



Belize Infrastructure Limited

LAKE INDEPENDENCE DESIGN GUIDELINES

APRIL 10, 2019



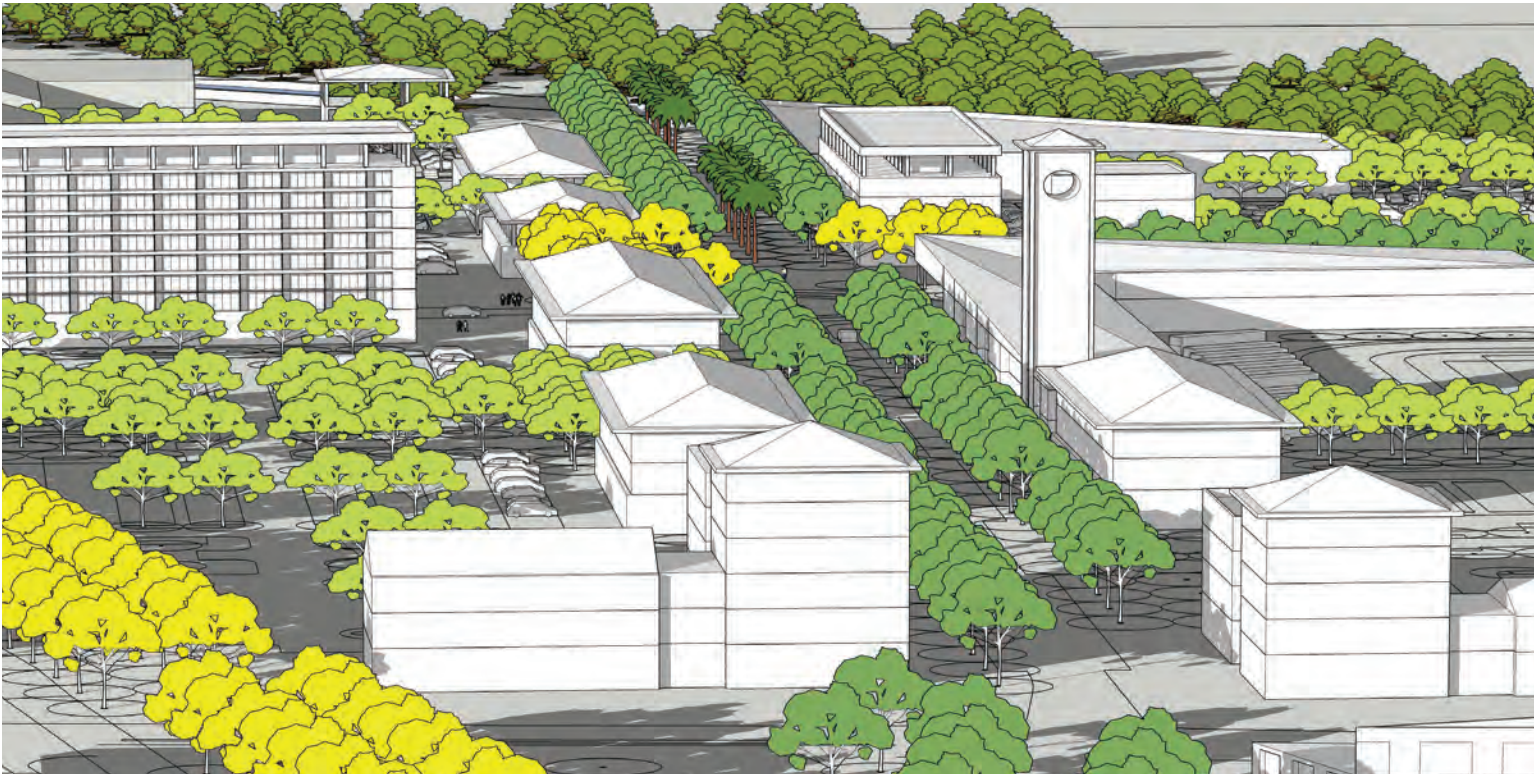
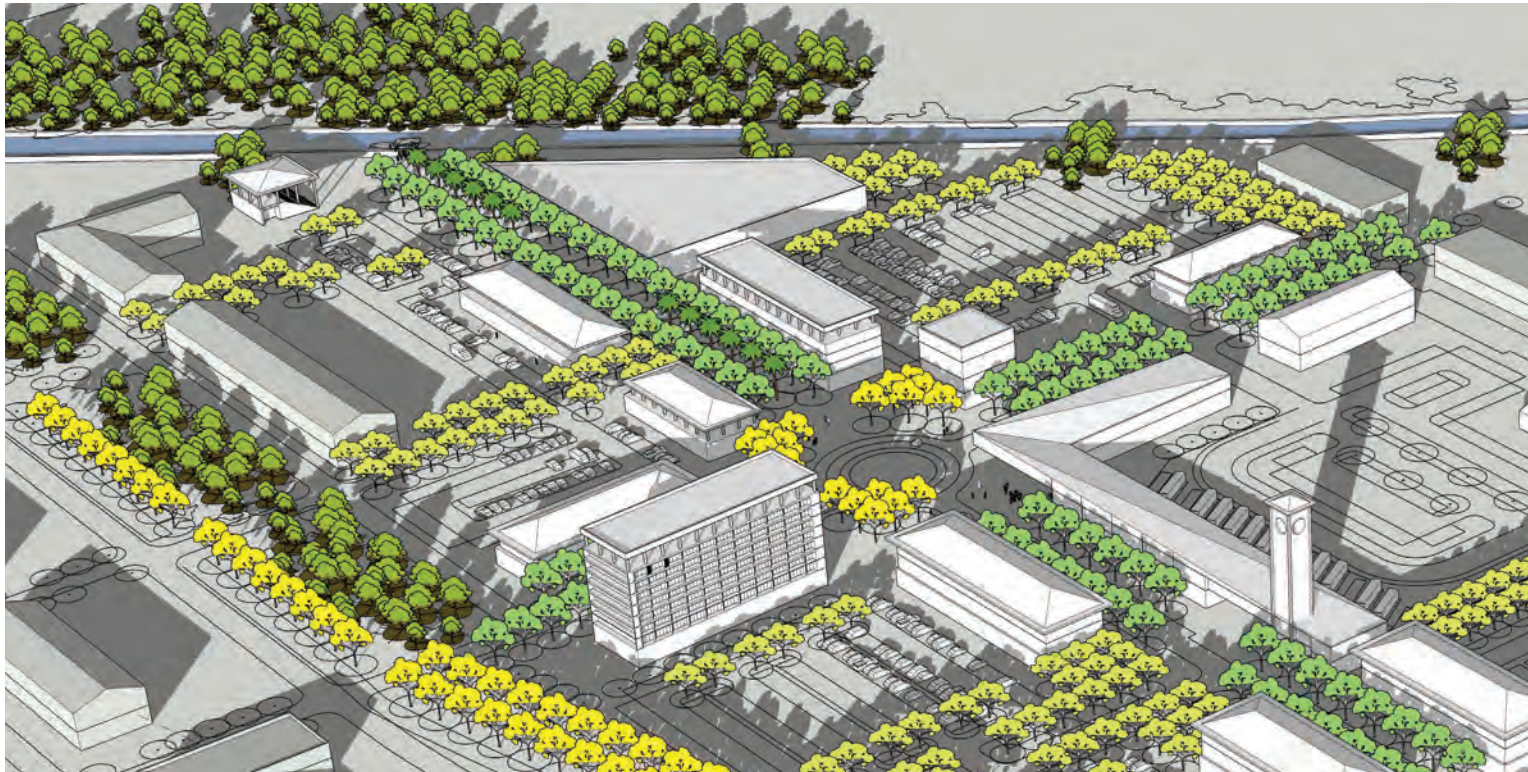


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Executive Summary

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



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

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

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

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

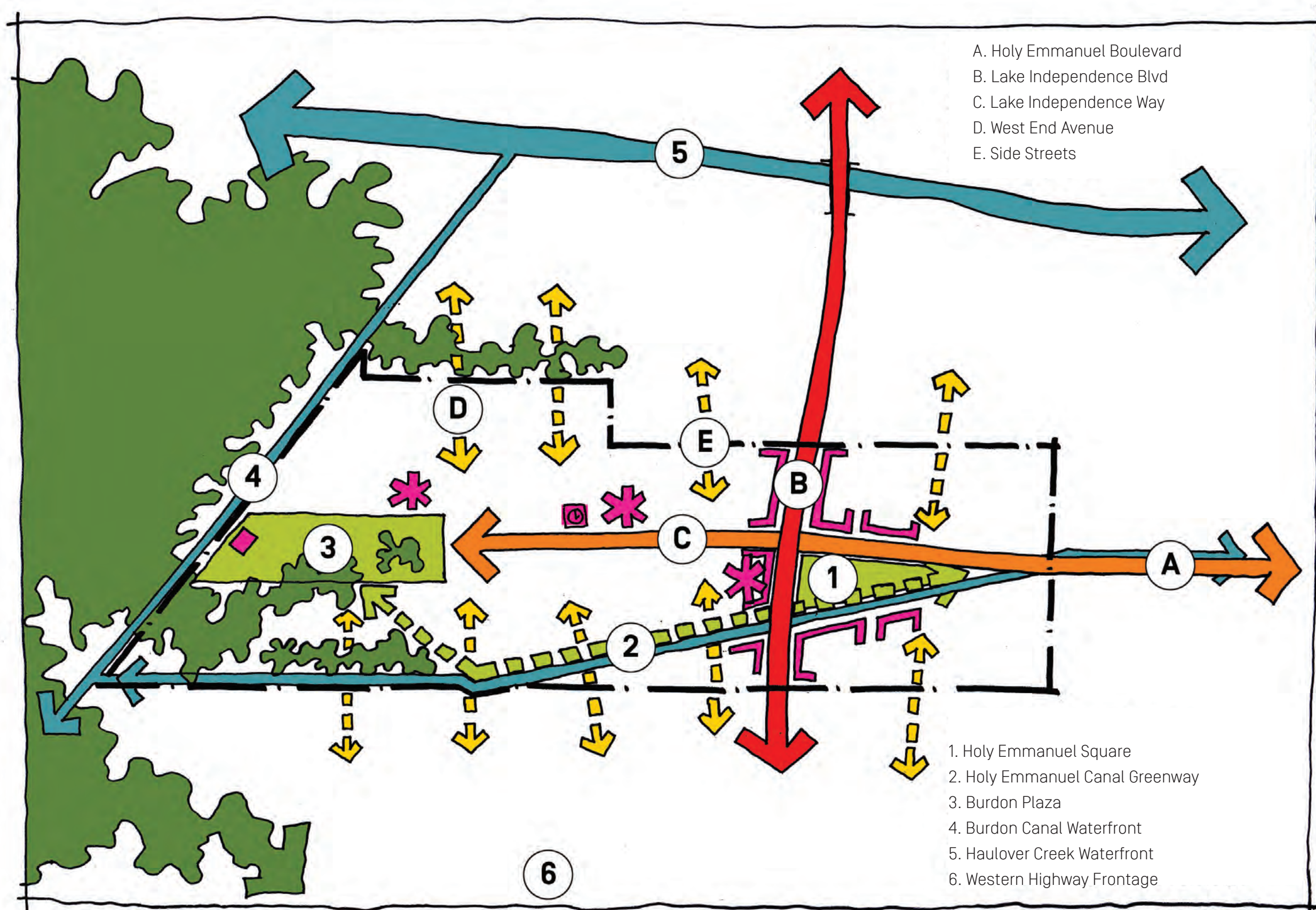
The design guidelines set forth in this package are meant to help advance the design and construction of infrastructure and development at Lake Independence. They have been formally adopted as the guiding legislation to all parties involved in future work at Lake Independence and are set forth in order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

1. Site Analysis Diagram



The corridor between the Northern and Western Highways along the southern bank of Haulover Creek, is a neighborhood that acts as the spine of Belize City. Defined by Mahogany Street and Holy Emmanuel Boulevard, this spine holds the potential to become the city's "Broadway." A fully developed Lake Independence will serve as a destination for services and culture and will be the western anchor for the mixed use/ pedestrian friendly corridor.

2. Design Guidelines and Framework Diagram



The intersection at the former Chetumal Street (now called Lake Independence Blvd) and Lake Independence Way will serve as the epicenter of the district. It is envisioned that all routes to adjacent properties connect in and through the district as either vehicular or pedestrian routes so as to stitch the district into its context and to keep it from becoming an isolated island of new development. A diverse open space network will act to create variation and opportunity for many types of open space activities. The open spaces defined by this plan are also designed to create identifiable addresses for new government and private businesses and destinations.

3. Lake Independence Master Plan



- LEGEND**
- 1. Holy Emmanuel Square/Park
 - 2. Ministry of Finance Office
 - 3. GOB Offices
 - 4. Retail and Commercial
 - 5. Community Center *(completed)*
 - 6. Resilient Housing Area
 - 7. Resilient Housing Area
 - 8. Civil Services
 - 9. Retail on the Square
 - 10. Retail and Commercial
 - 11. Tech, Institution, & Office
 - 12. Office/Mixed
 - 13. Hotel/Mixed
 - 14. Office/Mixed
 - 15. Retail/Entertainment/F&B
 - 16. Retail/Entertainment/F&B
 - 17. Ferry & Event Tickets/Canal Cafe
 - 18. Convention/Expo/Event
 - 19. Hotel/Mixed
 - 20. Cultural Cube
 - 21. Bus Depot Annex/Offices
 - 22. Bus Depot/Retail
 - 23. Office/Mixed
 - 24. Bus Depot Shed/Fuel Station
 - 25. Office/Mixed
 - 26. Depot Support/Mixed
 - 27. Holy Emmanuel Canal Promenade
 - 28. Lake I Circle
 - 29. Lake I Way Plaza
 - 30. Burdon Canal Waterfront Parks
 - 31. Recreation Facility
 - 32. Treasury Plaza

Survey request by:
Belize Infrastructure Limited

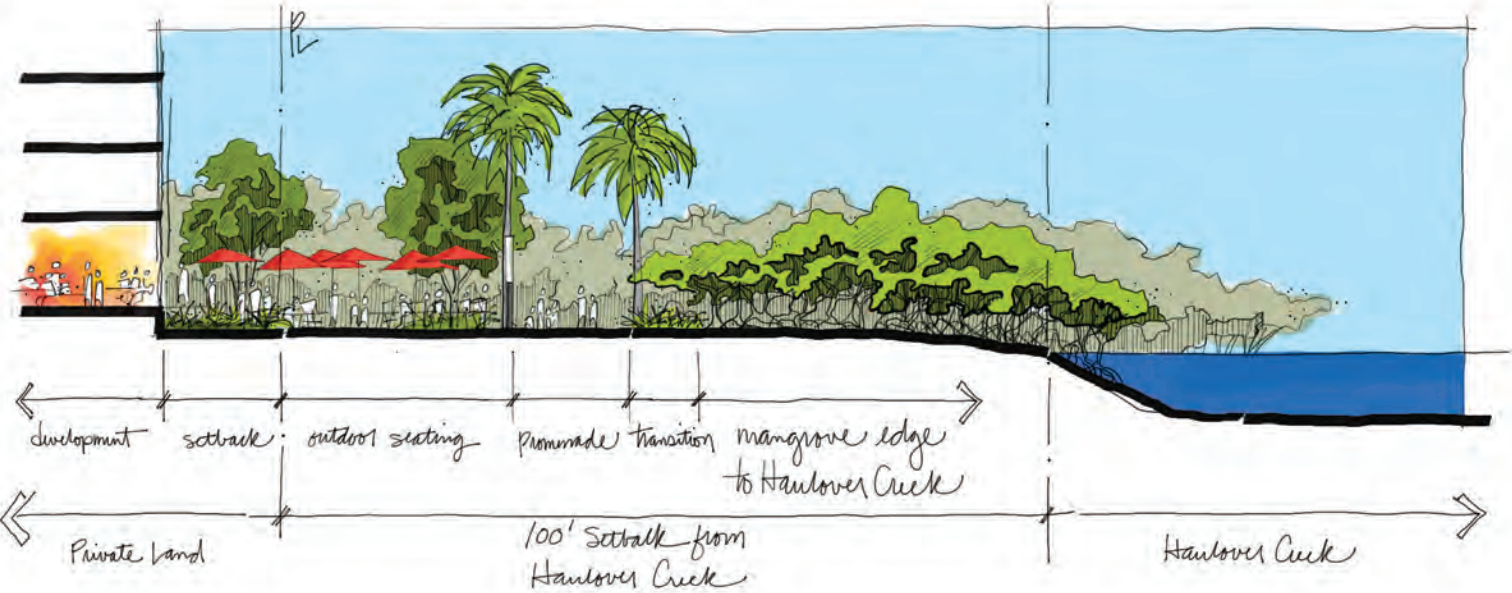
DISTANCES ARE IN METERS AND DECIMALS OF A METER.
DAYLIGHT CUTS ARE 10 FEET.

Prepared by _____ Date 26 February, 2019
Ian A. Gillett (B. Sc. Hons. U.W.I)
Licensed Land Surveyor

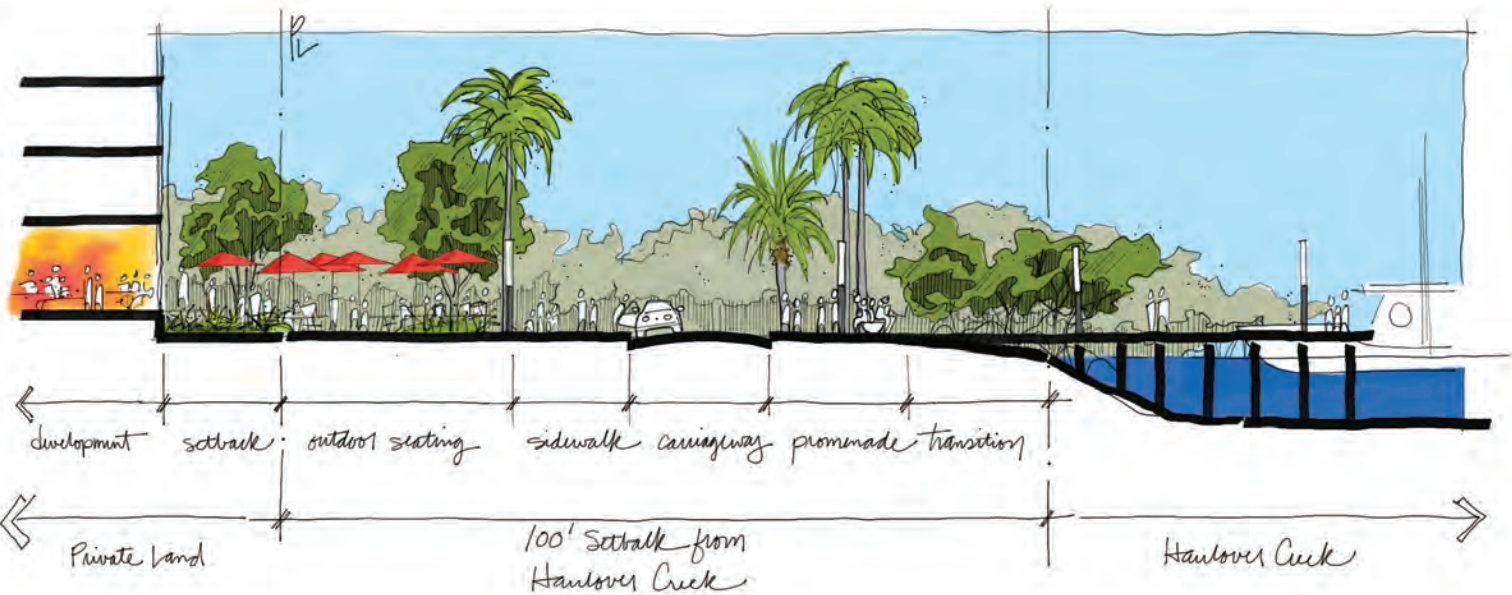
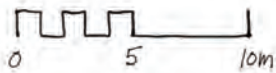


DEVELOPMENT				PARKING	
Plot Number	Max. Allowable Bldg Footprint		No. of Floors	Development Capacity	Parking Spaces Ach/Req¹
	m2	ft2	fl	gsf	
HEA 01	108,000	1,162.50	1.0	1,163	
CIVIL SERVICES	1,105,897	11,903.76	1.8	21,667	65 A
HEA 02	877,841	9,448.99	1.8	17,000	68 *A
HEA 03	1,080,000	11,625.01	1.7	20,250	81 A
LIW 01					
LIW 02					
LIW 03	967,567	10,414.79	1.4	14,667	44 A
LIW 04	1,234,112	13,283.86	3.4	45,000	135 A
LIW 05	900,000	9,687.51	3.2	31,000 *	93 A
LIW 06	2,366,144	25,468.94	0.5	13,000	39 A
LIW 07/MOF	0,000			55,000	
LIW 08	900,000	9,687.51	3.1	30,000	90 R*
LIW 09					
A-Office	1,080,000	11,625.01	3.3	38,000	114 R
B-90 Key Hotel	1,035,271	11,143.55	8.1	90,000 *	90 R
WEA 01	1,623,497	17,475.16		28,667	86 A
BLDG A	930,014	10,010.58	1.9	19,333	58
BLDG B	693,483	7,464.58	1.3	9,333	28
WEA 01 Easment			0.0		
WEA 02/OP3	1,404,000	15,112.52	2.0	20,250	81 A*
BLDG C	1,080,000	11,625.01	1.5	17,256	69
BLDG D	324,000	3,487.50	0.5	1,744	7 R
WEA 03	1,415,156	15,232.60	0.7	10,000 *	269
BLDG A	324,000	3,487.50	4.0	13,950	84 R
BLDG B	1,080,000	11,625.01	4.1	47,213	47 A*
BLDG C	4,276,239	46,029.01	1.0	46,029	138 R
WEA 03 Easment					
WEA 04	722,305	7,774.82	2.0	15,667	47 A*
WEA 05	1,796,059	19,332.60	2.5	49,000	98 A*
WEA 03 Easment					

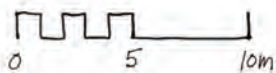
4. Zone B



Section Concept A @ Haulover Creek



Section Concept B @ Haulover Creek



NOTES & RECOMMENDATIONS

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

Street Network

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

Development & Recommended Use

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

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

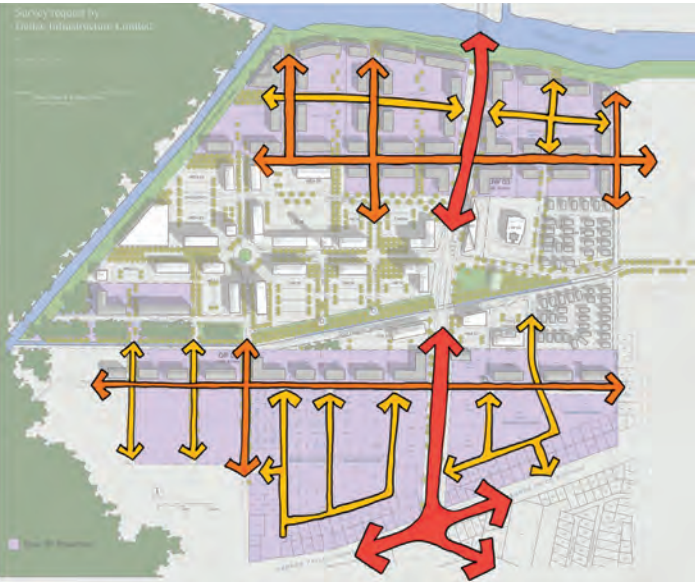
Waterfront

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

Setbacks

Setbacks should be constructed to aid with passive green infrastructure in mind. They should be beautiful and assist with storm water management. No parking will be allowed in the setbacks between the right-of-way and the building entrance along address streets.

4. Plot Diagram: Zone B



Streets, Parking, & Services

All streets are secondary to Lake Independence Boulevard & Way. Address streets are complete streets serving as the primary building address for each property. Service Streets are vehicular dominant and lead to all on-site private parking areas behind buildings.



Waterfront

All streets in the northern part of Zone B lead to the waterfront. Street end park-lets and a continuous waterfront are envisioned for the Haulover Creek and Burdon Canal.

5. OVERVIEW

1. Permitted Land Use

- 1.01 Residential with allowance for commercial at the ground floor and first elevated floor.
- 1.01.1 Residential only. Incidental secondary uses permitted at grade after BIL review and approval only.
- 1.02 Commercial uses could include retail, food & beverage, small office, and/or professional services.
- 1.03 Commercial Office with allowance for retail or services at the ground floor and first elevated floor.
- 1.04 Transportation / Retail / Office
- 1.05 Hotel / Extended Stay / Convention / Retail
- 1.06 Civic / Cultural / Institutions
- 1.07 Commercial Retail

2. Allowable Height

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

- 2.01 One to Two Stories
- 2.02 Two to Four Stories
- 2.03 Four to Eight Stories
- 2.04 Above Eight Stories

3. Setbacks

General Note: All setbacks shall be measured from the Right-of-Way/Property Line and should accommodate accessible means of access/egress for all buildings where the finished floor height of the building’s ground floor is not coplanar with grade at the adjacent sidewalk level.
Setbacks should be designed to help mitigate the negative impacts of storm water as much as possible.
Setbacks along address streets are not to be used for parking to any extent.
Setbacks should promote access to ground floor uses.

- 3.01 Front Yards: Are defined by the side of the building that serves as its primary address.
- 3.01.1 Buildings are required to be constructed along the edge of the property line at the right-of-way.
- 3.01.2 Buildings are required to be set back 5m. No Parking is allowed in the front yard setbacks.
- 3.01.3 Buildings may be set back as needed to serve the special nature of their program subject to Belize City review and approval. No parking will be allowed in any front yard.
- 3.01.4 Buildings are required to be set back 3m and to engage the sidewalk w/steps and porches.
- 3.02 Side Yards: Are defined by the sides of the building that connect the Front and Rear Yards.
- 3.02.1 No setbacks are required
- 3.02.2 5m with allowances for parking
- 3.02.3 5m with no allowance for parking
- 3.03 Rear Yards: Are defined by the side of the building most opposite its Front Yard. (Minimum Rear Yard setbacks are to be established for each development area.)
- 3.03.1 No setbacks are required
- 3.03.2 10m setback

4. Ground Floor Controls

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

- 4.01 All ground floors should be inviting and present an active facade to their Front Yard. Policy for climate change and sea level rise should be established and incorporated into ground floor controls before schematic design begins for all buildings. Ground floors must be elevated to meet design flood elevations.
- 4.01.1 Residential – Fronting on Holy Emmanuel Avenue residential properties should be allowed to open retail or professional offices at grade where conditions are commercially viable. Where residential properties and addresses meet grade or have finished floor elevations 4’ or less from existing grade, layers of landscape and setbacks are encouraged to create some degree of privacy from the public right-of-way.
- 4.01.2 Commercial Offices should have welcoming lobbies and where supplemental programs are included in the ground floor. Addresses for those programs should have their own entrance on the exterior of the building that is connected to the public right-of-way.
- 4.01.3 Commercial Mixed-Use – Residential is encouraged above the 1st Floor
- 4.01.4 Transportation – Ground floor should be a mix of station services and commercial retail/food & beverage but may also host civil service offices such as police.
- 4.01.5 Hotel / Convention should have welcoming lobbies and where supplemental programs are included in the ground floor, addresses to those programs should have their own address on the exterior of the building and not a shared address and access from within the lobby only.
- 4.01.6 Civic/Cultural/Institutional should have a prominent address and its ground floor facade should be designed as appropriate for the programmatic requirements of the facility. Wherever possible, the building should open up to the public realm adjacent to it.
- 4.01.7 Retail should be visibly open, secure, and have a street front address for each tenant individually.
- 4.02 Side Yards and Rear Yards may be used for secondary access and services.

5. Architectural Guidelines

General Note: All ground floor construction should be made of resilient materials and wherever possible should be wet flood proofed.
All critical building system components shall be located on the second floor or higher.
All buildings should strive to achieve ratings based on a current green building design standard for sustainability and energy performance. Standards that could be referenced include the USGBC LEED Rating System, BREEAM, and/or the Living Building Challenge.

- 5.01 While all buildings should be situated to shape the space of the public realm and to create high valued addresses, architecture should be designed to work well in the local climate. Those with a long side should orient the bulk of their total GFA so that their length is aligned with the east west axis in order to reduce cooling demands and enhance building performance.
- 5.02 Each building should be encouraged to develop a terrace on its second floor that faces the Public Realm or Avenue. Each occupiable roof surface or terrace should be covered with a terrace shade canopy at a minimum.

- 5.03 Buildings should make optimal use of local materials and trades.
- 5.04 North and South Facades should be designed with horizontal shading and layered screen in-fill facade treatments.
- 5.05 East and West Facades should be predominantly opaque or be designed with vertical shading and layered screen in-fill facade treatments.
- 5.06 Shade all roof tops with the potential to be occupied and plant/install unoccupied roof tops with green roof elements

6. Landscape Guidelines

- General Notes: Species for all landscape should be native or common to mainland Belize, resilient, and low maintenance. Wherever it is possible, preserve elements from the existing forest in areas planned for landscapes. Integrate green infrastructure strategies to optimize passive storm water management wherever possible.
- 6.01 Streets are all envisioned to be tree-lined and should be used in mixed-use areas to help calm traffic and cool the pedestrian environment. Trees type mixes for distinct streets should be uniquely consistent for each street type. Lake Independence Blvd, Holy Emmanuel Avenue, and Lake Independence Way should stand out as special among all other streets in the district. Side street trees should be a consistent mix throughout the district. Tree grates that can be traversed by pedestrians and those in need of accessible surfaces should be installed around all trees on sidewalks and in the public right-of-way.
 - 6.02 – 6.05 should be governed by:
 - Hardscape – The value generated in adjacent properties should be an indicator and potential funding source for investment in quality resilient materials for hardscape areas.
 - Soft Ground Cover – see general note.
 - Shrubs – see general note.
 - Ornamental Trees should be integrated into public areas throughout the project with careful attention paid to potential obstructions to both circulation and site lines.
 - Shade Trees should be integrated into active hardscape dominant areas.
 - 6.02 Squares
 - 6.03 Event Plazas
 - 6.04 Waterfronts
 - 6.05 Courtyards
 - 6.06 Parking – All Spaces/Stalls should be a part of a green infrastructure network and should be designed with permeable pavers wherever possible to assist with passive storm water management. In all parking lots, shade trees should be planted to help absorb storm water and to reduce the heat island effect and their planting beds/pits should be part of a bio-swale network that helps clean surface water before it re-enters the canal and creek system.

7. Signage Guidelines

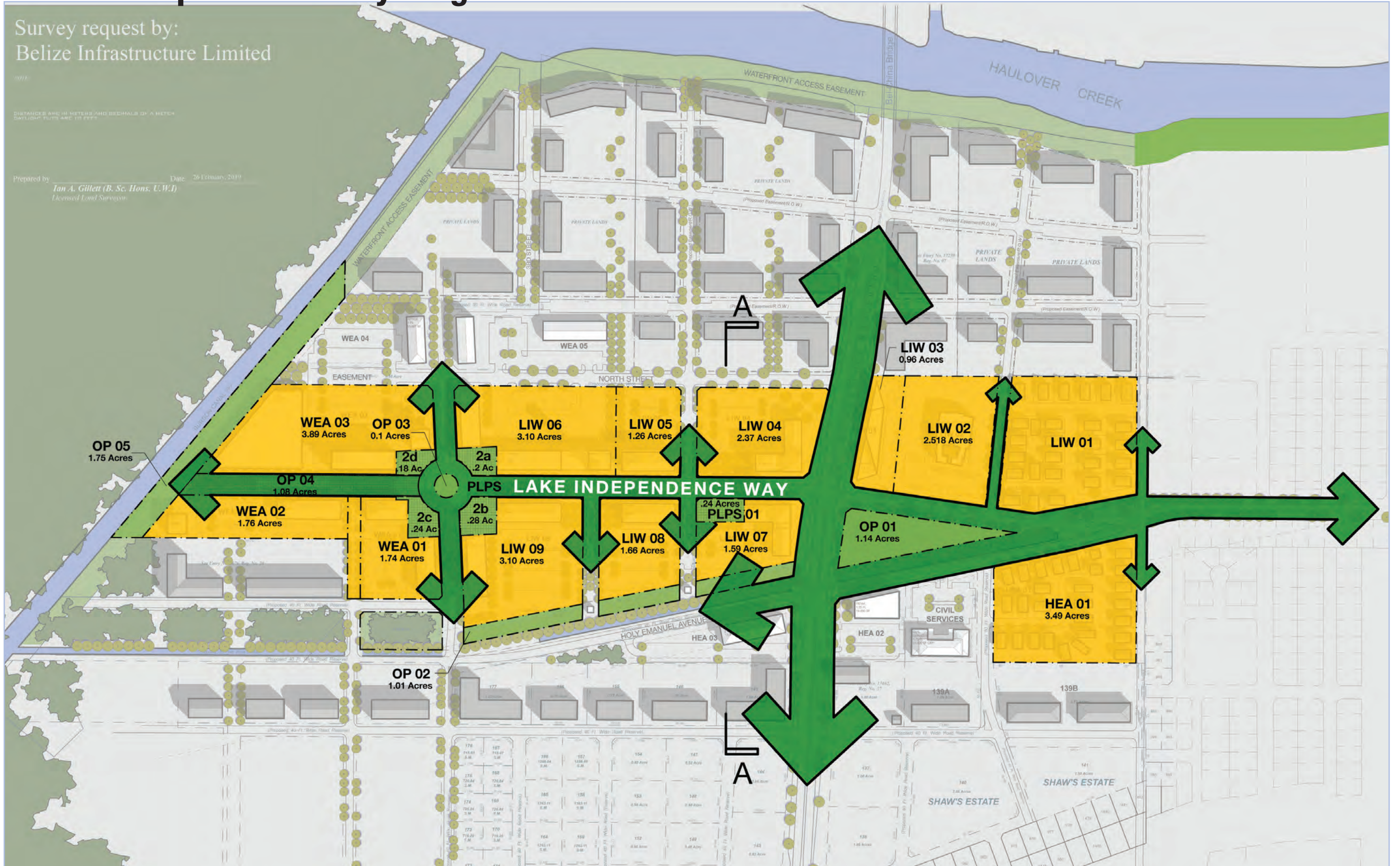
- General Note: Billboards and hoardings should not be permitted in the Lake Independence District.
- All marketing signage opportunities are subject to approval by the management authority.
 - All lighting for signage and size should be reviewed by the Management Authority to evaluate its environmental impacts.
 - Signs may project from buildings but shall not interfere with pedestrian or vehicular passage of any kind.
 - Signs shall not be mounted at grade in setbacks.

- 7.01 Signage in areas inclusive of Residential Uses is allowed below the level of the finished second floor. We recommend no self-illuminated signs in this area given the mixed-use character of the development in these areas.
- 7.02 Signage for Retail on the exterior of buildings should be visible from street level but should not emit light to the upper floors of either their or adjacent buildings.
- 7.03 Signage for Commercial Office and Services on streets that are not inclusive of residential properties may use any part of the building for signage so long as view corridors to residential areas are preserved and protected.
- 7.04 Transportation Hub should have signage for the primary purpose of the facility hierarchically dominant over signage for supplemental retail programs included in the complex. Wherever possible, signage and access for supplemental programs should address the public right-of-way.
- 7.05 Civic/Institutional signage should be reviewed by the Management Authority for appropriateness
- 7.06 Public Open Space & Right-of Ways should include signage for the purpose of way-finding only. No commercial signage shall be permitted in the public realm or public right-of-way
- 7.08 Event Signage shall be removed within three days of the close of the event that they represented.

8. Lighting Guidelines

- General Notes: LED Lighting is recommended throughout the district for its lifespan, cost efficiency, and color quality.
- Solar fixtures should be specified and installed for all parking areas and public areas where access to sunlight is adequate to support their operation.
 - 8.01 Architecture should be well lit from within without creating negative impacts on the surrounding environments. Exterior architectural lighting should be consistent with the lighting and character of its address street.
 - 8.02 Landscape should be well lit and appropriate for its associated land use. Details and specifications will be subject to review by the Management Authority.
 - 8.02.1 Hardscape – given proximity to the floodplain, lighting embedded in the surface of paving is not encouraged.
 - 8.02.2 Soft Ground Cover should be lit from within
 - 8.02.3 Shrubs should be lit from within or up-lit depending on scale
 - 8.02.4 Ornamental Trees should be up-lit
 - 8.02.5 Canopy Trees should be up-lit when lit at all
 - 8.03 Street lighting should be downward casting and shielded from windows above the ground floor programs. In active mixed-use pedestrian areas special attention should be paid to the color of light emitted. Targeting 3000K color temperature will help with facial recognition and healthy luminance of skin tones.

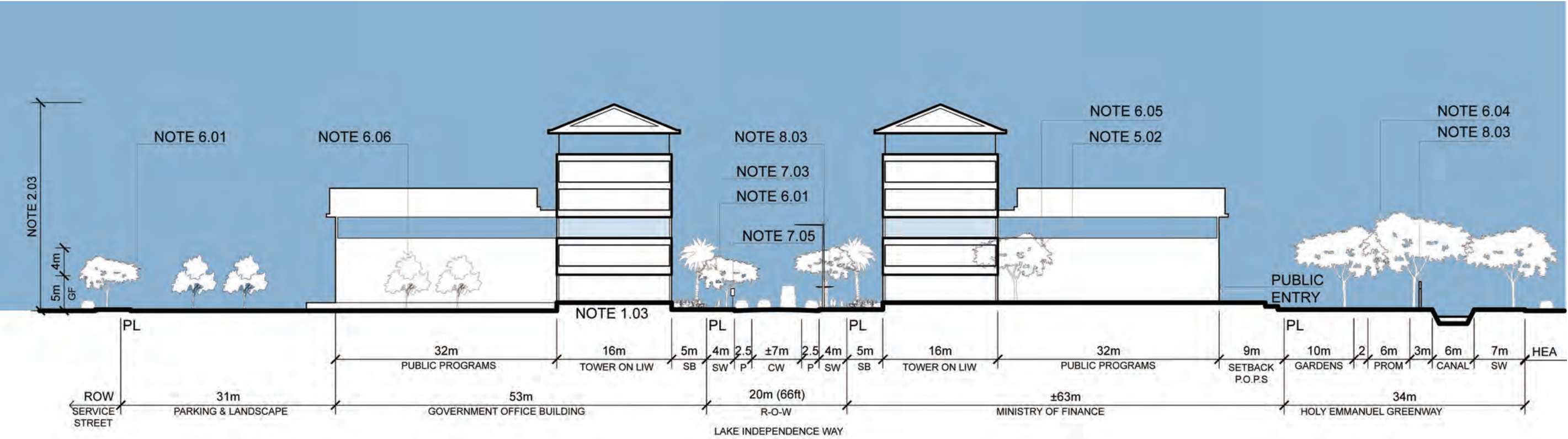
I. Lake Independence Way Diagram



I. Lake Independence Way Diagram

TYPICAL STREET SECTION

SECTION A-A



PRECEDENTS

STREET



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

ADDRESS



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

OPEN SPACE



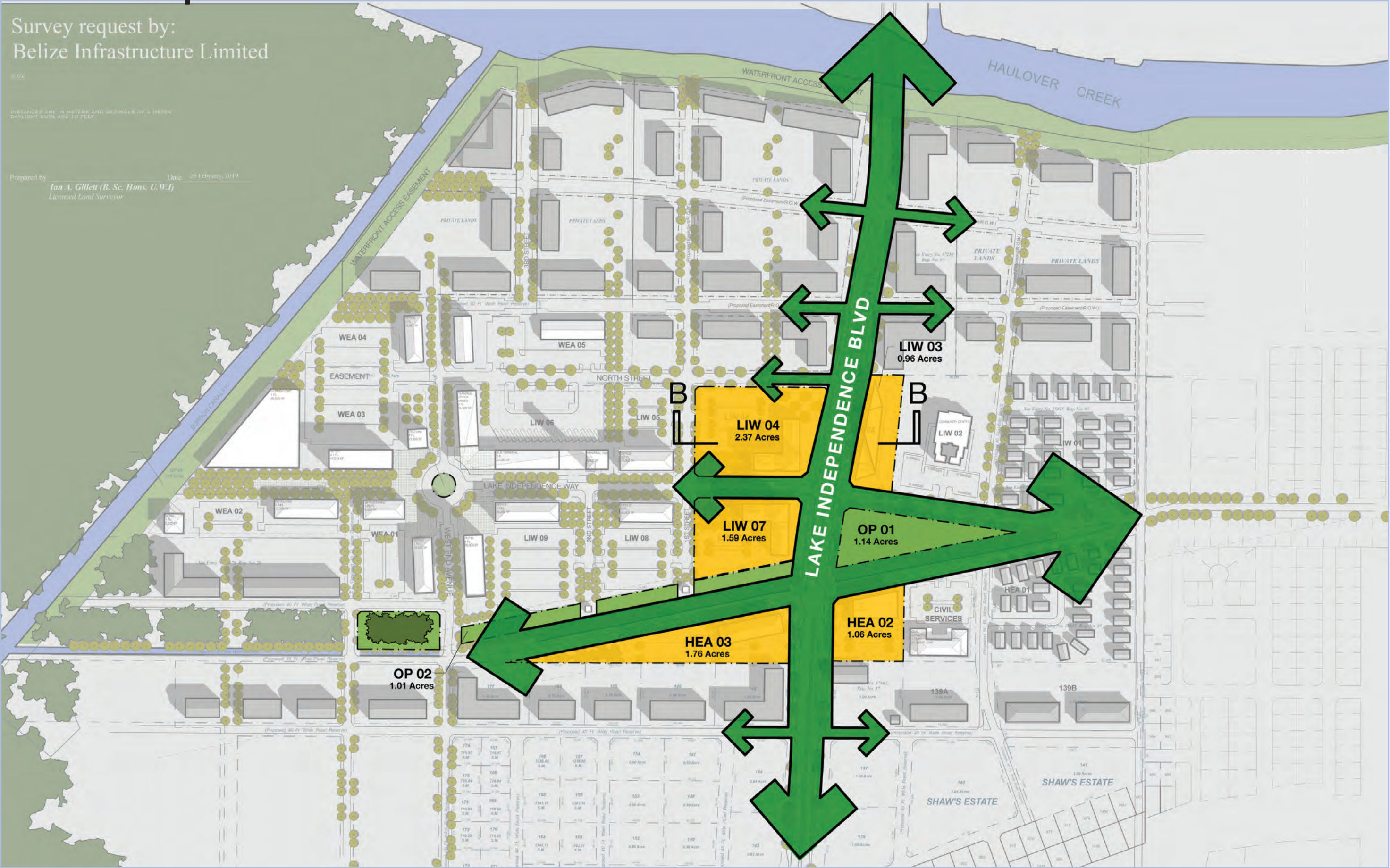
Courtyard gardens front Lake Independence Way and both hold and soften its edge.

ARCHITECTURE



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

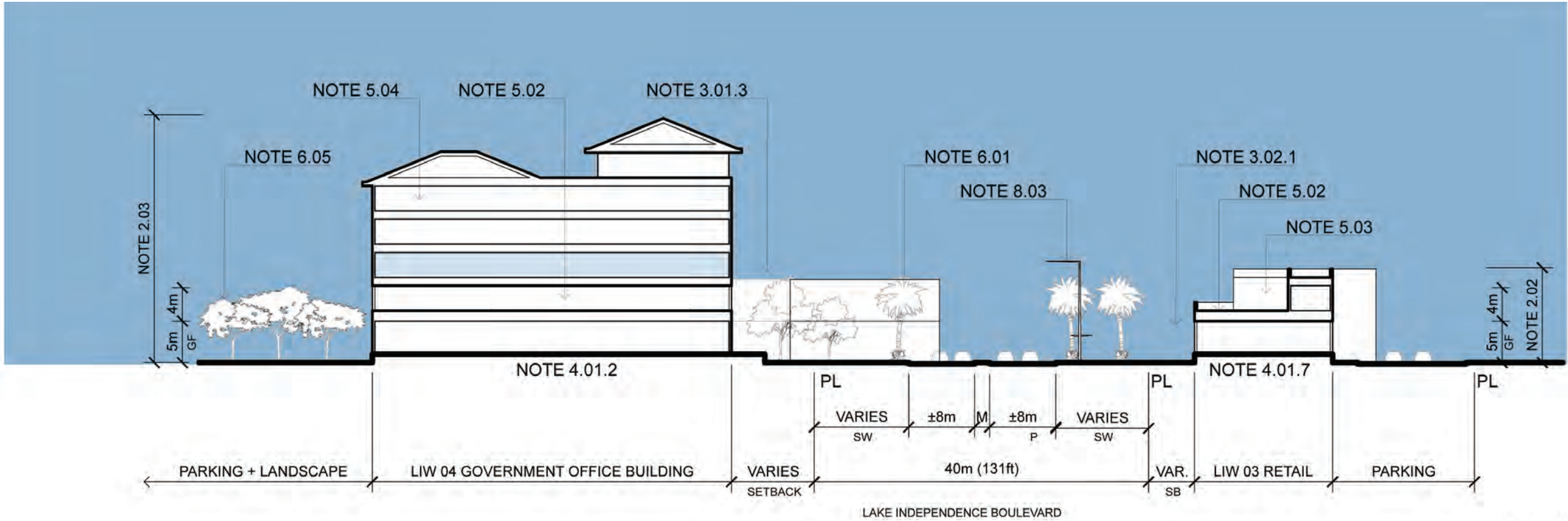
II. Lake Independence Blvd



II. Lake Independence Blvd

Typical Street Section

SECTION B-B



PRECEDENTS

STREET



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

ADDRESS



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

OPEN SPACE



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

ARCHITECTURE

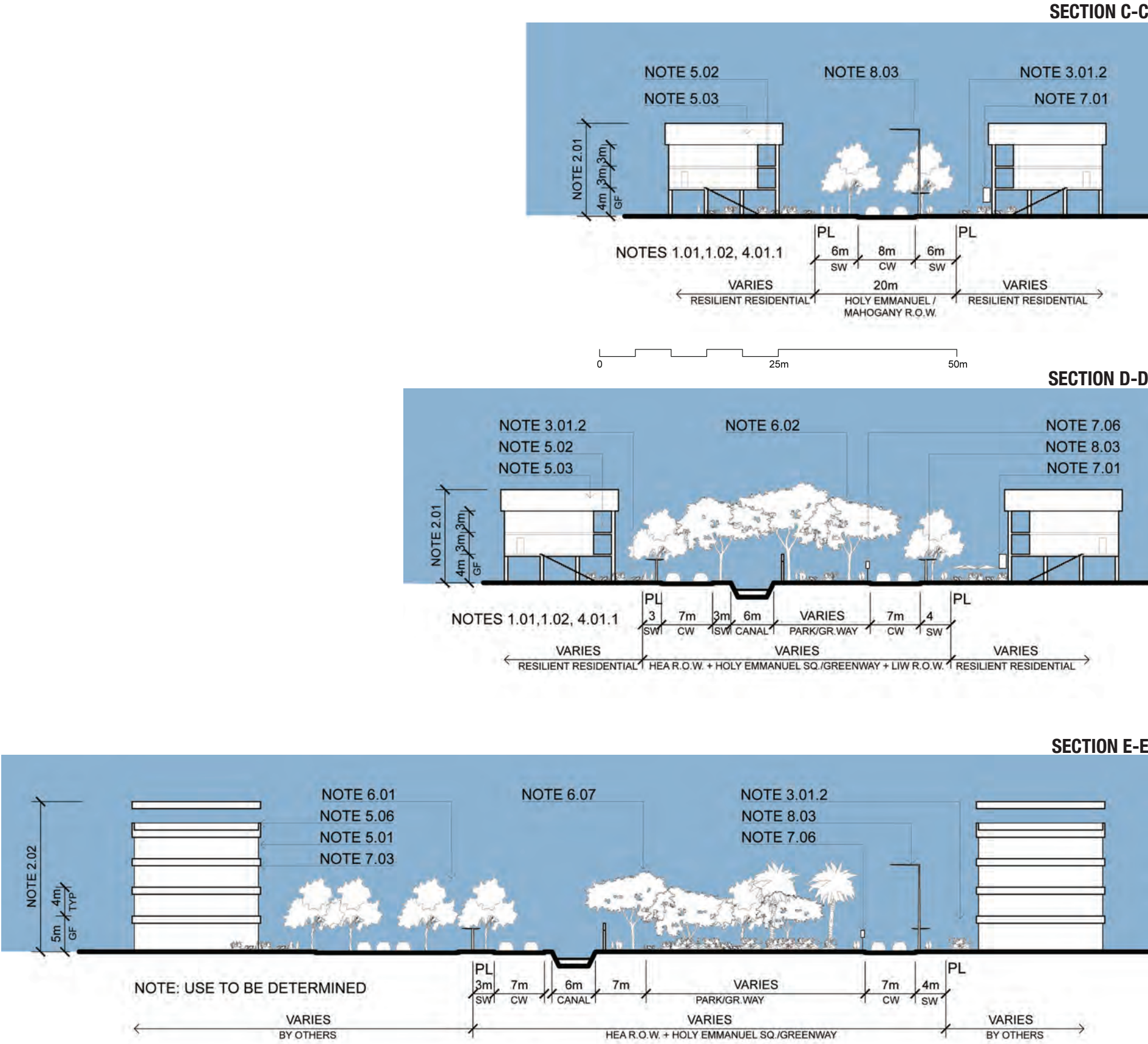


Facades that front Lake Independence Blvd should be designed for visible recognition at the speed of an auto passing by as well as the defining limit to Holy Emmanuel Square. Buildings that have a programmatic shift between the lower floors and upper floors should feature covered setbacks or terraces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

[illegible]

III. Mahogany & Holy Emmanuel Avenue

Typical Street Sections



Precedents

STREET



Lake Independence is the western terminus of the Mahogany/Holy Emmanuel Avenue Corridor. The corridor splits at Holy Emmanuel Square and while the route to the north of the Square becomes Lake Independence Way and is characterized by a definitive business-like environment, Holy Emmanuel Ave to the south of the Square is envisioned to be a much softer, green, and less formal route.

ADDRESS



Buildings along Holy Emmanuel Ave will front a park-like street and may be home to a mix of commercial and residential addresses. Their ground floors should be inviting and active and create a more casual environment to complement the formal activities occurring on Lake Independence Way.

OPEN SPACE



The northern sidewalk along Holy Emmanuel Ave is a greenway, promenade and canal. Its cross section needs to be developed to explore its full potential.

ARCHITECTURE



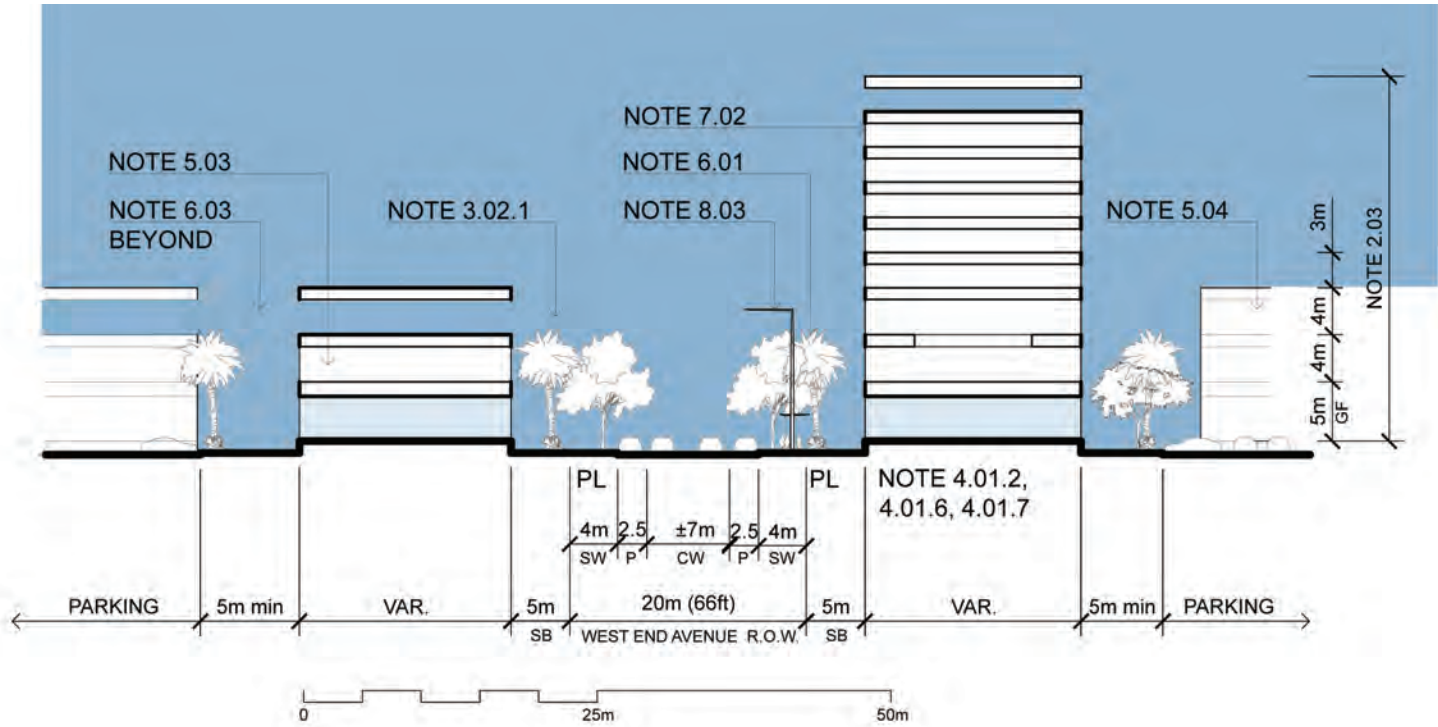
Park-front addresses should be developed to take advantage of the amenity being planned across the street. Northern exposure, terraces, and a ground floor that invites pedestrian crossings of the canal should be incorporated.

IV. West End Avenue



IV. West End Avenue

Typical Street Section



PRECEDENTS

STREET



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

ADDRESS



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

OPEN SPACE



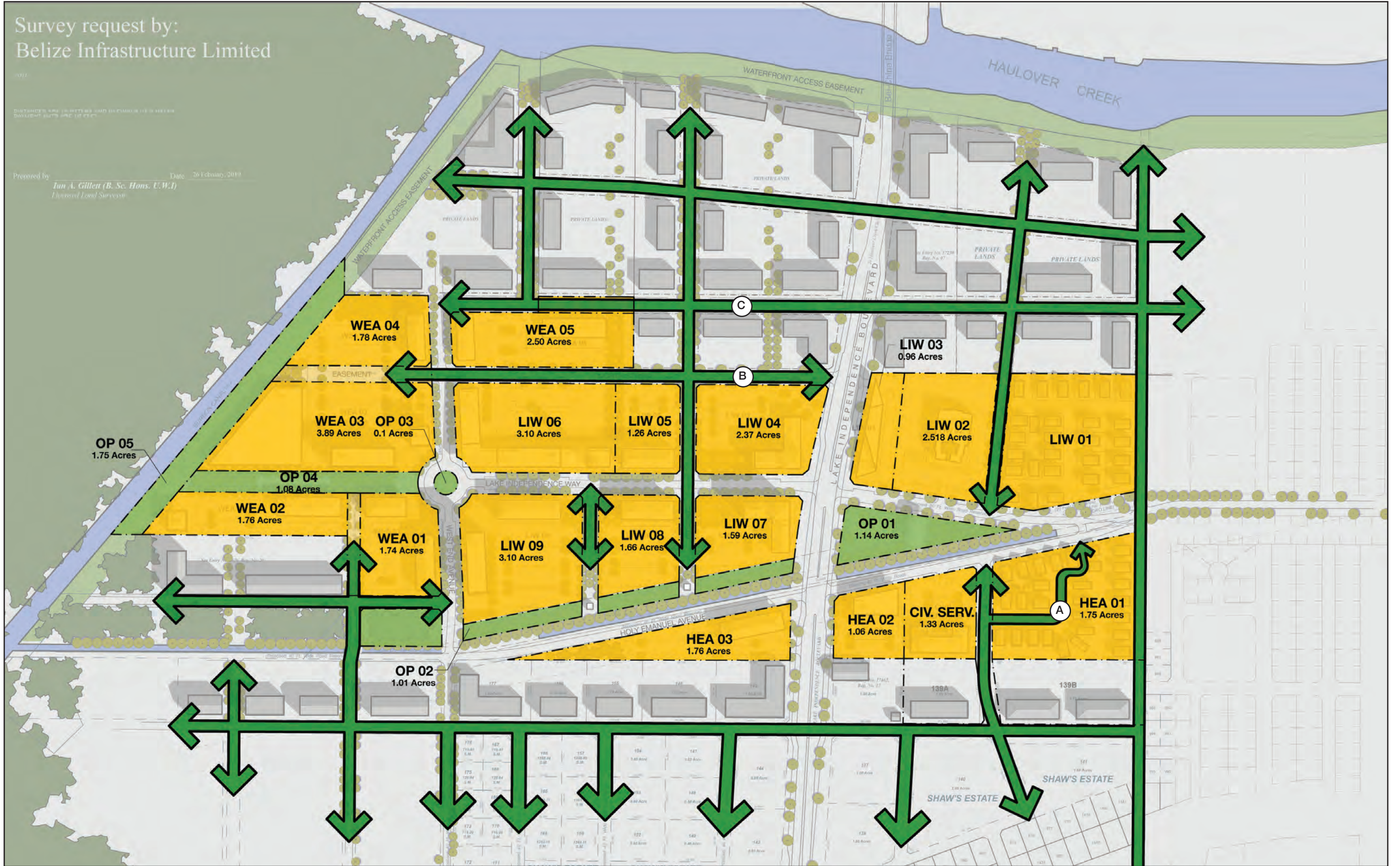
Along the sidewalks of West End Avenue we expect to provide opportunities for privately owned public space to help set back prominent event, hospitality, retail, and commercial office addresses. The largest and most eventful public space in the plan occurs at this location and connects West End Avenue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

ARCHITECTURE



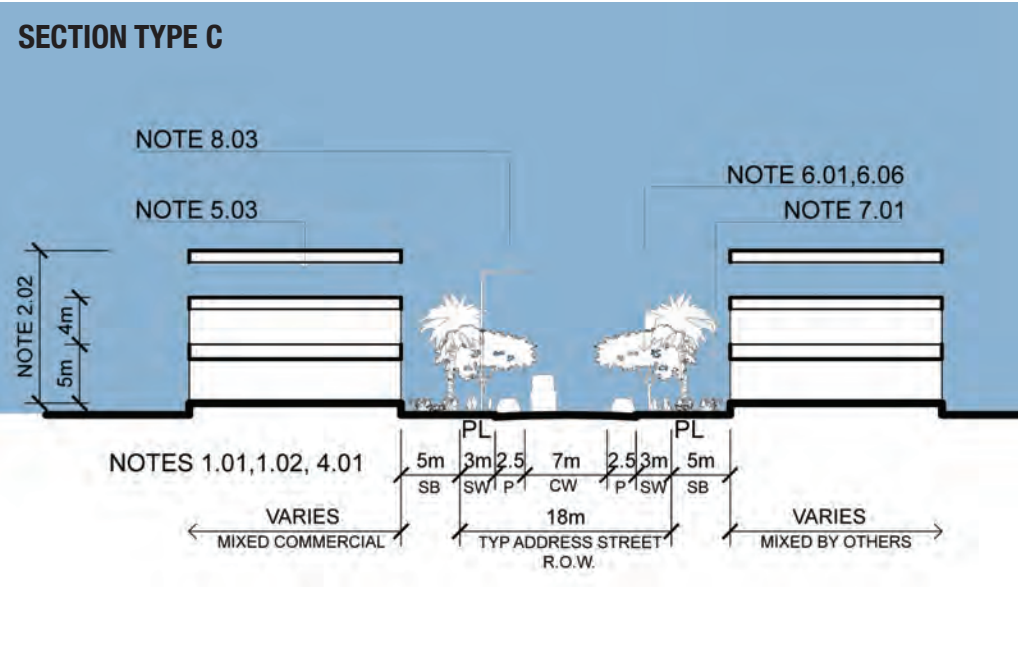
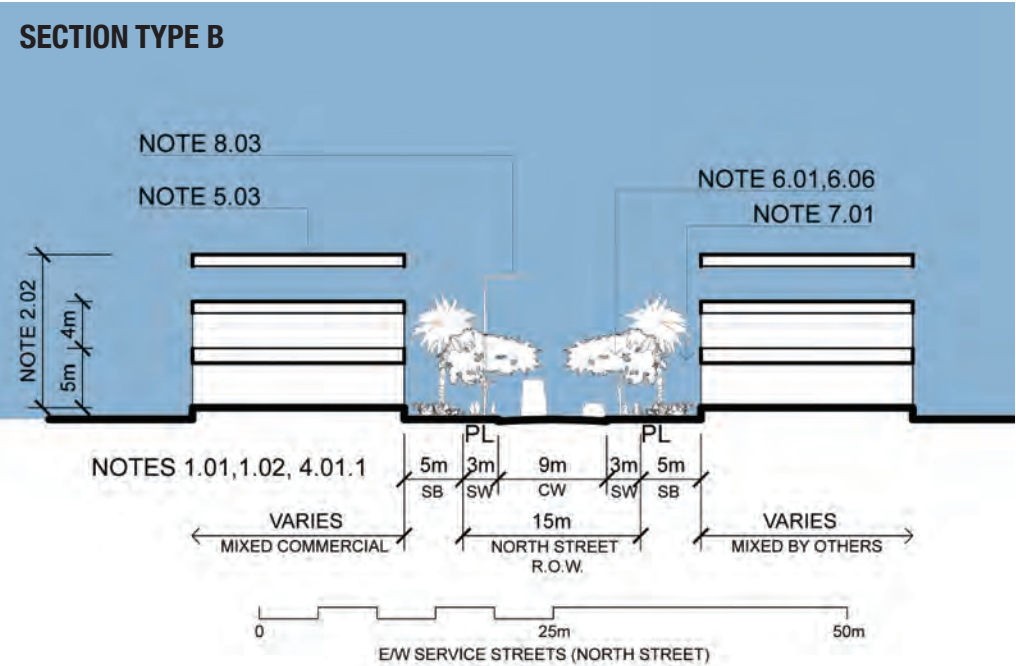
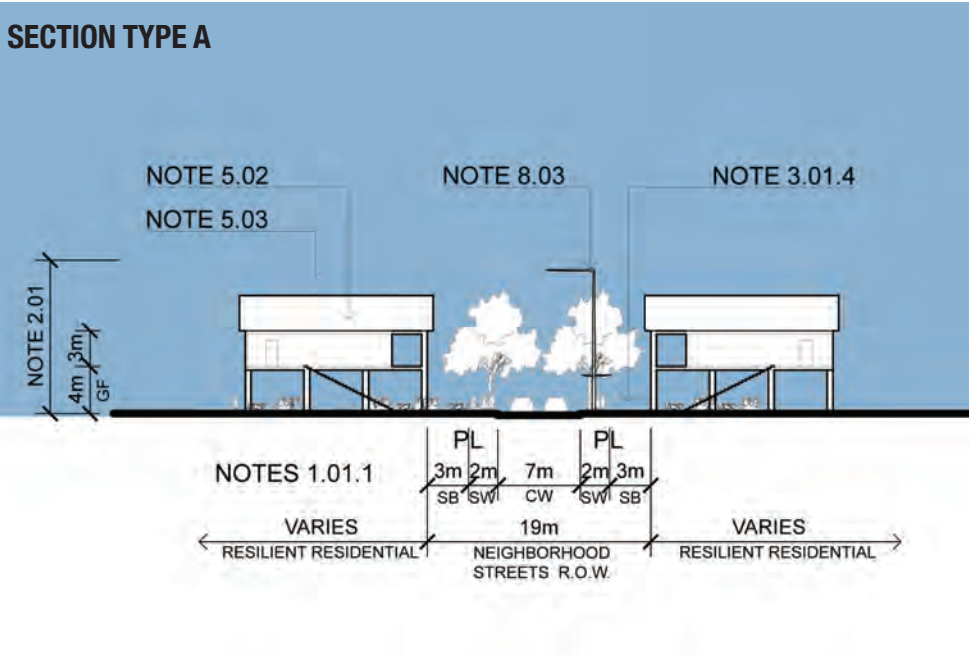
We imagine that the eventful nature of West End Avenue will support a more experimental architecture than other areas of the district. It is expected to come online in a later phase and should be in a stronger financial position to do so than earlier phase projects.

V. Side Streets



V. Side Streets

Typical Street Section



PRECEDENTS

STREET



Side streets are expected to be a mix of slow vehicular spaces and pedestrian only spaces. They could be curb-less as many traditional areas of Belize City were but should always be green. Trees can help separate vehicular carriageways from pedestrian walkways and ground cover could be a mix of hard and soft depending on use, space available, and requirements for emergency services access.

ADDRESS



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

OPEN SPACE



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

ARCHITECTURE



Given the character of Side Streets and their scale, architectural detail in these areas should be developed to meet a more human scaled engagement with its public areas. Care should be taken to sensitively design these facades even when they are considered the “back “ of buildings and feature services. Service areas should be either screened exterior spaces that help define the public right-of-way or they should be brought inside the building envelope to minimize any potential negative impacts on the district character.

VI. Open Space



Public Open Space

- 01. Holy Emmanuel Square
- 02. Holy Emmanuel Greenway
- 03. Circle Plaza
- 04. Burdon Canal Plaza
- 05. Burdon Canal Waterfront

Private Lease Public Space

- PLPS 01. Treasury Plaza
- PLPS 02. Circle Plaza Corners

VI. 01 Holy Emmanuel Square

Open Space Diagram



View



Holy Emmanuel Square is envisioned to be the heart of Lake Independence. It will offer both active and passive programs and is currently envisioned as a three-part place. Its east end engages local residential areas and welcomes those coming from downtown with a lush garden predominantly planted with local species. Its west end is more formal and has a greater area of hardscape to remain resilient and flexible to handle events that could be tied to government activities or other commercial endeavors. Joining the two ends is a covered court area with event seating that faces both events on the court and events at the west end.

7 World Trade Center Square, NY

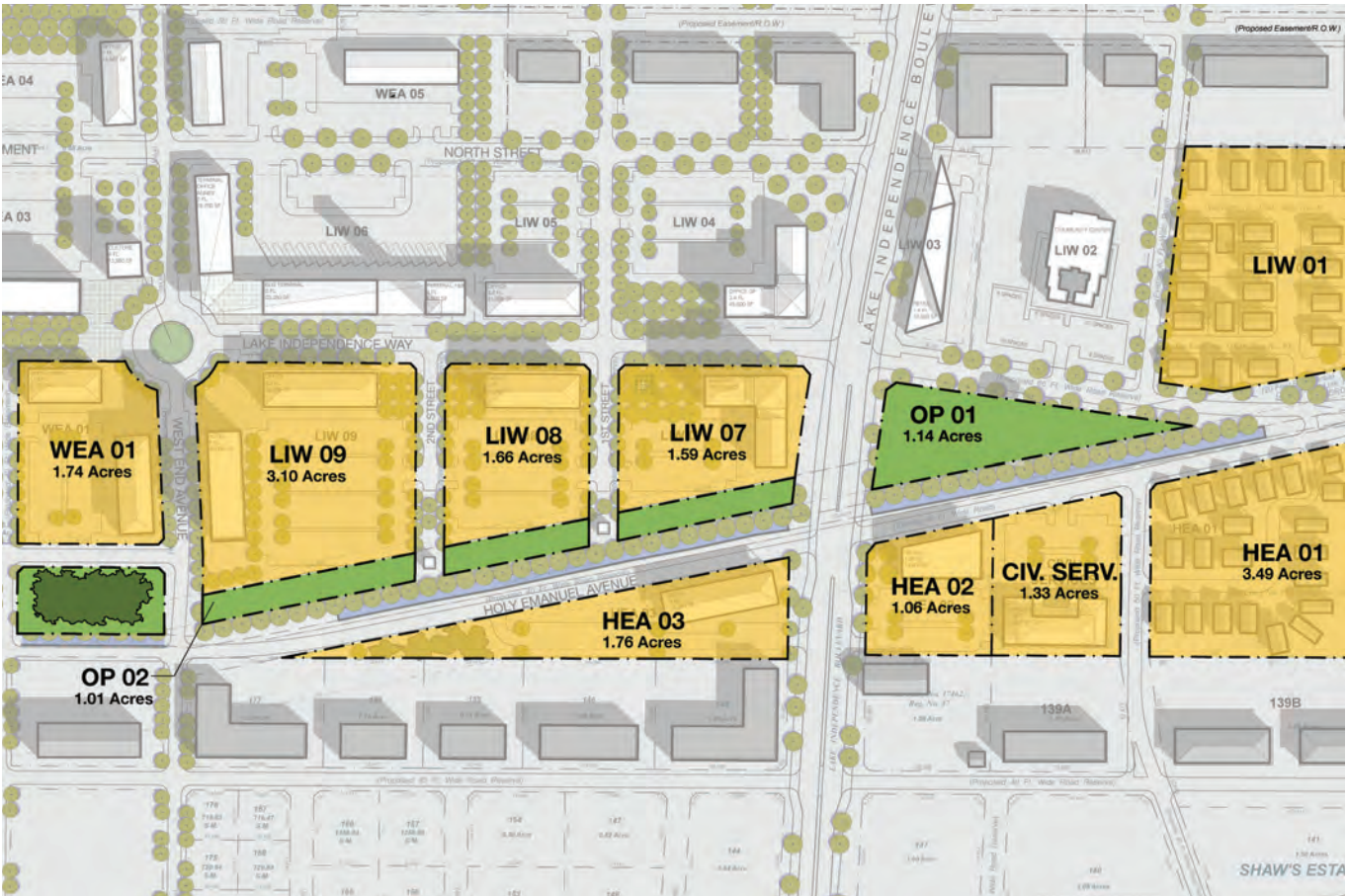


Herald Square, NY



VI. 02 Holy Emmanuel Greenway

Site Diagram



Perspective looking east



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

Arkadien Winnenden, Stuttgart, Germany

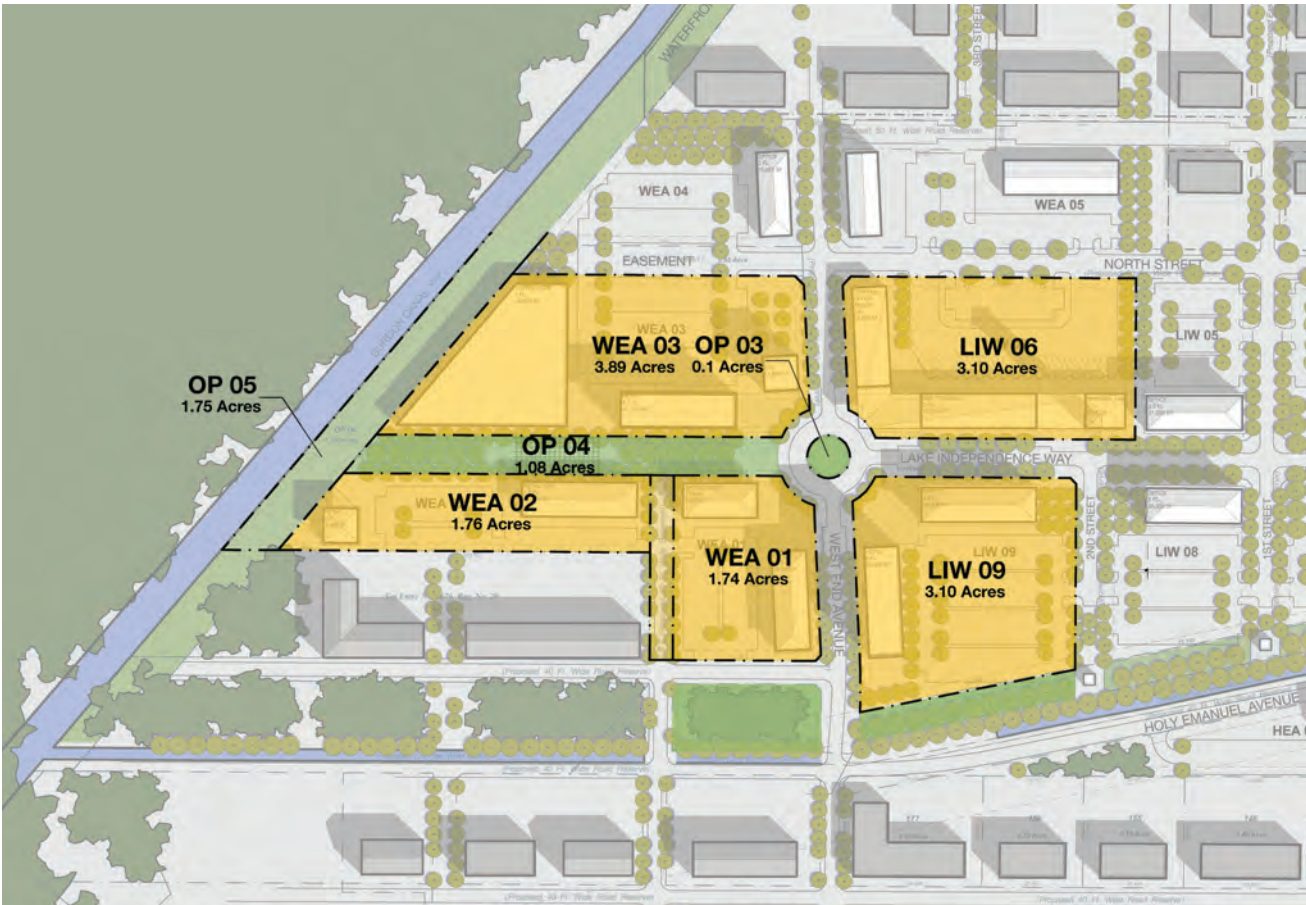


Leechee Canal, Guangzhou, China



VI. 03 Burdon Circle & 04 Burdon Plaza

Site Diagram



View



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

Burdon Circle gathers four corners at the intersection of West End Avenue and Lake Independence Way and pulls them together under a unified prestigious address. With the support of private leased public space on each corner, the Circle can connect to the rear of each property where parking and services are located.

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

The Gallivan Center, Salt Lake City USA



Fan Mile, Stroeger



VI. 05 Burdon Canal Waterfront

Site Diagram



Activating the Burdon Canal will help link the district to Haulover Creek. The space is envisioned to be intimate and will balance development on one side with nature on the other. It should have a continuous promenade/trail/bikeway that allows for longer loop recreation and could be programmed with small commercial ventures as the economics allow. It will be home to a future water taxi service and small vessels should be encouraged to use the water body for to expand Belize City's accessible water network and create to create greater opportunities for a growing culture of water transportation. Careful consideration should be given to the existing eco-system at all waterfronts and wherever possible, the existing mangroves or parts of the mangroves should be preserved and integrated into the new designs for Lake Independence.

Canal Du Midi, France



VI. Private Lease Public Space (PLPS)

Site Diagram



View



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

Paley Park, New York



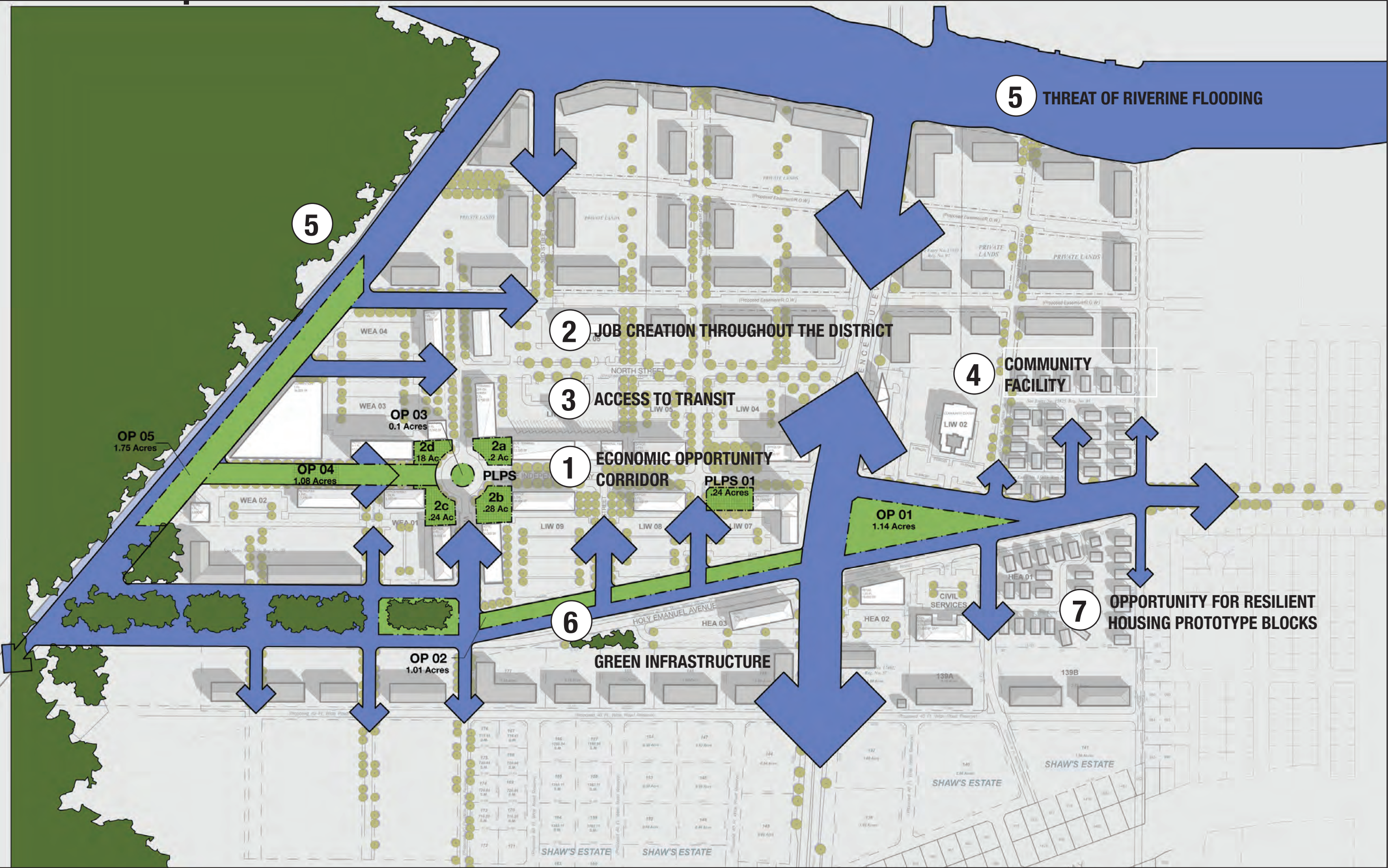
Urban Plaza, New York



Zuccotti Park, New York

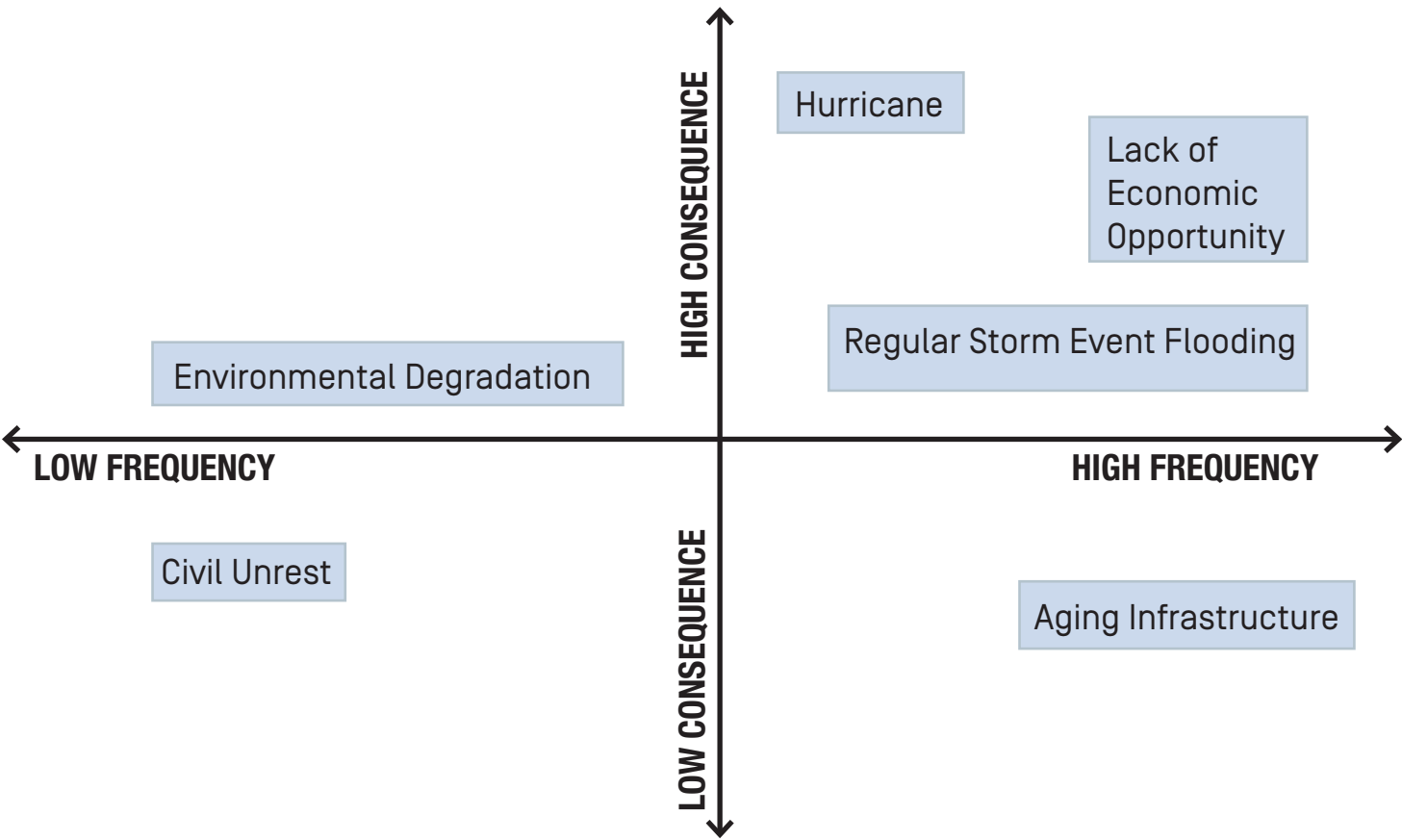


6. Lake Independence Resilience Outline



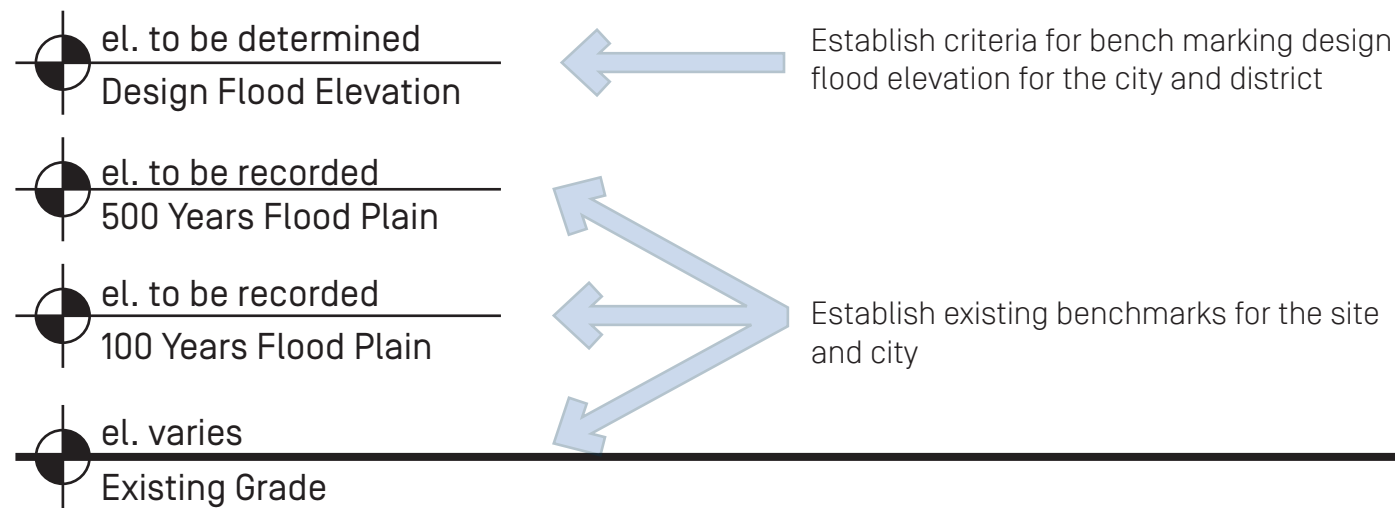
6. Lake Independence Resilience Study

1. RECORD BELIZE CITY SHOCKS + STRESS

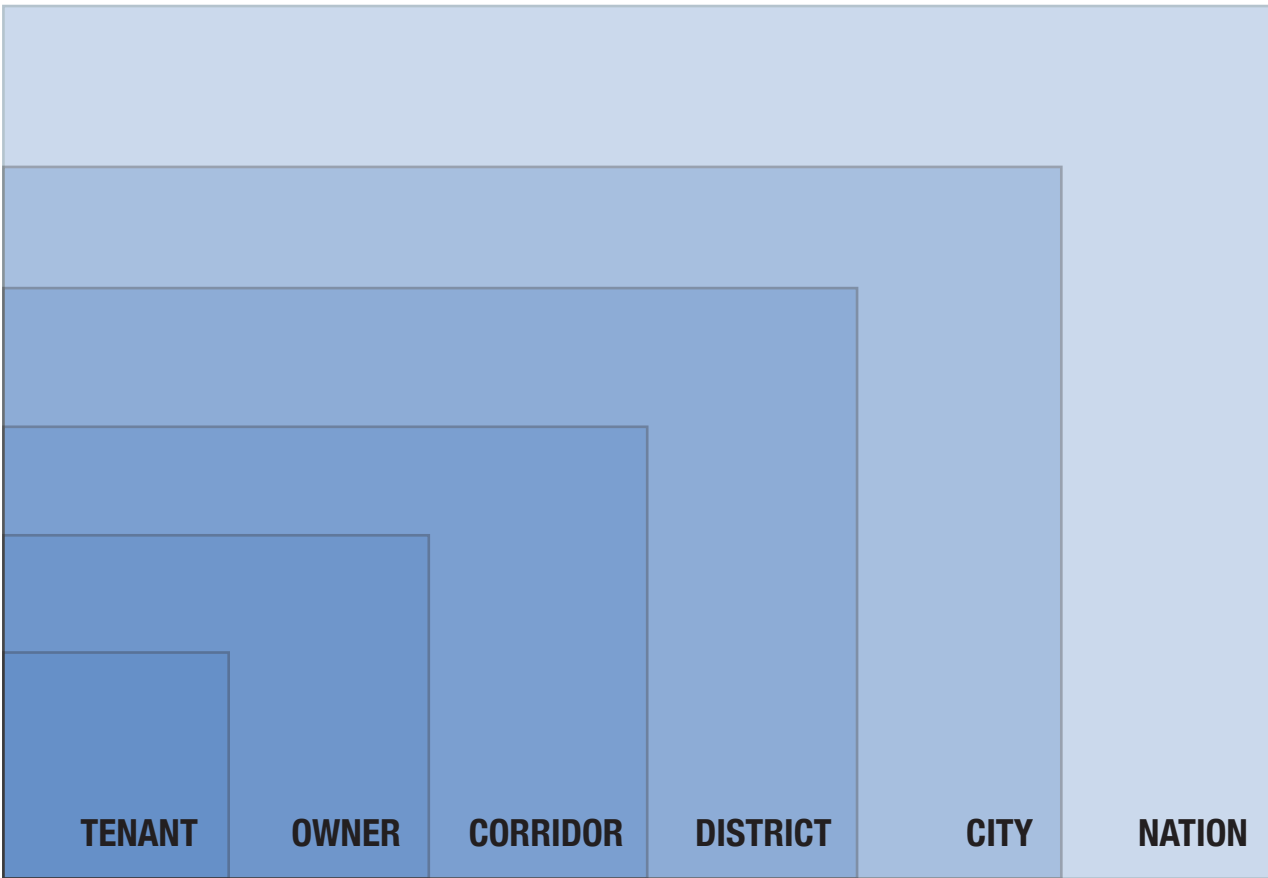


2. PRIORITIZE YOUR NEED FOR RESILIENT DESIGN

Place SHOCKS + STRESSES to your city on this graph and develop a framework plans for resilient planning for Belize City and its neighborhoods. Because Lake Independence is all new, it is easier to get it right the first time. As we plan future projects to the east, retrofit solutions will become necessary.



3. PLAN FOR RESILIENT MANAGEMENT STRATEGIES AT 6 SCALES

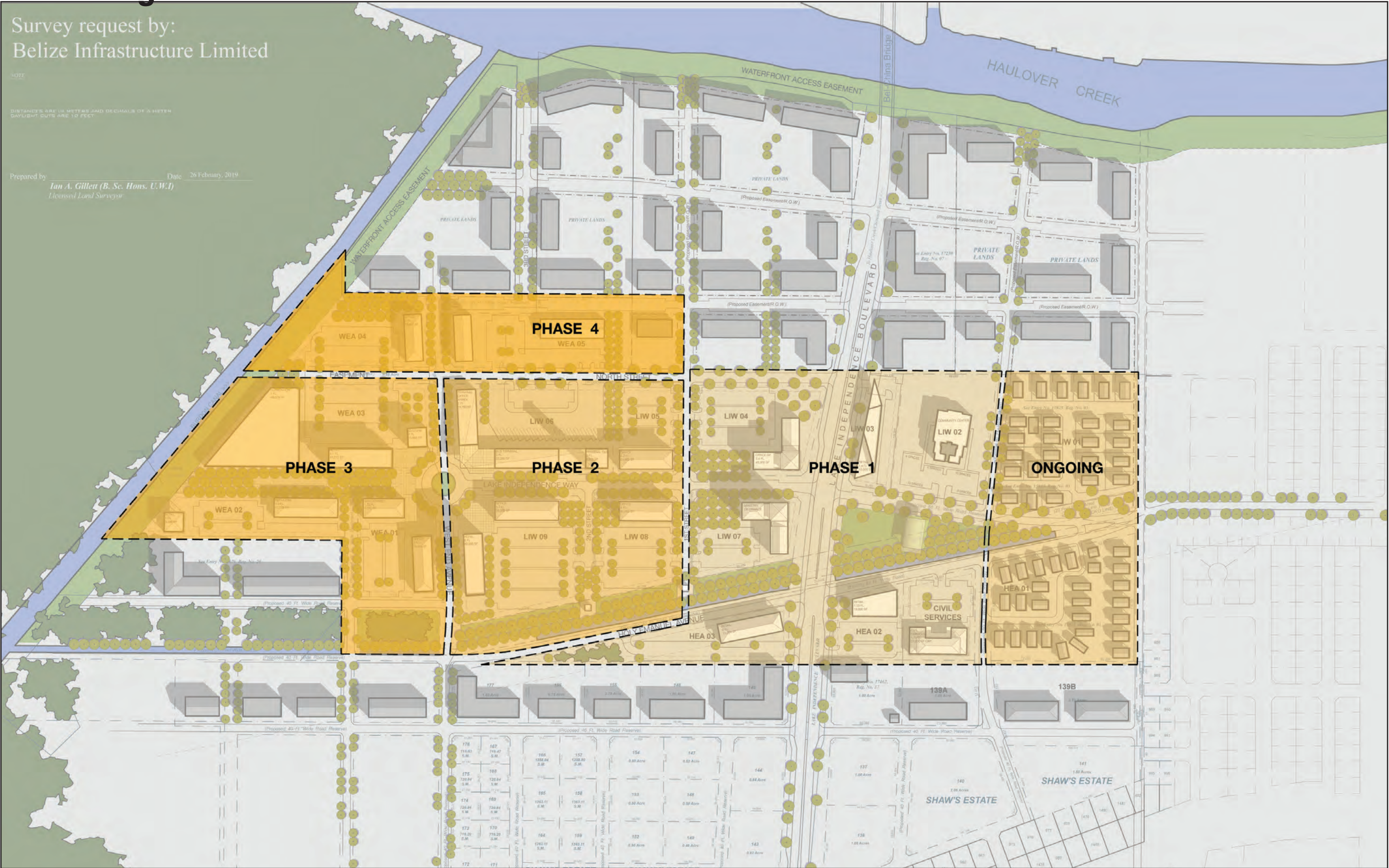


A comprehensive approach to resilient planning and design should address all of the 6 scales under the influence of Belize National and Local Governments and should extend into the policy and practices that govern NGO's and Private entities. Each scale carries a proportionate amount of expense and contribution to the community. If plans at all scales were adopted implemented, there would be layers of strength through redundancy but there would also be excessive costs. The obstacles that often limit public/private partnerships in shared interests need to be looked at closely and negotiated to keep planning and construction efforts efficient and comprehensive.

4. IDENTIFY POLICY CHANGE REQUIREMENT IN:

- Zoning
- Building Codes
- Insurance Practice
- Emergency Preparedness Planning

7. Phasing



8. Summary

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

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

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

