVERAGE 40%		COVERAGE	3 5	20.5			
SETBACKS	Side	15π 20 ft	SETBACKS	Front	25π 30 ft	SETBACKS	Side	15π 10 ft	SETBACKS	Front	15π 10ft	SETRAC	ront (S Side	15π 10 ft	SETBACKS	Side	20π 20 ft		
	Rear	25 ft		Rear	40 ft		Rear	25 ft		Rear	40 ft		Rear	25 ft		Rear	40 ft		
MAX. HEIGHTS	3 Sto	ories High	MAX. HEIGHTS	4 St	ories High	MAX. HEIGHTS	5 Sto	5 Stories High MAX. HEIGHTS 10 Stories High			MAX HEIGH	s <sup>3 S</sup>	tories High	MAX. HEIGHTS	4 Stor	ries High			



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A A A A A A A A A A A A A A A A A A A									TDZU	3	Ì	COMMENTS							
								N	ORTHEAST	COAST			СОМ	MENT		RESP	ONSE		
								SUB	-SECTOR 7A MIX		M	Sub-Sector Touri Permitted Uses: Restricted Uses: S2: Need restaur T1, T3: Cannot re	stic Mixed-Use: Add S2, T1, T2 ants, so restrictin estrict T1 or S2.	ng S2 is not acceptal	ble.	It is important to cli restricted uses, as a and 5, mitigate the environment and m still be implemented conditions of the zo	arify that the shown in slides 4 impact on the obility, but they can d depending on the oning plan.		
1 Salar of	15 1		237	S C	122			PERMITTED 05E5	R1	51	F1	Environmental S environmental co	tandards: This is onsiderations are	a heavy resort area, critical.	so	ок			
						1		RESTRICTED USES	S2 R2	T1 52	T2 F2	Building Standar Building Heights 3 stories are not 4 stories are not	ds: : acceptable; shou acceptable; shou	Id allow up to 4 stor Id allow up to 6 stor	ries. ries.	To maintain the isle maximum height of proposed for lots si square feet. Lots w 500.000 sqft could stories	and's skyline, a f 3 to 4 stories is maller than 500,000 ith more tan develop up to 7		
Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford Transford							nnection d bad	*The red boxes	T1 T2 are uses added i	T3	T4 ents	Setbacks: Side: 20 feet is n Front: 30 feet is n Side: 35 feet is n	iot acceptable, sh not acceptable; sh iot acceptable; sh	ould be reduced to 1 hould be reduced to ould be reduced to 1	10 feet. 15 feet. 10 feet.	Ok Ok It is accepted and a buildings, a side se be applied. If the he stories, the setback further explanation proposal fined belo	idded that for 3-story tback of 10 feet will ight exceeds 2 will be 20 feet, for look at the new w.		
CURRENT PROPOSAL						9	SUGGESTE	D CHANGES			(		NEW PR	ROPOSAL					
LOT SIZE <20.000 sq.ft LOT SIZE ≥ 20.000 sq.ft					) sq.ft	LOT	SIZE <20.00	)0 sq.ft	LOT SI	ZE ≥ 20.000	sq.ft	LC	DT SIZE <20.0	000 sq.ft	LC	OT SIZE ≥ 20.00	0 sq.ft		
								*+500.000 sq 10	Stories		* Lots	with more	e tan 500.000	sqft could de	evelop up to 2	7 stories			
LOT COVERAGE	ie 40% LOT 30% LOT COVERAGE				40%	LOT COVERAGE		30%	LOT COVERAGE		40%	LOT COVERAGE		30%					
	Front	20 ft		Front	30 ft		Front	20 ft		Front	15 ft		Front	15 ft		Front	20 ft		
SETBACKS	Side	20 ft	SETBACKS	Side	35 ft 40 fr	SETBACKS	Side	10 ft 25 fr	SETBACKS	Side	10 ft 40 ft	SETBACKS	Side	10 ft	SETBACKS	Side	20 ft 40 fr		
MAX. HEIGHTS	3 Sto	ries High	MAX. HEIGHTS	4 Sto	ries High	MAX. HEIGHTS	4 Sto	4 Stories High MAX. 8 Stories High		ries High	MAX. HEIGHTS	3 Sto	ries High	MAX. HEIGHTS	4 Sto	pries High			

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	4							TDZU	4				CON	IMENTS		
<u>_</u>		S-1					(	CAYO FRA	NCES		со	MMENT		RE	SPONSE	
ĺ.		←5  -4		A			SUB-	SECTOR 7A MI	KED TOURISM	НЗ	Sub-Sector: Permitted Us Restricted U	Touristic Mixe ses: Add T1, T ses: T1, T3 – I	ed-Use as 2, T3 on NO be the	s important to cla shown in slides 4 the environment o implemented dep e zoning plan.	rify that the rea and 5, mitigat and mobility, b ending on the	stricted uses, e the impact ut they can stil conditions of
ser Bea 6	1- J.	•				F		R1 T1	51 T2	F1	Building Star Lot Coverage Building Heig stories Setbacks: Si	ndards: e: 40% NO - 50 ghts: 2 stories de 20 ft NO - 1	0k NO-3 0k Fo 0 ft fin	; ; r further explanati ied below.	on look at the	new proposal
Transfer 1	San Picho	À	2		R1 – Intercaye Road R2 – Urban Main Cor R3 – Beachfront Roa R4 – Central Local R Bikenste	inection d bad	*The red boxes	R2 T1 I2 are uses added	S2 T3 T2 in the comm	F2 T4	Lot Size/Lot Lot Coverag Building Heig stories Setbacks: Si	Coverage: e: 30% NO - 60 ghts: 2 stories de 35 ft NO - 1	It i inc NO-6 To 5 ft sm tar	s important to hig cludes outdoor rec ilt upon. maintain the islar ight of 3 to 4 stori naller than 500,000 n 500.000 sqft cou	hlight that the reational area nd's skyline, a es is proposed I square feet. I Id develop up	lot coverage s that are not maximum d for lots Lots with more to 7 stories
							SUCCESTER							POPOSAL		
LOT	SIZE <20.000	)sq.ft	LOTS	- SIZE ≥ 20.000 sq.ft	LOT SIZE <20.000 sq.ft LOT SIZE ≥ 20.000 sq.ft						LC	DT SIZE <20.0	)00 sq.ft	LOT	SIZE ≥ 20.000	) sq.ft
								* +500.000 sq 7	Stories		* Lots	* Lots with more tan 500.000		000 sqft could develop up to 7 sto		stories
LOT COVERAGE	4	0%	LOT COVERAGE	30%	LOT COVERAGE	LOT 50%			6	9%	LOT COVERAGE		40%	LOT COVERAGE	3	0%
	Front	20 ft		Front 30 ft		Front	20 ft		Front	30 ft		Front	20 ft		Front	20 ft
SETBACKS	Side	20 ft 25 ft	SETBACKS	Side 35 ft Bear 40 ft	SETBACKS	Side	10 ft 25 ft	SETBACKS	Side	15 ft 40 ft	SETBACKS	Side	10 ft 25 ft	SETBACKS	Side	20 ft 40 fr
MAX. HEIGHTS	2 Stor	ies High	MAX. HEIGHTS	3 Stories High	MAX. HEIGHTS	3 Sto	ries High	MAX. HEIGHTS	Rear 40 ft 6 Stories High		MAX. HEIGHTS	3 Sto	ries High	MAX. HEIGHTS	4 Stor	ies High



× C	7			7 3	a see		4		TDZU	5				COM	IMENTS		
		5-11	1	À						снісо		COI	MMENT		RES	PONSE	
5/2-5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5							SUB-SECTOR 7A MIXED TOURISM						ndards: e: 40% NO - 60	Site co by build	Site coverage is the percentage of a property cover by buildings and roofs.		
						1.28	11 2 Er	PERMITTED USES	H1	H2	НЗ	Building Hei - 4 stories	ghts: 2 stories	NO To mai of 3 to 500,000	intain the island's 4 stories is propo 0 square feet.	skyline, a max sed for lots sr	imum height naller than
Seen	1 3	•	10						R1	S1	F1	Lot Coverag	e: 30% NO - 50	% Ok			
(6)-	" Jewes											Building Hei - 4 stories	ghts: 3 stories	NO Ok			
					- R1 - Intercaye Road		RESTRICTED USES	R2 T1	S2 T3	F2 T4	Note: up to 1 developmen 500,000 sq f	10 stories for its more than t	Lots wi 7 storie	ith more tan 500. es, To maintain th	000 sqft could e island's skyl	l develop up to ine	
Theyen Bar	Trans			18		R2 – Urban Main Co R3 – Beachfront Roa R4 – Central Local R Bikepaths	nnection id ioad		T2			Note: Heigh on airport.	t restriction be	ised The zoi Hight o	ne by the airport s of 4 stories	hould have a r	naximum
·						× ~											
	C	CURRENT	PROPOSAI	_			SUGGESTE	OCHANGES				NEW PROPOSAL					
LOT	SIZE <20.000	) sq.ft	LOTS	5IZE ≥ 20.00	0 sq.ft	LOT SIZE <20.000 sq.ft LOT SIZE ≥ 20.000 sq.ft						L	OT SIZE <20.0	i00 sq.ft	LOTS	SIZE ≥ 20.000	sq.ft
														tap 500 000			stories
LOT			LOT			IOT			* +500.00	0 sq 8 Storie	25	LOT				nop up to 7	Stories
COVERAGE	4	10%	COVERAGE		30%	COVERAGE		00%	COVERAGE	5	0%	COVERAGE		¥0%	COVERAGE	30	J%
SETBACKS	Front	20 ft	SETBACKS	Front	35 ft	SETDACK'S	Front	20 ft	SETRACKS	Front	35 ft	SETDACKS	Front	20 ft	SETDACKS	Front	20 ft
SEIBACKS	Rear	20 π 25 ft	SEIBACKS	Side 35 ft Rear 40 ft	SETBACKS	Rear	20 π 25 ft	SEIBACKS	Rear	20π 40 ft	SEIBACKS	Rear	10 π 25 ft	SEIBACKS	Rear	20π 40 ft	
MAX. HEIGHTS	2 Stor	ies High	MAX. HEIGHTS	3 Ste	ories High	MAX. HEIGHTS	4 Sta	ories High	MAX. HEIGHTS	AX. 4 Stories High		MAX. HEIGHTS	3 Stories High		MAX. 4 Stories High		ies High



IS	MENTS	COMN				6	TDZU		and a									
RESPONSE		ENT	сомм			ACH	ECRET B	5	- 4		A (155)	1			/			
				er.	M	ED TOURISI	ECTOR 7A MI	SUB-S										
ок	: ок	ort Location uilding Heights:	es - Prime Reso Standards / Bu	Land Uses Building St 3 Stories 4 Stories	 H3 F1	H2 51	H1 R1	PERMITTED USES										
To maintain the island's skyline, a maximum height of 3 to 4 stories is proposed for lots smaller that 500,000 square feet. Lots with more tan 500.000 sqft could develop up to 7 stories.	quare deve	itted for eed 500,000 sqi	Stories: Permi nents that exc nother unit).	Up to 10 Si developme feet (or and	F2 T4	S2 T3	R2 T1 T2	RESTRICTED USES	e mnection ad Road	R1 – Intercaye Road R2 – Urban Main Coi R3 – Beachfront Roa R4 – Central Local R Bikopaths		3		san Prine D	Transmitter			
5AL	OPOSAL	NEW PRC		(	 	;	CHANGE	SUGGESTED										
LOT SIZE ≥ 20.000 sq.ft	LOT	i00 sq.ft	LOT SIZE <20.0	L	sq.ft	ZE ≥ 20.000	LOT S	000 sq.ft	T SIZE <20.	LOT SIZE <20.000 sq.ft LOT SIZE $\ge$ 20.000 sq.ft								
uld develop up to 7 stories	aqft could dev	tan 500.000 sc	uts with more	* Lots														
LOT 30%	LOT COVERAGE	40%		LOT COVERAGE	30%	3	LOT COVERAGE	40%		LOT COVERAGE	30%	LOT COVERAGE	40%		LOT COVERAGE			
Front 30 ft		15 ft	Front		 30 ft	Front		15 ft	Front		Front 30 ft		15 ft	Front				
BACKS Side 30 ft Rear 40 ft	SETBACKS	15 ft 20 ft	Side Rear	SETBACKS	 30 ft 40 ft	Side Rear	SETBACKS	15 ft 20 ft	Side Rear	SETBACKS	side 30 ft Rear 40 ft	SETBACKS	15 ft 20 ft	Side Rear	SETBACKS			
MAX. EIGHTS 4 Stories High	MAX. HEIGHTS	R ries High	3 Sto	MAX. HEIGHTS	R	4 Sto	MAX. HEIGHTS	Stories High	3	MAX. HEIGHTS	3 Stories High	MAX. HEIGHTS	ries High	2 Sto	MAX. HEIGHTS			
	oppos sqft cou cov	NEW PRC 00 sq.ft tan 500.000 sc 15 ft 15 ft 15 ft 15 ft	LOT SIZE <20.0 ts with more Front Side Rear 3 Sto	* Lots COVERAGE SETBACKS MAX. HEIGHTS	Sq.ft 30% 30 ft 30 ft 40 ft ries High	ZE ≥ 20.000 : ZE ≥ 20.000 : Front Side Rear 4 Sto	CHANGES LOT S LOT S LOT COVERAGE SETBACKS MAX. HEIGHTS	SUGGESTED D00 sq.ft	T SIZE <20. Front Side Rear 3	LOT COVERAGE SETBACKS MAX. HEIGHTS	IZE ≥ 20.000 sq.ft IZE ≥ 20.000 sq.ft 30% Front 30 ft Side 30 ft Rear 40 ft 3 Stories High	PROPOSAL LOT S LOT S LOT S LOT S LOT SETBACKS MAX. HEIGHTS	CURRENT   0 sq.ft 0 sq.ft 1 5 ft 1 5 ft 2 0 ft ries High	CURRENT LOT SIZE <20.000 sq.ft				



A State of			TDZU7	COMMENTS				
A Part		WEST SA	N PEDRO LAGOON	COMMENT	RESPONSE			
-5		SUB-SEC	TOR 7A MIXED TOURISM					
No Char Marine Rozere		PERMITTED USES	H1 H2 H3					
Secret A	A Contraction of the Contraction		R1 S1 F1	Sub-sector Touristic Mixed-Use / Restricted Uses - T1: There are resorts				
6 James				planned here (lot coverage: up to 5 stories for developments over 100,000 square	Ok			
East Page San Martino		RESTRICTED USES	R2 S2 F2	feet).				
Ban Podro Tomo	R1 - Intercaye Road - R2 - Urban Main Connection		T1 T3 T4					
Tarpen Bay	R3 – Beachfront Road — R4 – Central Local Road		12 T2					





