



Support for Ambergris Caye Sustainable Development - Belize

FINAL PRESENTATION

Client



IDOM

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02 Multisectoral diagnosis

03 Prospective development

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05 Zoning plan

An aerial architectural rendering of a coastal city. The scene shows a large body of water on the left with a sandy beach and several boats. The city is built on a hillside, featuring numerous buildings and lush greenery. A prominent feature is a grid of white dots overlaid on the terrain, which appears to be a topographic or data grid. The overall color palette is dominated by blues, greens, and greys, with a semi-transparent dark blue overlay at the top.

01

METODOLOGY

METODOLOGY



4

Work Missions

15

Participatory workshops

+25

Meetings with national and local stakeholders

- Ministry of Finance, Economic Development & Investment
- Ministry of Tourism
- Ministry of Blue Economy
- San Pedro Town Council
- Belize Tourism Board - BTB
- CZMAI
- Lands Department
- Belize Water Services - BWS
- Social Security Board
- Department of Civil Aviation
- NEMO



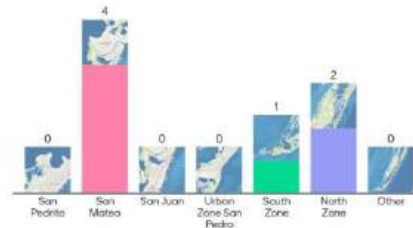
Write 3 words about Ambergris Caye's identity



What type of development is being generated in the preview sector(s) indicated?



According to the following options, which sector(s) has (have) a lack of construction quality and urban infrastructure?



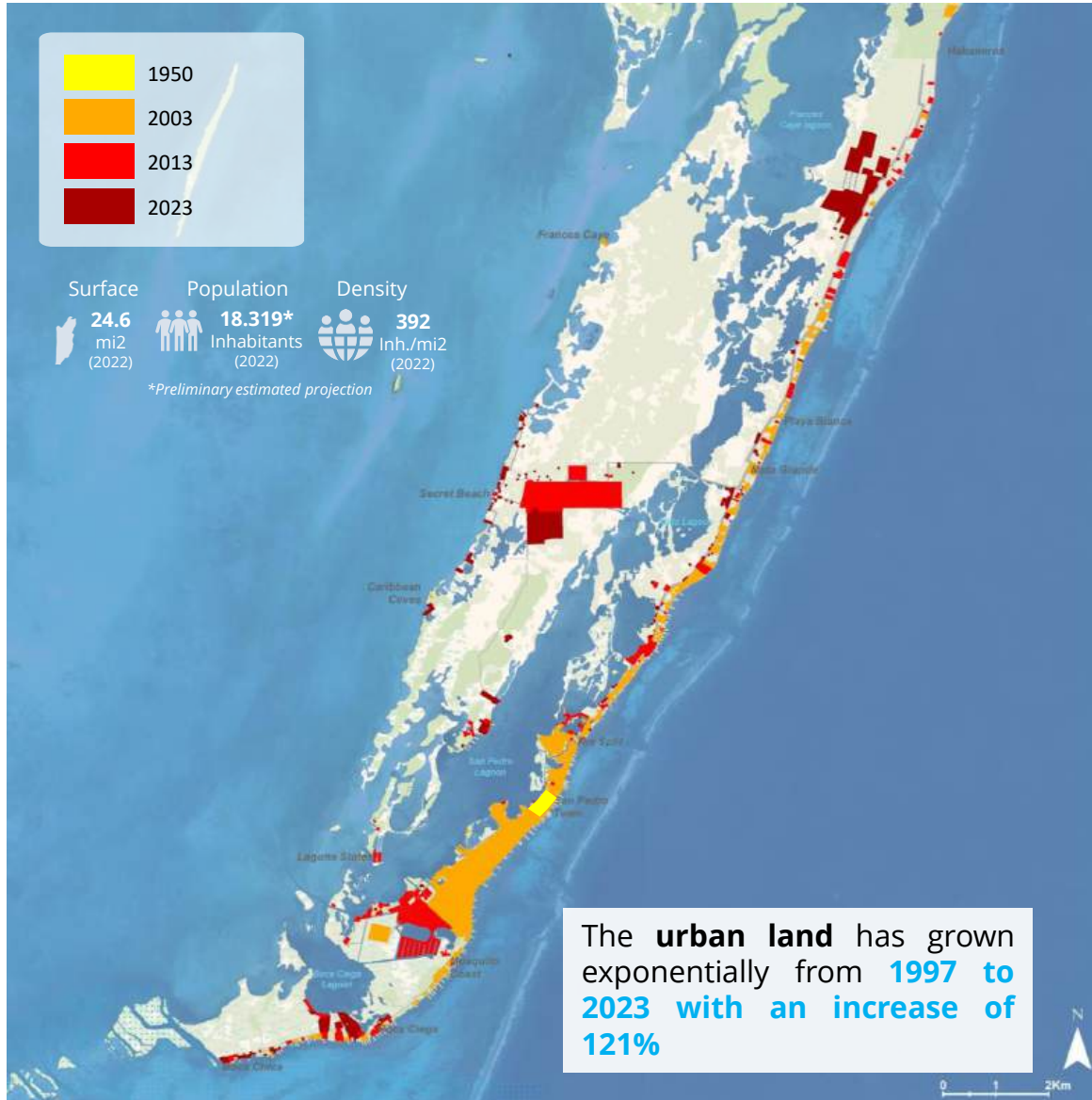
Which ecological zones should be prioritized for protection actions?

Mangrove thickets	North side	Beach (berms, dunes, littoral forests)
Seagrass that serve as natural, nearshore breakwaters	The corals that people come see	The barrier reef/Archeological sites
Mangroves Marine Reserves	North San Pedro	

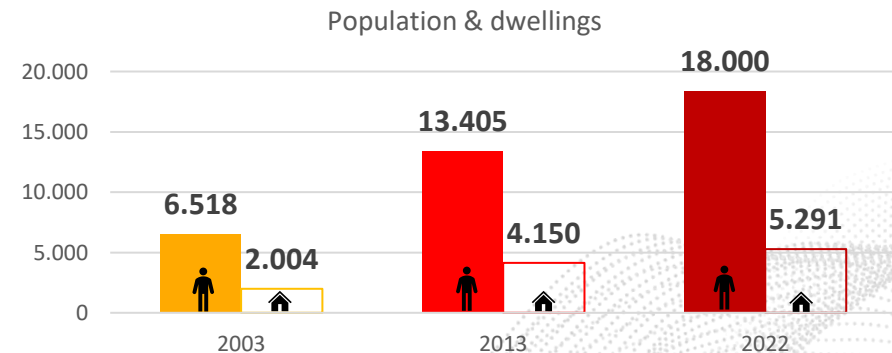
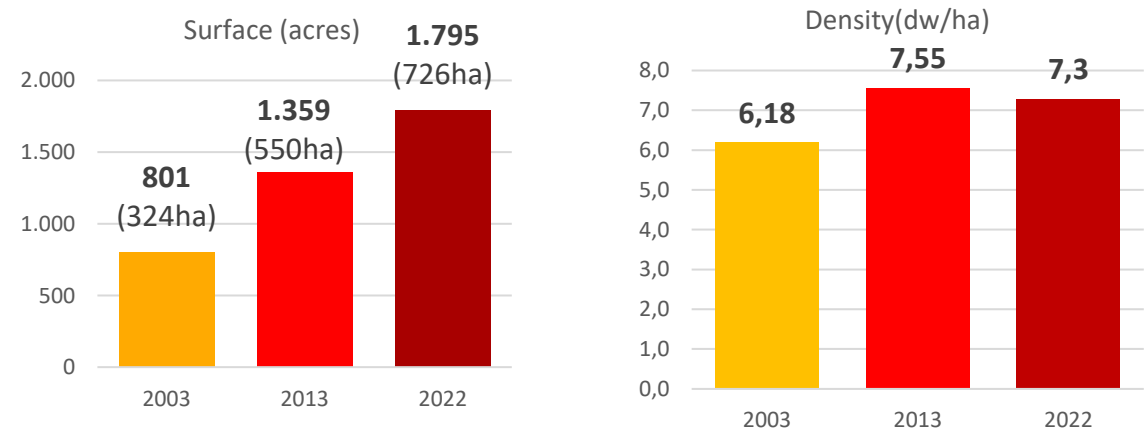
02

MULTISECTORAL DIAGNOSIS

CURRENT AND HISTORICAL URBAN FOOTPRINT



Nowadays, the footprint spans nearly 1,800 acres, where **large pockets of developing land stabilize density**. Foremost growth is located more than 8 miles down the coastline and **reaches the west coast more than 7 miles** from the urban center.



1 DIAGNOSTIC CONCLUSIONS

In the diagnostic phase, more than **35 indicators of urban growth and quality of life were analyzed.**



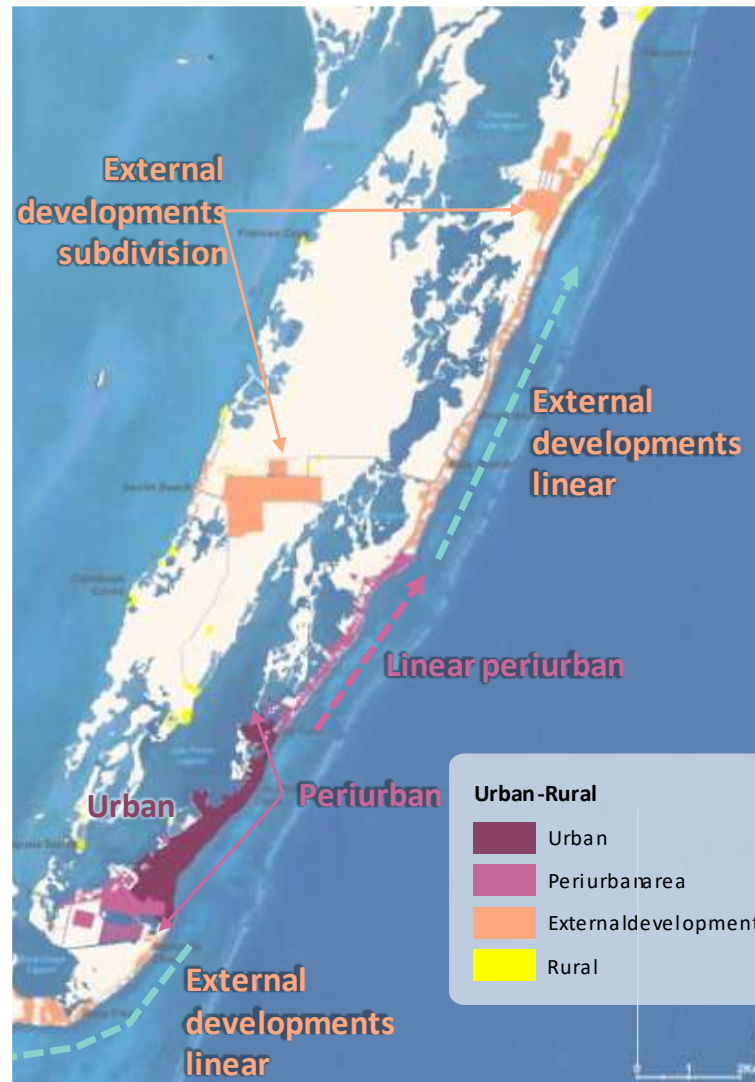
URBAN DEVELOPMENT

1. Urban Development

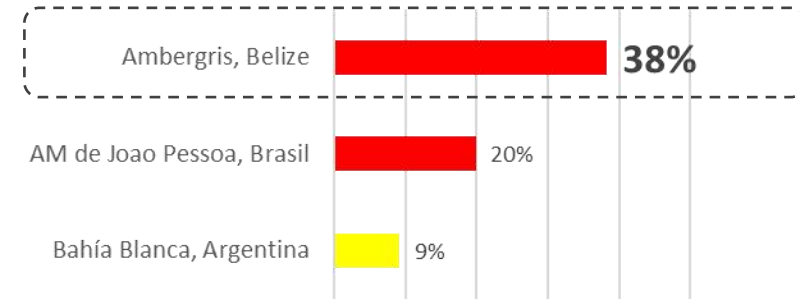
- The main **Growing Vectors** are located in the **North and Secret Beach areas**
- **16%** of the footprint are **vacant spaces**
- **Tourism developments** and **new subdivisions for real estate** projects are the **main drivers of urban growth** on the island

2. Quality of Life

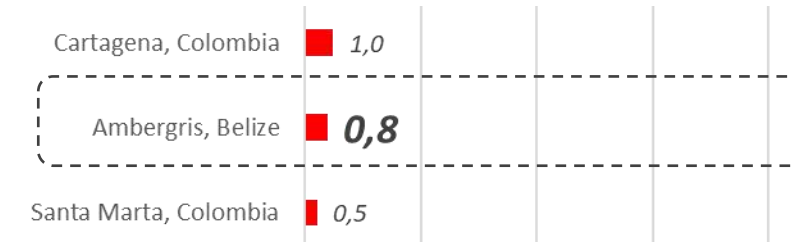
- **Very low indicator of Public Space** – 0,8 m²/inh.
- Just **8%** of the **road network** is currently **paved**
- The Island **lacks a sustainable mobility system**
- **5.8 % of houses** are located in **low quality neighborhoods**



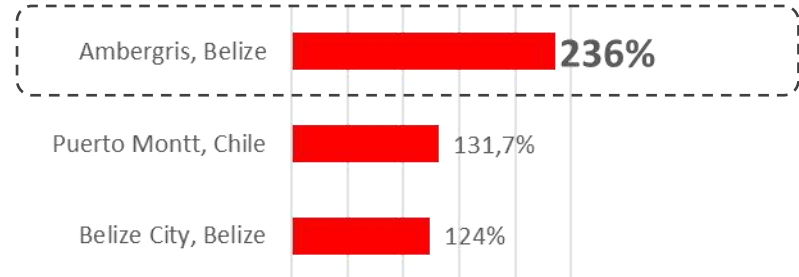
Vacant spaces in the footprint



Qualified green areas (m²/hab)



Presence of unplanned periurban space



1 DIAGNOSTIC CONCLUSIONS



URBAN DEVELOPMENT

3. Limitations to Development

- 43% of Ambergris Caye is classified as a **protected area**
- 47.6% of the Island is covered by **mangroves** and 26% by **bodies of water**
- 58.2% of the of the Caye is **affected by flood prone areas**

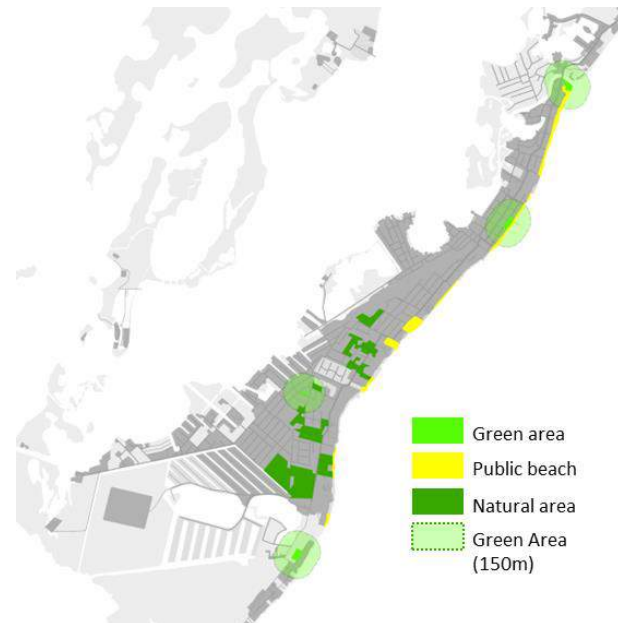


TOURISM ANALYSIS

4. Tourism Resources

- The tourism value chain is composed of **Destination Management Organizations, Transportation and Accommodation Providers, Tour Operators, Attractions and Activities.**
- The value chain generate sources of employment and constant income for the island
- In terms of projections, **according to BTB statistics** it is expected **216,202 arrivals** in **2030**, an accommodation capacity of **2,638 beds**, with a projected occupancy of **63.5%**

Percentage of houses that do not meet habitability standards defined by the country	29,6%
Percentage of houses located in slums (surface) *	5,8%
Percentage of houses located in slums (houses/dwellings) *	13,5%
Percentage of houses located in slums (population) *	13,5%
Residential area occupied by lower social strata (urban habitat unskilled)**	57%



DIAGNOSTIC CONCLUSIONS



NATURAL RISKS

5. Natural Risks

Storm Surge Flood – Strong Winds

- The strong winds and storm surge are closely related due to the are produce by hurricanes.
- The **vulnerability depends on the material** where **66% of the total roofs are made of metal**, and **73% of the walls are made of wood**.

Coastal erosion Risk

- Slow and **gradual sedimentación procesos** followed by a **rapid erosion process during hurricane events** can be interpreted as the **normal cycle of coastal dynamics**. **Thought, without human intervention no net erosion process is expected.**

Vulnerability and Exposure - Storm surge for each hurricane category



5,242 building infrastructures digitalized

Strong winds

Roof Material: Metal Sheet (aluminium, zinc...), **concrete**,

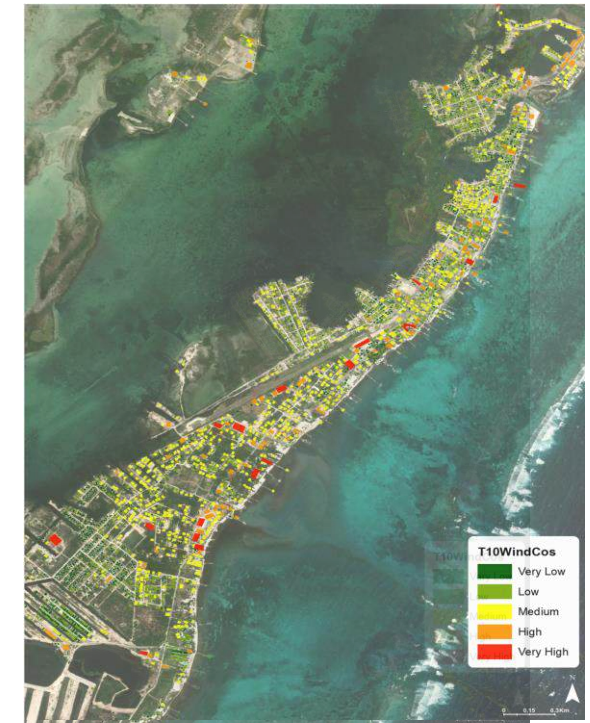
Strong winds - Storm Surge

Wall material: wood, concrete, mixed concrete/wood, deck

Storm Surge:

Considered elevation from **piles**

Risk calculated as damage in costs



The risk cost is the result of the **infrastructure price** multiplied by the **MDR (Mean Damage Ratio)**

An aerial photograph of a coastal city, likely Singapore, showing a mix of urban buildings and green spaces. A semi-transparent grid of white dots is overlaid on the image, following the contours of the land and water. In the center, a yellow square contains the number '03'.

03

PROSPECTIVE DEVELOPMENT

POPULATION PROJECTIONS

POPULATION PROJECTION

	2022	2030	2040	2045
Population	18,319*	22,687	28,147	30,877

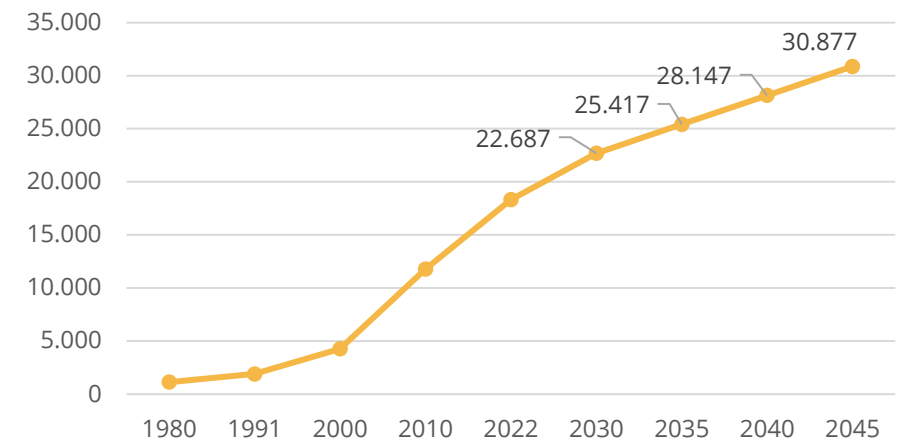
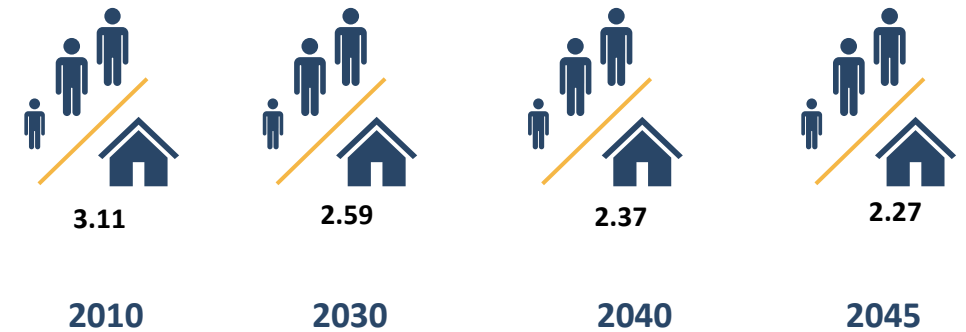
HOUSING PROJECTION

	2022	2030	2040	2045
Housing	5,291**	8,755	10,253	13,583

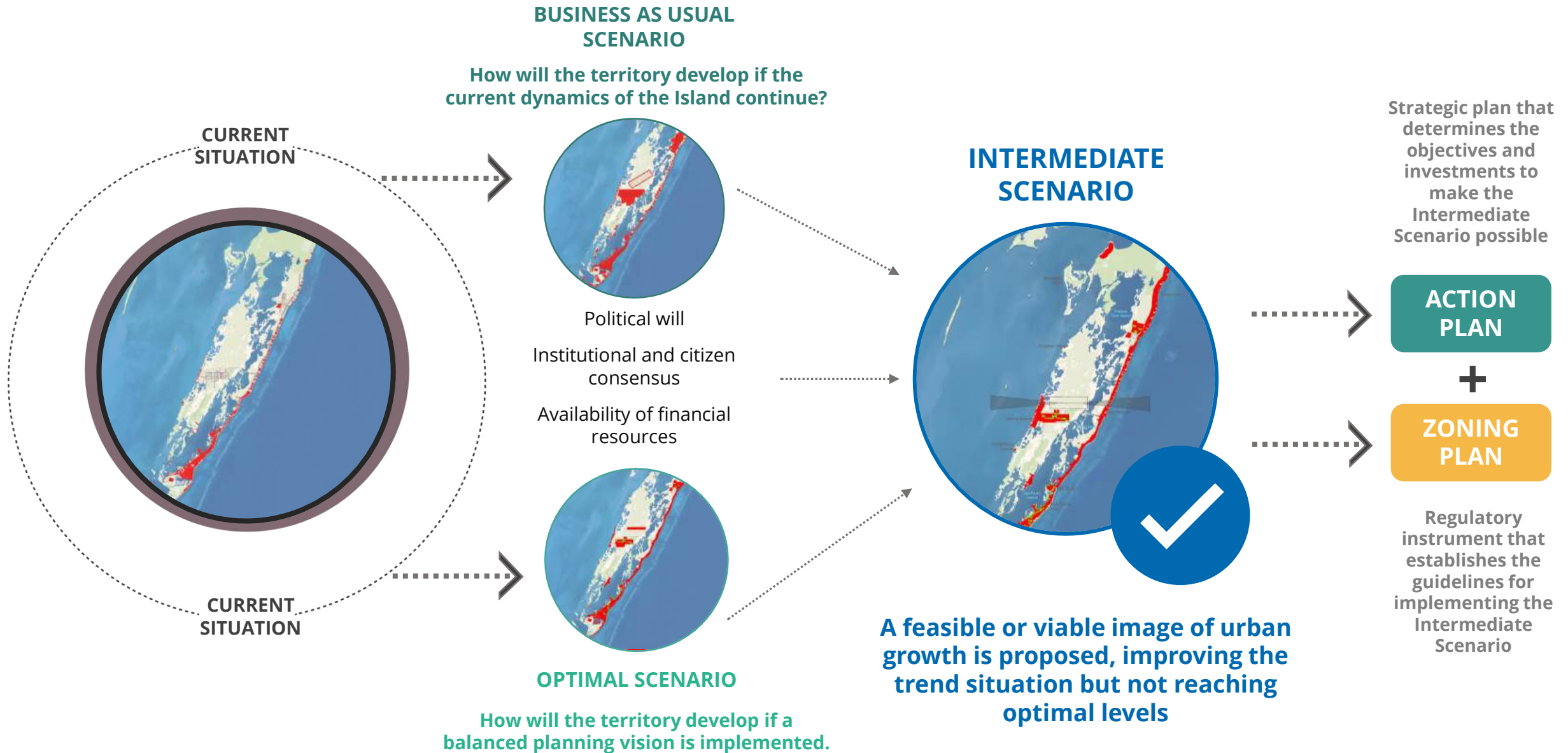
*Preliminary estimated projection

**Preliminary housing count

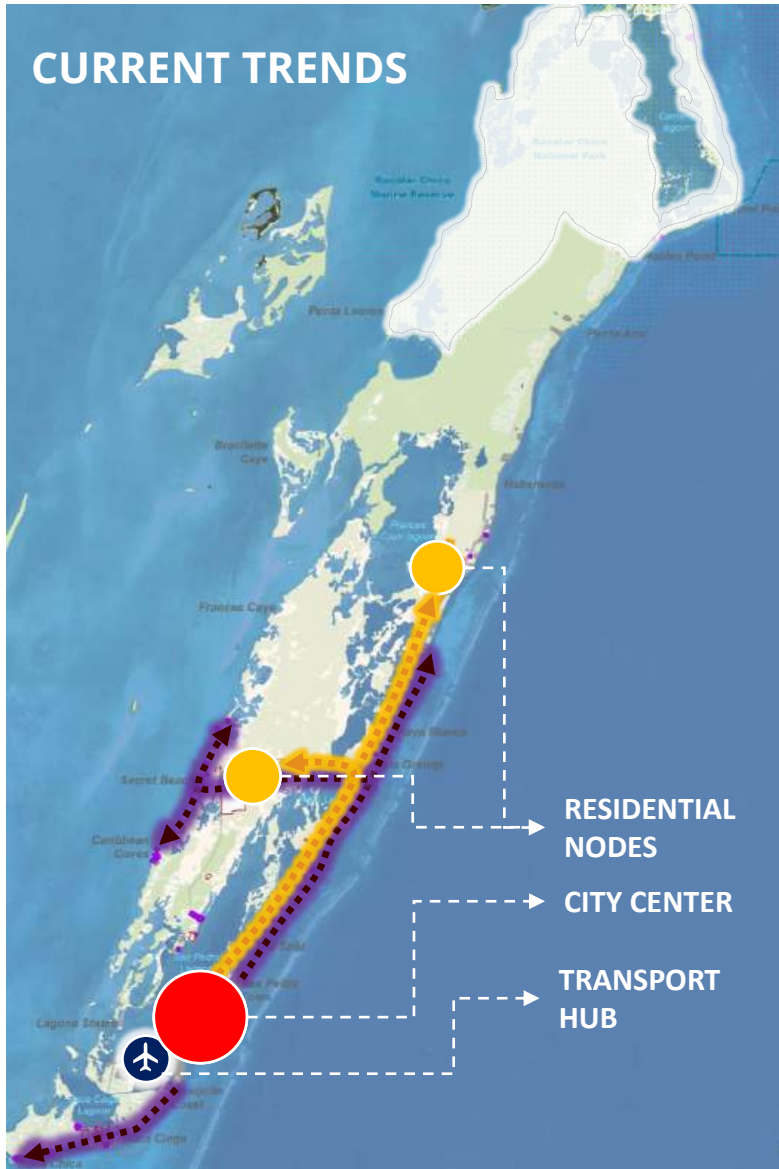
Estimated to decrease the ratio of inhabitants per dwelling from 3.11 to 2.27.



GROWTH SCENARIOS



DEVELOPMENT VECTORS



CURRENT TRENDS

Infrastructure development as a result of unplanned growth

Transport projects located mostly in inner San Pedro

Zoning plan oriented to demographic demand

Consolidation of the current centrality in San Pedro, with other residential nodes

ORGANIC GROWTH

INTERMEDIATE

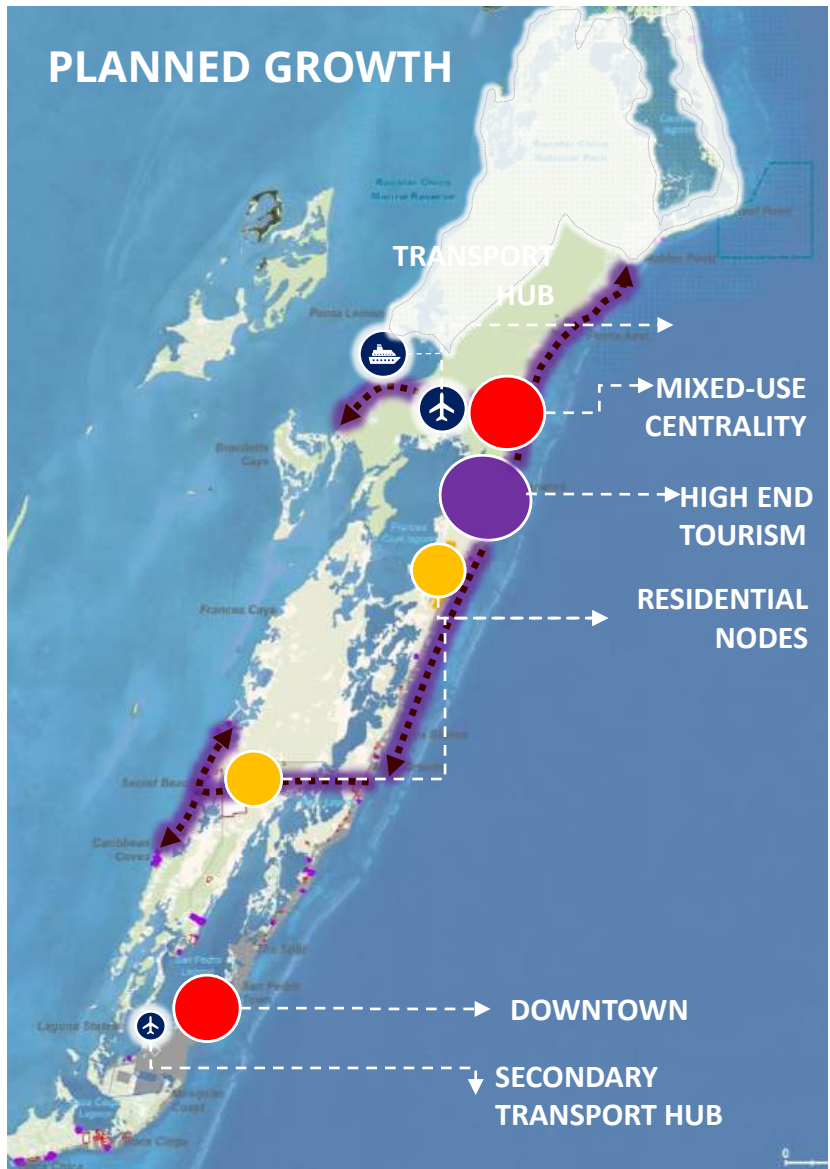
Development of infrastructure oriented to attracting investments (ICR)

Transport and logistics projects (Cargo Port + Airport)

Zoning Plan oriented to enhancing diversified development





Development of a Mixed-use Centrality in the North, along with a high-end tourism node and transport hub

PLANNED AND DIVERSIFIED DEVELOPMENT



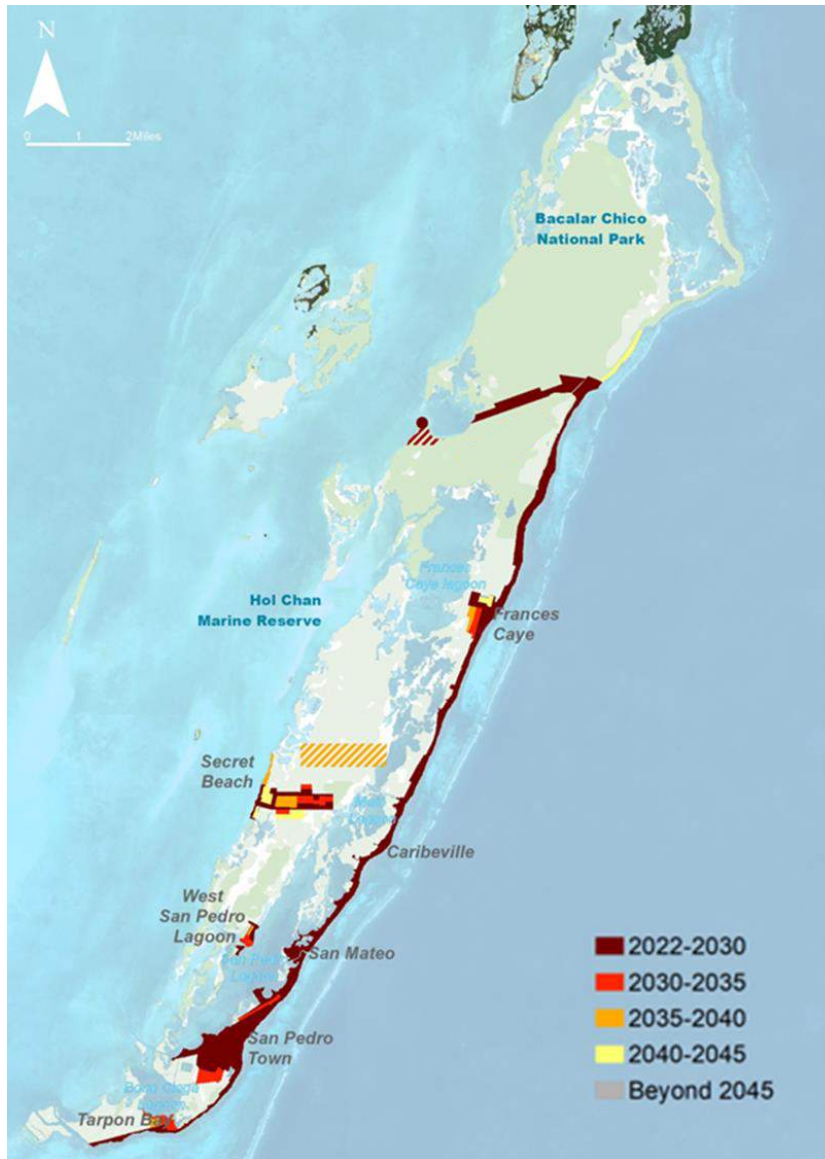
INTERMEDIATE SCENARIO

INTERMEDIATE SCENARIO INDICATORS

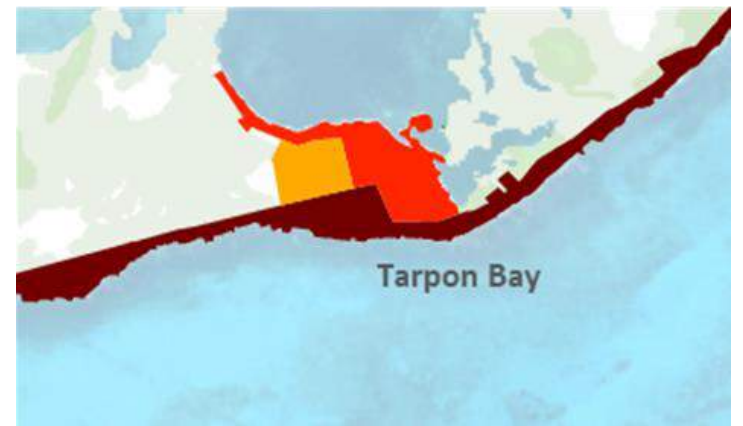
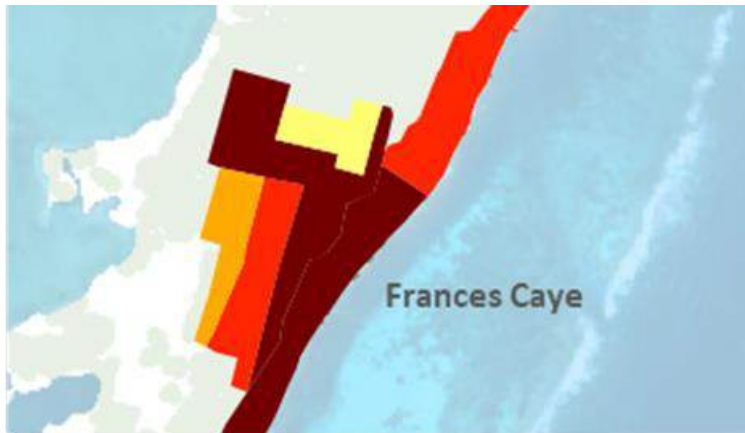
MAIN DATA	Population	30,877
	Dwelling	12,241
 Natural areas and public space	Green area (sqm/inhab)	23
	Public Space (sqm/inhab)	23
	% Population at less than ten minutes walking distance from/to Public Space (total footprint)	60%
 Residential growth	Net density	34.4
	Gross density	7.9
 Urban facilities	% Population at less than ten minutes walking distance from/to Facilities (education & health)	85%
	% Population with sewerage	98%
 Public services	% Population with water	98%



CARRYING CAPACITY (INTERMEDIATE SCENARIO)



We calculate the phases of **urban footprint growth** and, for each period, determine the **carrying capacity** needed to provide **urban services (roads, sewerage, potable water, among others)** for that growth. Additionally, we **prioritize investments when the carrying capacity of a service is saturated**.

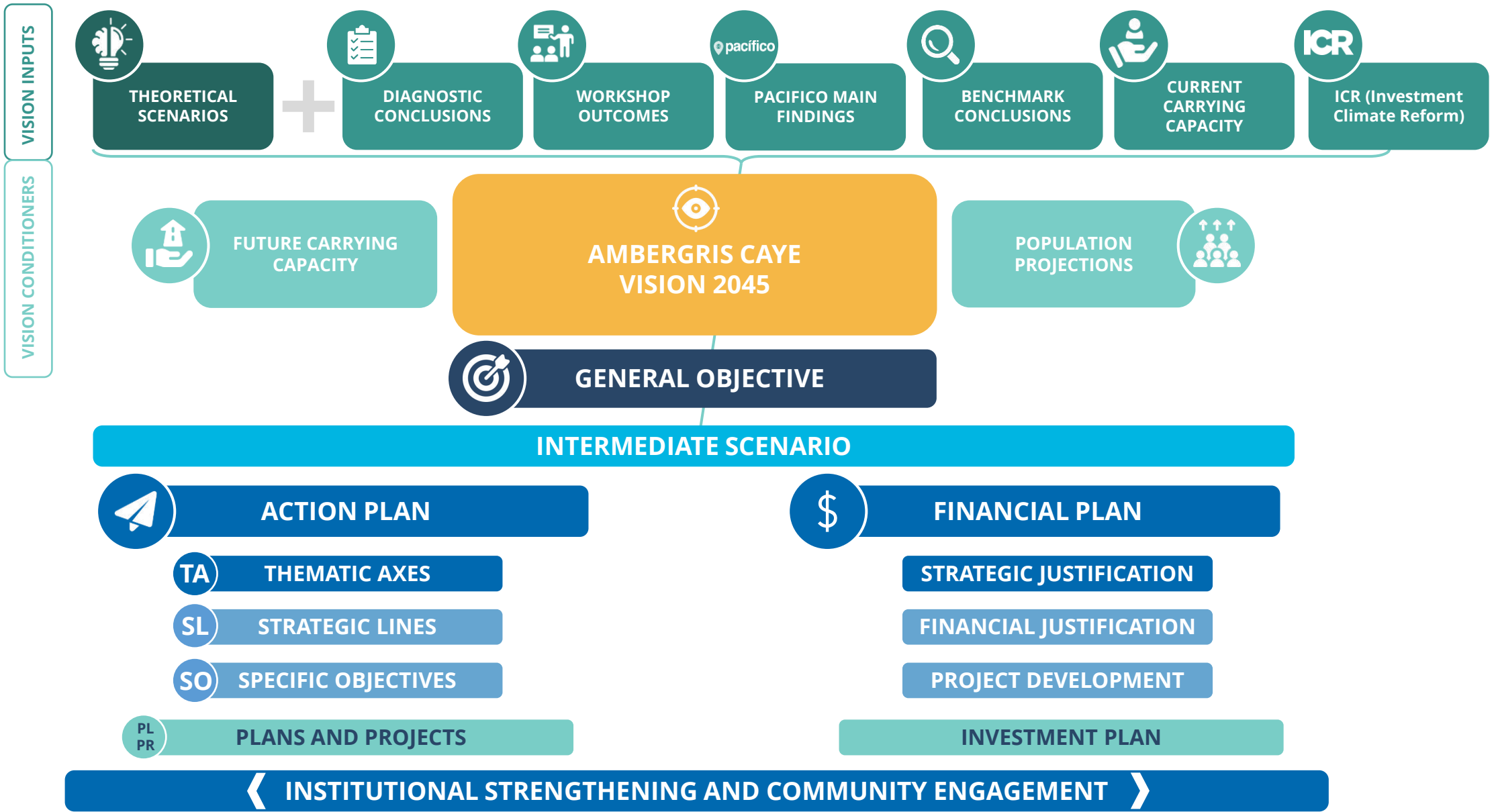


An aerial photograph of a coastal town, likely a resort or planned community, featuring a mix of buildings, green spaces, and a beach. A semi-transparent grid of white dots is overlaid on the image, following the contours of the terrain and buildings. The overall color palette is dominated by blues, greens, and greys, with a dark blue gradient at the top.

04

VISION 2045 AND ACTION PLAN

VISION 2045 AND ACTION PLAN





AMBERGRIS CAYE VISION 2045

By 2045, Ambergris Caye will be a sustainable territory, by building resilient-natural sensitive infrastructure, and the generation of economic opportunities, promoting cultural identity in a productive, inclusive, and equitable environment



GENERAL OBJECTIVE

To implement strategies in Ambergris Caye that promote an integrated territorial development, based on harmonious relations with the natural heritage, the improvement of education, the qualification of urban spaces, the adaptation to climate risks, and the strengthening of the tourism sector; that reduce current inequality gaps, generating an attractive, resilient, sustainable territory with a high quality of life.

PROJECT PRIORITIZATION

AMBERGRIS CAYE ACTION PLAN PROJECT PRIORITIZATION



INFRASTRUCTURE OF NATIONAL INTEREST

Infrastructure projects considered of **High Interest by the National Government** are prioritized due to their **importance for the economic and tourism development** of Ambergris Caye.

PROJECT	DESCRIPTION
PR23	New Ambergris Caye Airport
PR02	Expansion and improvement of road infrastructure
PR13	Expansion of the water and sewerage network
PR15	Incentive program for the reconversion and implementation of renewable energies
PR24.1	Optimization of Cargo Port
PR24.2	New Cargo Port
PR7	Urban Housing Development for the North (Cayo Francés)
PR05	Promote the ecological line of public private water transportation



TIMING AND CARRYING CAPACITY

This criteria includes projects directly related to **current and future carrying capacity variables**. Projects PR13/16 and PR10 will be developed in stages, according to the deficit indicators and conditions established in the model.

PROJECT	DESCRIPTION
PR6.1	Integral improvement of highly vulnerable sectors San Mateo
PR6.2	Integral improvement of highly vulnerable sectors San Juan
PR6.3	Integral improvement of highly vulnerable sectors and San Pedro
PR13	Expansion of the water and sewerage network
PR10	Construction of educational facilities



LOCAL SUSTAINABLE DEVELOPMENT

QUALITY OF LIFE

LEGAL AND GOVERNANCE

This prioritization is based on **4 weighted parameters**, which were used to evaluate the **final impact of the projects on sustainable development of the Caye**. Each parameter had a max. score of 5 points and a min. of 0 points.

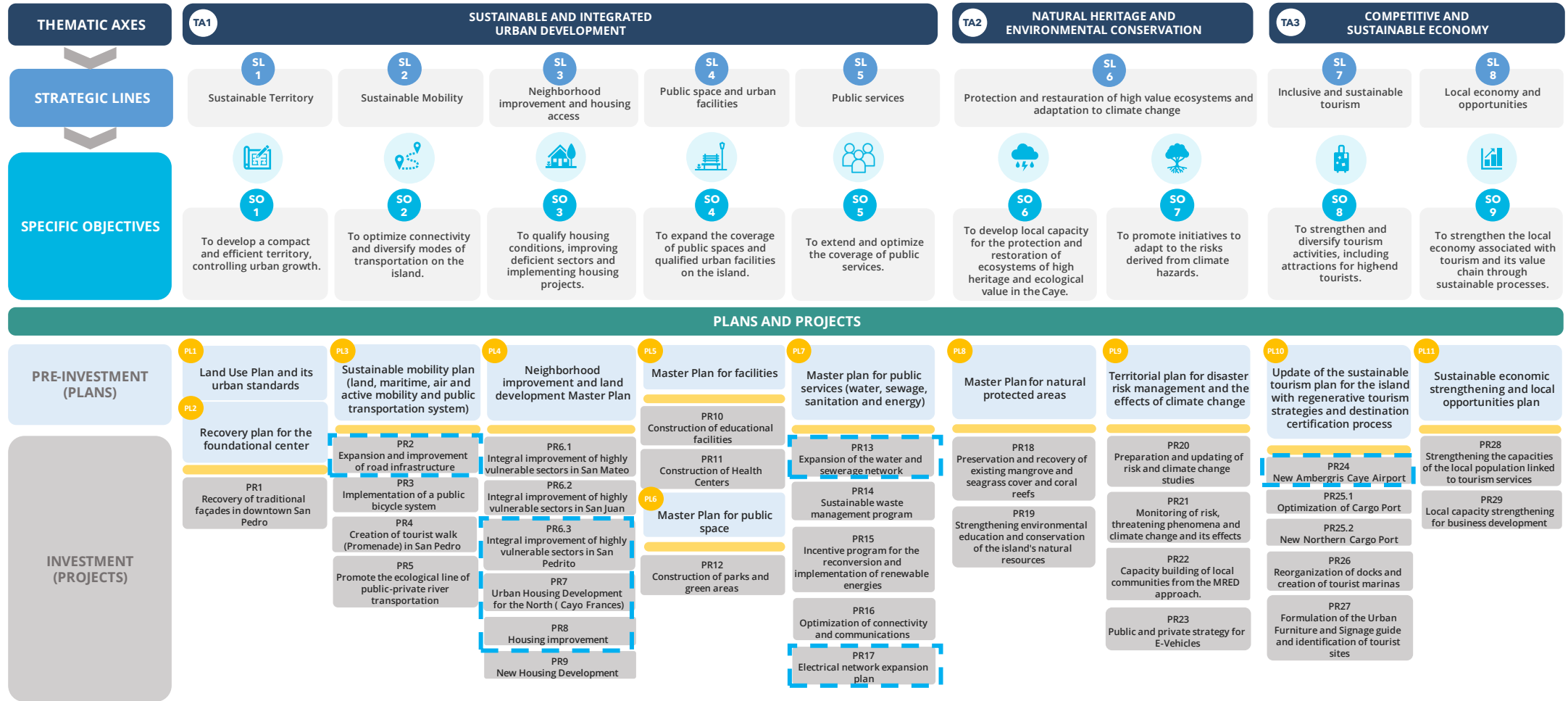
PROJECT	DESCRIPTION	EVALUATION
PR15	Incentive program for the reconversion and implementation of renewable energies	4.4
PR8	Housing improvement	4.4
PR11	Construction of Health Centers	3.5
PR12	Construction of parks and green areas	3.4
PR26	Reorganization of docks and creation of tourist marinas	3.3
PR14	Sustainable waste management program	3.3
PR17	Electrical network expansion plan	3.3
PR19	Strengthening environmental education and conservation of the island's natural resources	3.3
PR04	Creation of tourist walk (Promenade) in San Pedro	3.1
PR20	Preparation and updating of risk and climate change studies	2.9
PR21	Monitoring of risk, threatening phenomena and climate change and its effects.	2.9
PR03	Implementation of a public bicycle system, including bike lines	2.8
PR28	Strengthening the capacities of the local population linked to tourism services	2.8
PR29	Local capacity strengthening for business development	2.8
PR18	Preservation and recovery of existing mangrove and seagrass cover and coral reefs	2.7
PR05	Promote the ecological line of public-private water transportation	2.6
PR16	Optimization of connectivity and communications	2.5
PR01	Recovery of traditional façades in downtown San Pedro	2.5
PR22	Capacity building of local communities from the MRED approach	2.3
PR27	Formulation of the Urban Furniture and Signage guide and identification of tourist sites.	2.3

ECONOMY AND OPPORTUNITY

TIMING OF PROJECT EXECUTION

ACTION PLAN

AMBERGRIS CAYE ACTION PLAN



INSTITUTIONAL STRENGTHENING AND COMMUNITY ENGAGEMENT

*It is important to highlight that various financing options were analyzed for each of the actions.

*It is important to notice that the investment in new housing (apart for social and workers) is not being considered in the total of the Action Plan

EXAMPLES OF PRIORITIZED ACTIONS-NEW AIRPORT

To build the vision of the desired airport for Ambergris, additional analysis was carried out with airport experts, **including an analysis of potential locations** and a **benchmark of 10 similar cases** such as Juan Manuel Gálvez International Airport (Rotan/Honduras).(Rotan/Honduras), Key West International Airport(Key West/United Sates) and JAGS McCartney International Airport (Turks and Caicos Islands)



- 1** **Option 1** It was analyzed according to the **National Transportation Masterplan**. It has the advantage of being close to future and current touristic developments. However, the lot belongs to the Social Security Board.
- 2** **Option 2** was analyzed in the **National Transportation Masterplan** the site is **not located on protected areas**, however, it was **dismissed** because its location requires additional infrastructure costs and increases travel time to downtown San Pedro.
- 3** **Option 3** **dismissed** due to being **located on a natural protected area** (Bacalar Chico Natural Reserve)
- 4** **Option 4** **Is not included in the National Transport Plan**. It was analyzed considering the initial development of a runway in the area, it was dismissed because of the proximity to west San Pedro lagoon.

Specific Activities (Plans and Projects)		Pre-investment (\$USD)	Investment (\$USD)
TA3- COMPETITIVE AND SUSTAINABLE ECONOMY			
SL7 - INCLUSIVE, COMPETITIVE AND SUSTAINABLE TOURISM			
PR23	New Ambergris Caye Airport	\$ 5.000.000	\$ 30.000.000



*The final decision and location and of the new airport will be subject to detailed pre-feasibility and feasibility studies. The cost of the airport was estimated by the references analyzed in de benchmark study and should be defined in the detailed pre- feasibility study.

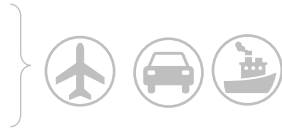
EXAMPLES OF PRIORITIZED ACTIONS-NEW AIRPORT



Potential sites for the New Airport according to the National Transportation Masterplan* (Sites 1, 2 and 3)

Infrastructure as a trigger for development

ICR needs
Government projects
market study main results



The relocation of the San Pedro Airport allows the development of an **infrastructure with adequate safety standards and improved capacity for air operations**. According to the National Transportation Master Plan (NTMP) - 2018, there are three potential airport location. It was also analyzed another site close to San Pedro Lagoon.

SITE	LOCATION NEAR URBAN CENTERS OR URBAN GROWTH	LOCATION OUTSIDE NATIONAL PROTECTED AREAS	CLOSE LOCATION TO TOURISTIC DEVELOPMENTS (CURRENT AND FUTURE)	PROXIMITY TO LOGISTIC HUBS	MOBILITY AND CONECTION
1 Secret Beach	✓	✓	✓	—	✓
2 Cayo Francés	✓	✓	—	—	—
3 Bacalar Chico	✗	✗	✗	✗	✗
4 West San Pedro Lagoon	✓	✓	✓	—	—

According to the last criteria, the consultancy recommends to select Site 1 (Secret Beach) to develop the New Ambergris Airport.*

SITE AREA

494 acres
200 ha

POTENTIAL RUNWAY LENGHT

8,800 ft
2,700 m



Potential use for mid-range aircraft models such as B737 or A320, and suitable for international flights

*The final decision and location and of the new airport will be subject to detailed pre-feasibility and feasibility studies.

EXAMPLES OF PRIORITIZED ACTIONS-NEW AIRPORT

1 SECRET BEACH SITE



Road distance:
5,84 Miles (Estimated section 50 Ft)

Distance to San Pedro Center :
7,64 Miles

Time to San Pedro Center :
18 min*

Road cost:
3.052.000 USD

Estimated lots Intervention :
349

Estimated Speed:
*25 Mph

It is important to emphasize that in this option, the construction of the boulevard should not be prioritized. Instead, the existing roads should be improved, as can be seen in the next slide with the section of road improvements

✓ OPPORTUNITIES

Distance and time: The distance from San Pedro Center to the airport is around 18 minutes (23 minutes less than option 2). This proximity makes the airport highly accessible for residents and tourists, improving connectivity and reducing travel time.

Currently not developed area: The lot's sector is currently unused area.

Aircrafts approach and take-off: The location of the airport's site allows an optimal runway orientation for medium and large aircraft. In addition, there are no tall buildings nearby, minimizing potential obstacles for takeoff and landing operations.

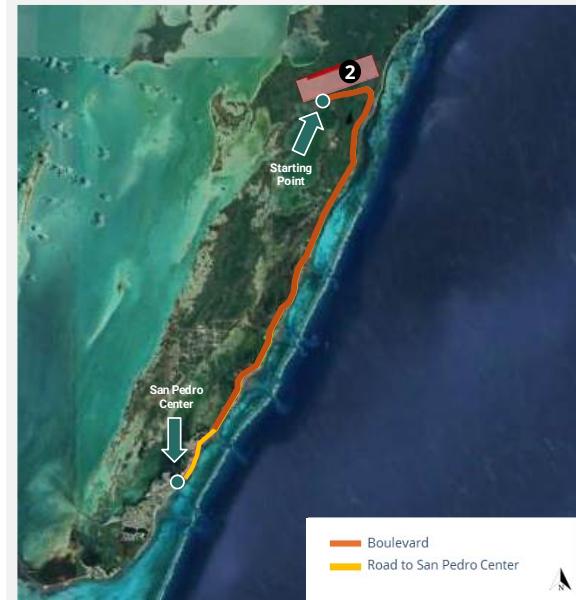
✗ WEAKNESSES

Urban footprint: The location of the airport may create future urban pressure on it. It is important to highlight the importance of purchasing the entire lot to secure an optimal space. This proactive measure will help manage and control future urban expansion.

Noise pollution: Due to the location near to a residential and touristic center (Grand Belizean Estate and Secret Beach), the landing and takeoff of aircraft could generate noise pollution impact.

Environmental impact: As the site is located in a highly dense mangrove area, significant deforestation of these vegetation would be necessary. This deforestation could have adverse effects on local wildlife and ecosystems.

2 CAYO FRANCÉS



Boulevard distance:
9,61 Miles (Estimated section 77 Ft)

Distance to San Pedro Center :
24,33 Miles

Time to San Pedro Center :
41 min

Boulevard cost:
7.176.000 USD

Estimated lots Intervention :
625

Estimated Speed:
35 Mph

It is important to emphasize that for this option, the construction of a boulevard should be prioritized, as can be seen in the next slide with the profile named Boulevard.

✓ OPPORTUNITIES

Urban footprint: The site is not located near to consolidated urban centers, which is optimal for the potential expansion of the airport.

Noise pollution: Since the site is located in an area far from residential areas, the noise pollution would not have a significant impact to the population.

Currently unused area: The site is currently not developed, although a subdivision layout is already proposed according to the Land Department.

Aircraft approach: The aircraft approach is optimal due to the heights proposed in the zoning plan and because there are currently no adjacent constructions.

✗ WEAKNESSES

Distance and time : The travel time from San Pedro Center to the airport could take around 41 minutes, which results in a longer travel time and distance for both domestic and international travelers.

Environmental impact: Since it is located near the Bacalar Chico Reserve, it could generate auditory, visual, and environmental pollution to the reserve, causing conflicts with the existing flora and fauna and the tree cover.

*The final decision and location of the new airport will be subject to detailed pre-feasibility and feasibility studies. The cost of the boulevard construction does not include the management of lots.

EXAMPLES OF PRIORITIZED ACTIONS-NEW AIRPORT

1 SECRET BEACH SITE



Road distance:
5,84 Miles (Estimated section 50 Ft)

Distance to San Pedro Center :
7,64 Miles

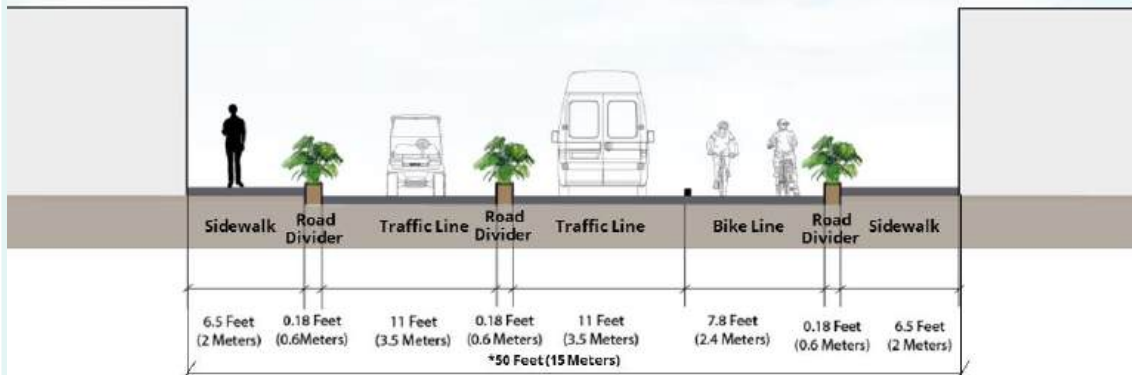
Time to San Pedro Center :
18 min*

Road cost:
3.052.000 USD

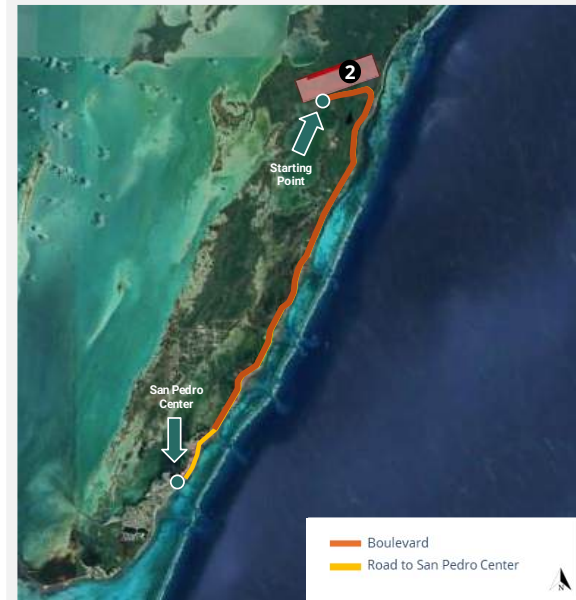
Estimated Speed:
25 Mph

It is important to emphasize that in this option, the construction of the boulevard should not be prioritized. Instead, the existing roads should be improved.

ROAD SECTION EXAMPLE (ROAD IMPROVEMENT)



2 CAYO FRANCÉS



Boulevard distance:
9,61 Miles (Estimated section 77 Ft)

Distance to San Pedro Center :
24,33 Miles

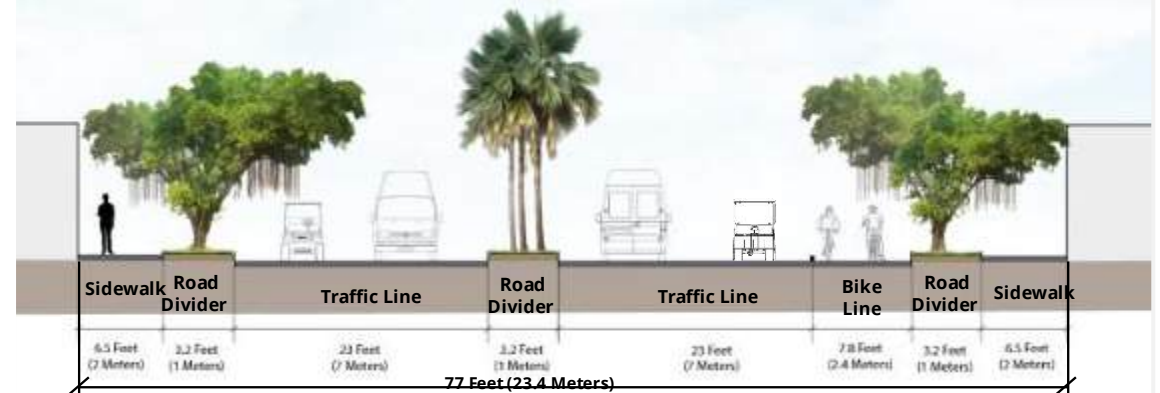
Time to San Pedro Center :
41 min

Boulevard cost:
7.176.000 USD

Estimated Speed:
35 Mph

It is important to emphasize that for this option, the construction of a boulevard should be prioritized.

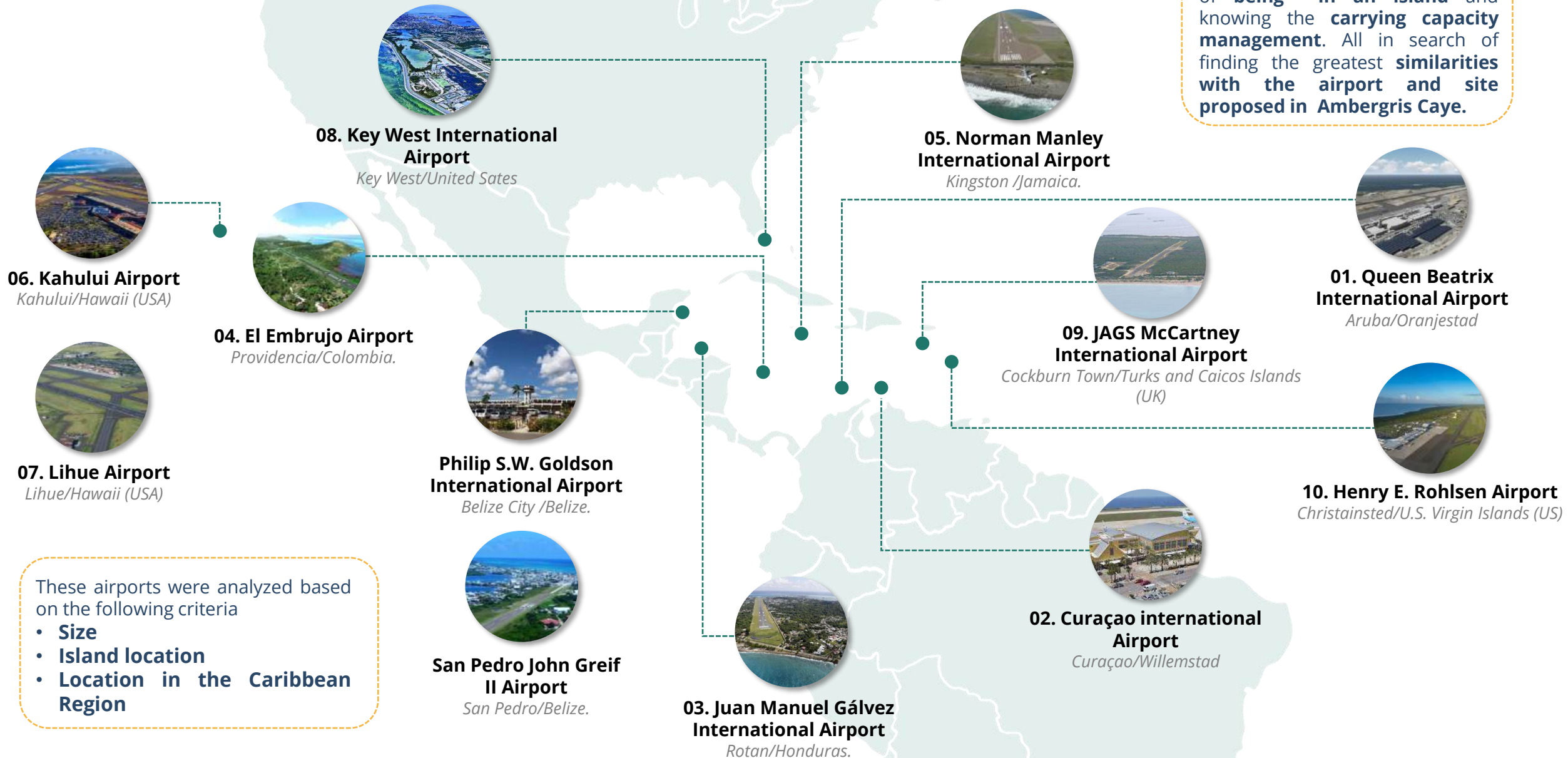
ROAD SECTION EXAMPLE (BOULEVARD)



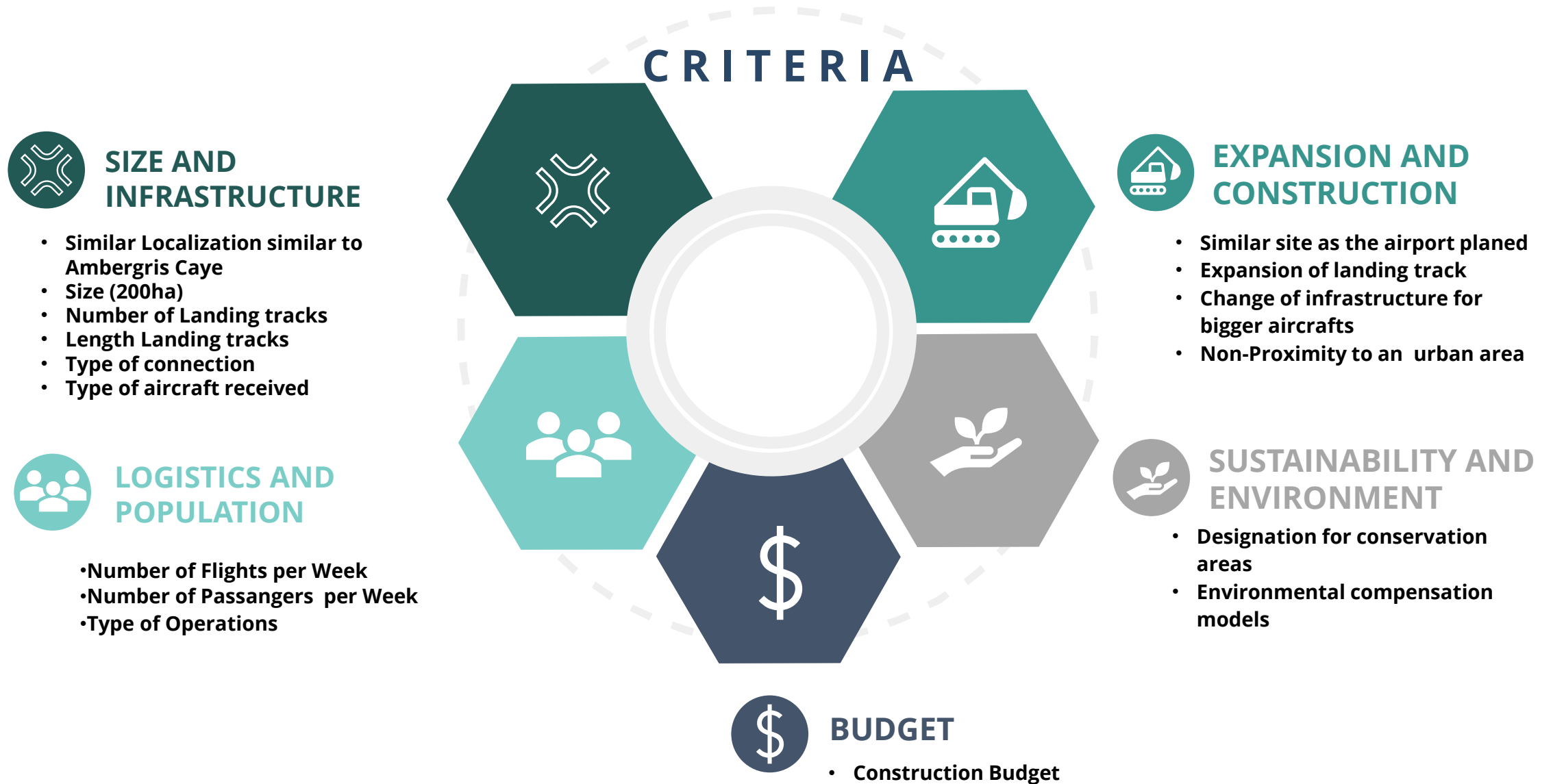
*The width of the sidewalk could depend in the with of the road section. Reviewing the existing profile between property boundaries, it is concluded that the proposed section (50 feet) fits the most critical sector from the center of San Pedro to the north.

BENCHMARK ANALYSIS (Developing Airport)

The criteria for the analysis of the case studies include the conditions of **being in an island** and knowing the **carrying capacity management**. All in search of finding the greatest **similarities with the airport and site proposed in Ambergris Caye.**



BENCHMARK ANALYSIS CRITERIA (DEVELOPING AIRPORT)



PRIORITIZATION OF STUDY CASES (Developing Airport)

1



Juan Manuel Gálvez International Airport

Rotan/Honduras.

- **Essential for connecting the Bay Islands of Honduras with the mainland and international destinations.**
- **Strategic planning and improvements are necessary for growth, service standards, and tourism impact.**
- **Environmental sustainability and community engagement are vital for long-term success.**

2



Key West International Airport

Key West/United States

- **Efficient Operations:** management of various types aircraft and passenger services effectively, despite its small size.
- **Tourism Gateway:** crucial for supporting Key West's tourism economy.
- **Environmental and Regional Role:** prioritizes environmental stewardship while connecting to major hubs like Miami, enhancing regional air travel.

3



JAGS McCartney International Airport

Cockburn Town/Turks and Caicos Islands (UK)

- **Regional Connectivity:** Enhancing regional air travel by linking to major hubs.
- **Environmental Stewardship:** Prioritizing sustainable practices to minimize environmental impact, crucial in the airport's sensitive ecological location.
- **Tourism and Economic Impact:** Serving as a vital gateway for tourism on Grand Turk Island, fostering economic growth and cultural exchange in the Turks and Caicos Islands.

CONCLUSION OF STUDY CASES



The impact of an international airport generates an improvement in the **quality of life, tourism, trade, employment, international relations and connections, culture, adaptation to climate risk and risks, and ecosystem care.**



Its necessary an efficient **road accessibility, and non more than a 30 min travel time to urban centers and truistic hubs.**



The airports have between **2 to 3 vehicular routes to access allowing the high vehicular flow.**



The Study Cases allows to understand that **an environmental management model should be implemented** to generate a smaller carbon footprint.



A space of **200 ha is sufficient to generate an efficient airport** in terms of construction, operations, aircraft movements, and massive passenger arrivals.



Airports must have **master plans for their proper execution.** The airport **must be developed in phases of execution.** It is **important to elaborate a prefeasibility study to determine the location of the airport.**



All airports **generate and enhance strategic tourism hubs** for the territory.



A master plan ensures the arrival of medium and large aircraft.



The construction of the new **airport should be done in phases** according to tourism projections and supply and demand.



It is necessary to propose **costs aligned with the phases** required for the construction of the airport.



It is necessary to **secure the surrounding lots to avoid invasions and illegal land use.**



Airports must enhance the promotion of tourism and **quality of live** for the locals. **Communication** between touristic hubs and the urban center should be **suitable to ensure easier transportation and reduced travel time.**

ROAD MAP FOR THE NEW AMBERGRIS CAYE AIRPORT

San Pedro new airport project is an ambitious plan to reactivate and bring new tourists to Ambergris Caye, developing an infrastructure that allows a higher traffic of aircrafts and passengers than the actual airport. Taking into a count this objective, San Pedro ´s new airport vision considers:

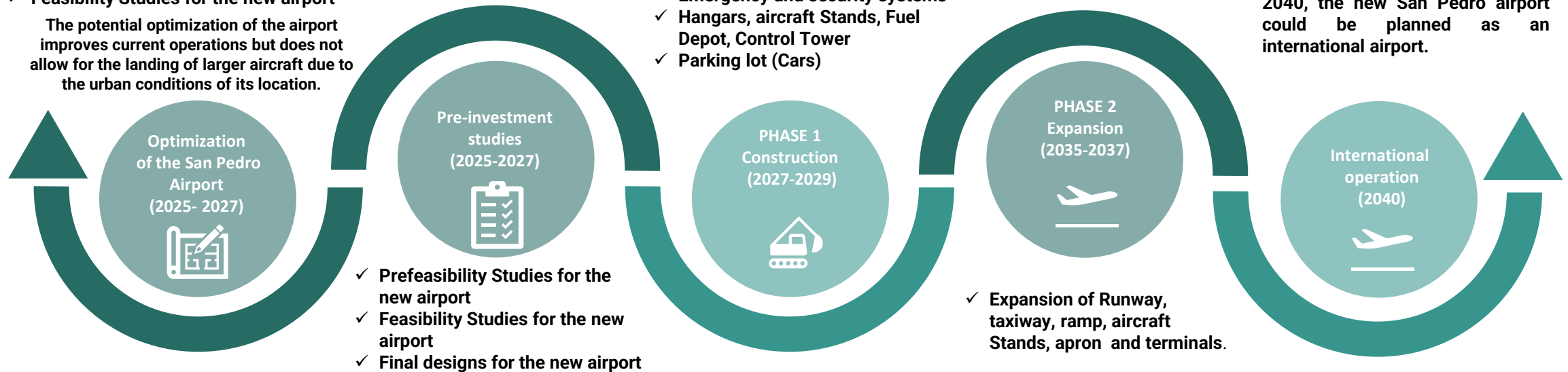
- ✓ **Improvement of Safety Infrastructure** for Aircraft Takeoff and Landing, **extension of the Runway** and **Construction of a Control Tower**
- ✓ **Expansion of the terminal** (including the purchase of neighboring lots) the airport's demand is **projected to increase by 7,673 passengers** in operations by 2030.
- ✓ **Prefeasibility Studies for the new airport**
- ✓ **Feasibility Studies for the new airport**

The potential optimization of the airport improves current operations but does not allow for the landing of larger aircraft due to the urban conditions of its location.

Construction of Phase 1

- ✓ **Runway, Taxiway, Stopway, Apron , Ramp**
- ✓ **Passenger and cargo terminal**
- ✓ **Emergency and security systems**
- ✓ **Hangars, aircraft Stands, Fuel Depot, Control Tower**
- ✓ **Parking lot (Cars)**

- ✓ **Considering the existing concession of the Philip S.W. Goldson International Airport, from 2040, the new San Pedro airport could be planned as an international airport.**



The 494.122 Acre (200 Ha) space is functional for an international airport.



- ✓ It is important to highlight the importance of land management for the future construction of the airport.
- ✓ Secure these lands to prevent invasion and use for other purposes.

A mobility component is crucial to ensure high-quality roads and infrastructure for efficient transportation to and from the airport.



- ✓ Good infrastructure and mobility systems are essential.

*IDOM ´S Action Plan estimates a Pre-investment studies of 5,000,000 USD and an investment of 30,000,000 USD in two construction phases for the execution of the airport

*The final decision and the new possible location and of the new airport will be subject to detailed pre-feasibility and feasibility studies.

EXAMPLES OF PRIORITIZED ACTIONS - ROAD INFRASTRUCTURE

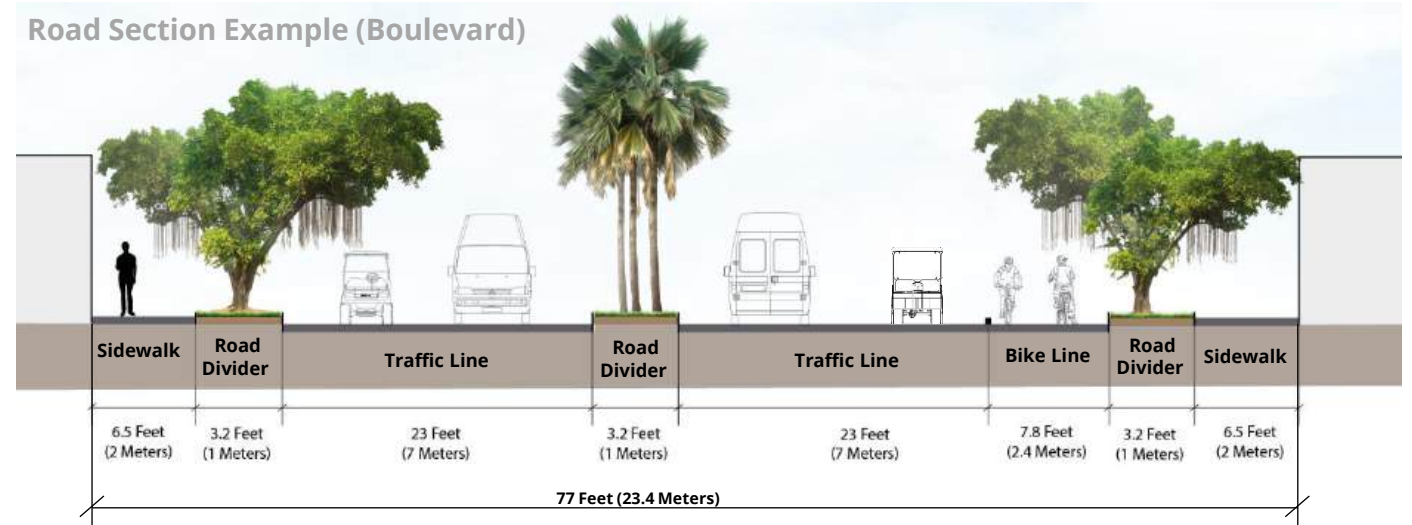


Specific Activities (Plans and Projects)		Pre-investment (\$USD)	Investment (\$USD)
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT			
SL2 - SUSTAINABLE MOBILITY			
PR2	Expansion and improvement of road infrastructure	\$440.000	\$43.940.000
PR2 - F1	Expansion and improvement of road infrastructure greenfield north zone	\$ 30.000	\$3.490.000
PR2 - F2	Expansion and improvement of road infrastructure footprint north zone	\$150.000	\$11.650.000
PR2 - F3	Expansion and improvement of road infrastructure in existing urban areas	\$260.000	\$ 28.800.000

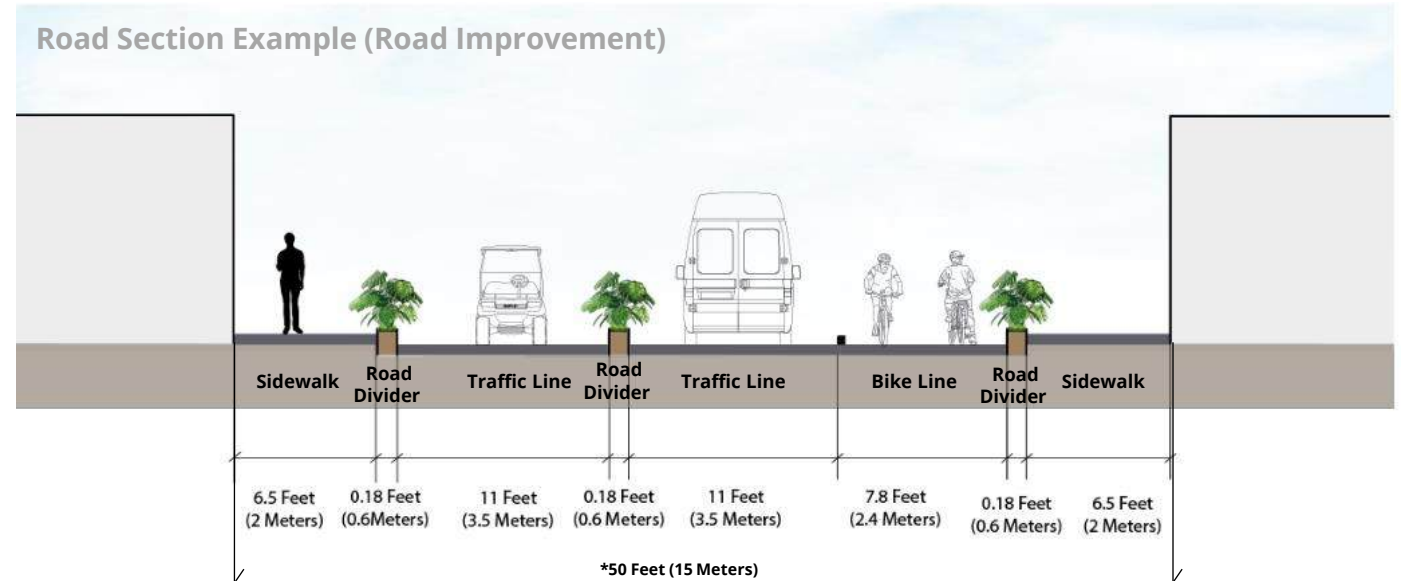
ROAD INFRASTRUCTURE



Road Section Example (Boulevard)



Road Section Example (Road Improvement)



*The width of the sidewalk could depend in the with of the road section. Reviewing the existing profile between property boundaries, it is concluded that the proposed section (50 feet) fits the most critical sector from the center of San Pedro to the north.

EXAMPLES OF PRIORITIZED ACTIONS - PUBLIC SERVICES



Specific Activities (Plans and Projects)		Pre-investment (\$USD)	Investment (\$USD)
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT			
SL5 - PUBLIC SERVICES			
PL7	Master plan for public services (water, sewage)	\$ 1.500.000	N/A
PR13	Expansion of the water and sewerage network	N/A	\$ 33.450.000
PR13 - F1	Main Water & Sewage lines (North)	N/A	\$ 800.000
PR13 - F2	Main Water & Sewage lines (Rest of ambergris)	N/A	\$ 3.800.000
PR13 - F3	Expansion of freshwater & Sewage network (North)	N/A	\$ 2.350.000
PR13- F4	Expansion of freshwater & Sewage network (Rest of ambergris)	N/A	\$ 9.575.000
PR13 - F5	Expansion of wastewater treatment plant	N/A	\$ 6.800.000
PR13 - F6	Expansion of Desalinitation treatment plant	N/A	\$ 10.125.000

EXAMPLES OF PRIORITIZED ACTIONS-ELECTRICAL NETWORK EXPANSION PLAN

Specific Activities (Plans and Projects)		Pre-investment (\$USD)	Investment (\$USD)
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT			
SL5 - PUBLIC SERVICES			
PR17	Electrical network expansion plan	\$ 700.000	\$ 36.565.500
PR17 - F1	Underwater electric pipeline	\$ 250.000	\$ 26.000.000
PR17 - F2	San Pedro power grid expansion (medium voltage)	N/A	\$ 5.398.000
PR17 - F3	Secret Beach power grid construction (medium voltage)	N/A	\$ 1.535.000
PR17 - F4	North power grid construction (high voltage)	\$ 300.000	\$ 3.600.000
PR17 - F5	Electric sub-station		

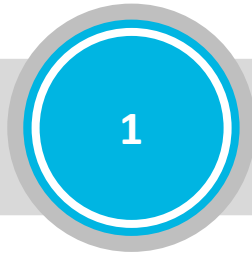
* The value and category of the project must be confirmed with the investments related to the electric utility company and the national government, in accordance with the related extension and expansion plans.

EXAMPLES OF PRIORITIZED ACTIONS-HOUSING ACCESS



Specific Activities (Plans and Projects)		Pre-investment (\$USD)	Investment (\$USD)
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT			
SL3 - NEIGHBORHOOD IMPROVEMENT AND HOUSING ACCESS			
PR7	Integral Urban Development for the North (Cayo Francés)	\$ 150.000	\$ 9.800.000
PR6.1	Integral improvement of highly vulnerable sectors in San Mateo	N/A	\$ 7.150.000
PR6.2	Integral improvement of highly vulnerable sectors in San Juan	\$ 125.000	\$ 4.500.000
PR6.3	Integral improvement of highly vulnerable sectors in San Pedrito	\$ 125.000	\$ 6.900.000
PR8	Housing improvement	\$ 70.000	\$ 5.700.000

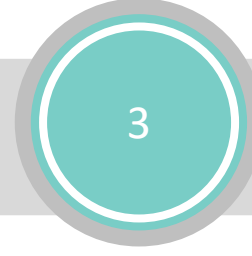
FINANCIAL PLAN



2025-2029



2030-2034



2035-2039



2040-2045

Execution time (Years)				
	2025 - 2029	2030- 2034	2035-2039	2040- 2045
Total pre-investment	\$ 12.109.000	\$ 200.000	\$ 64.000	\$ 56.000
Total investment	\$ 147.498.000	\$ 74.790.000	\$ 59.359.000	\$ 21.422.000
TOTAL	\$ 159.607.000	\$ 74.990.000	\$ 59.423.000	\$ 21.478.000

Total Pre-Investment (\$USD)	Total Investment(\$USD)
\$ 12.429.000	
	\$ 303.069.000
\$ 315.498.000**	

**The final total could change depending on the airport location and the road or boulevard to the north

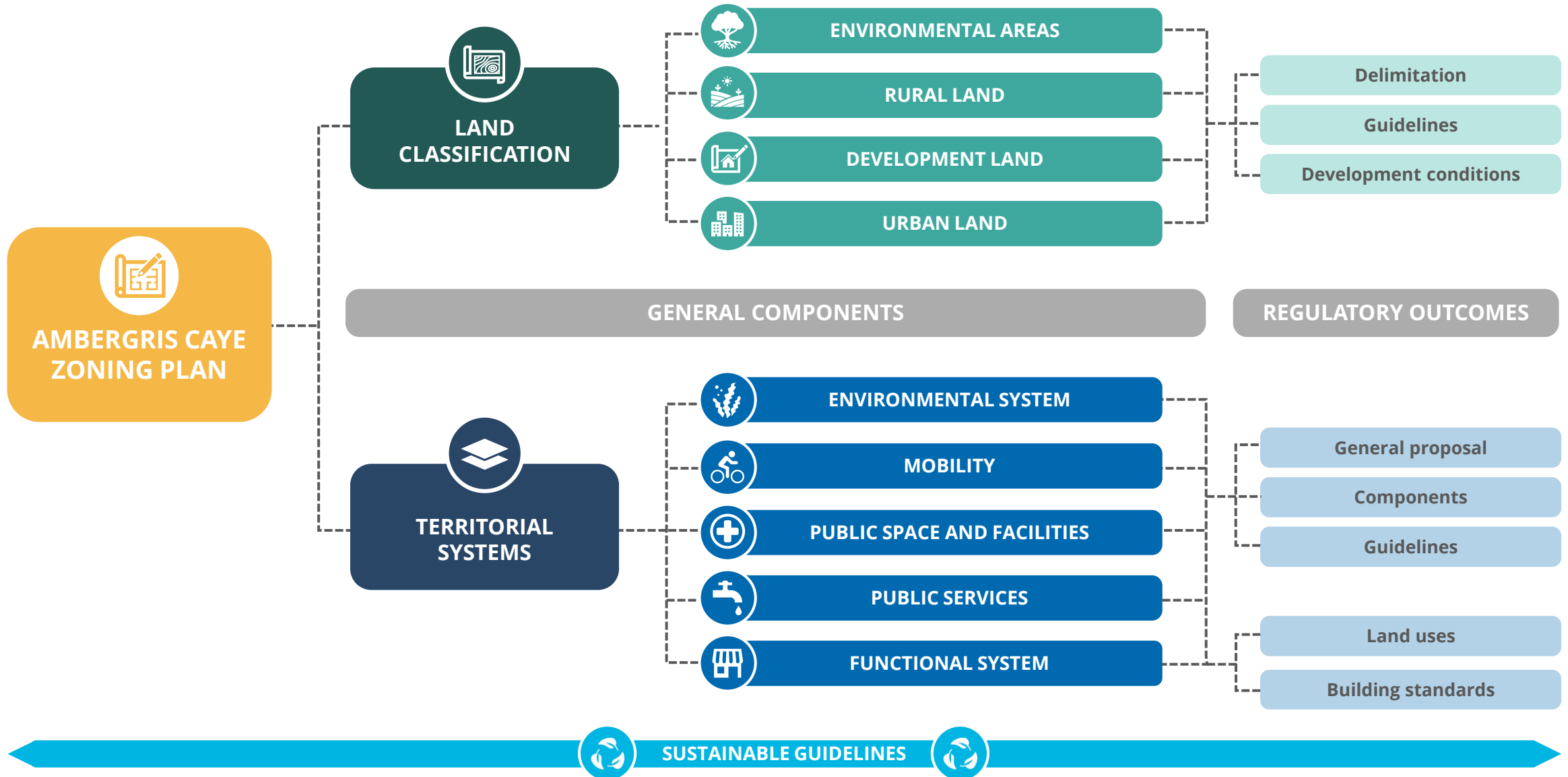
*It is important to notice that the investment in new housing (apart for social and workers) is not being considered in the total of the Action Plan/ the final price will depend in the approval of the power network project

An aerial photograph of a coastal town, likely in a tropical or subtropical region, featuring a mix of greenery, buildings, and a beach. A semi-transparent grid of white dots is overlaid on the image, following the contours of the land and water. The grid is denser in some areas and sparser in others, suggesting a zoning or planning overlay. The overall color palette is dominated by blues, greens, and browns, with a dark blue overlay at the top and bottom.

05

ZONING PLAN

STRUCTURE OF THE PLAN



LAND CLASSIFICATION



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.



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.



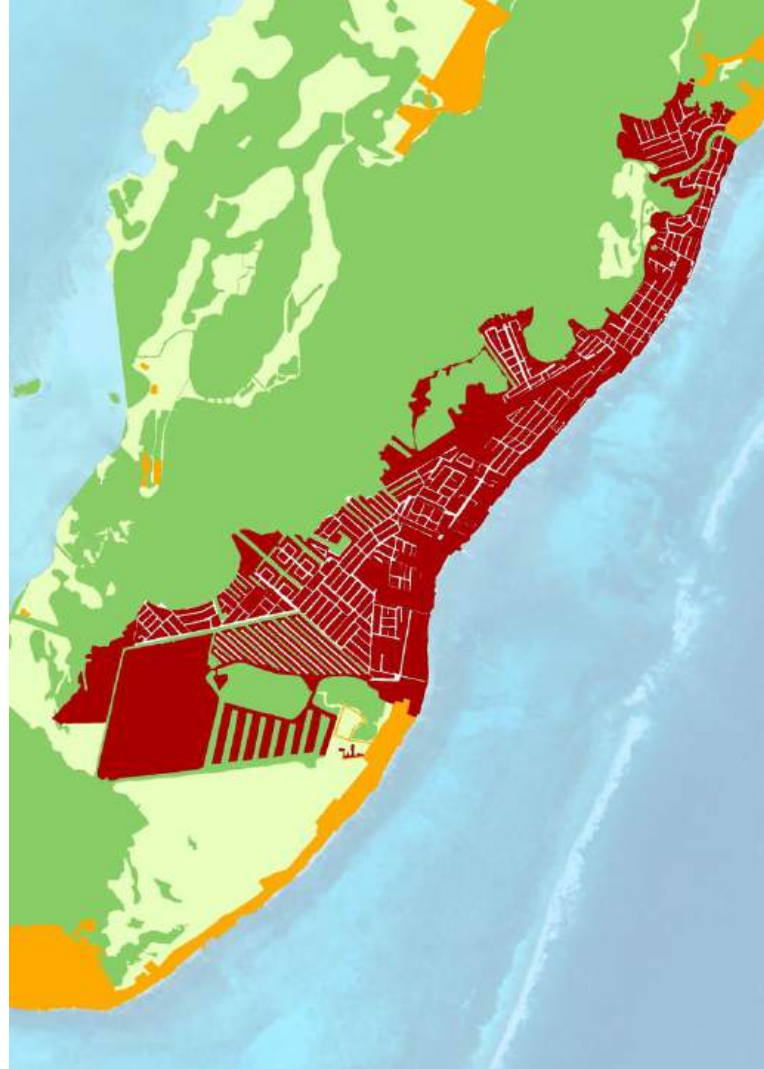
RURAL LAND

This land classification includes areas in Ambergris Caye which no urban development is allowed until the horizon year of the present Zoning Plan.



ENVIRONMENTAL AREAS

Environmental Land refers to areas that are primarily designated for the conservation, protection, and preservation of natural ecosystems, biodiversity, and environmental resources.



*The location of the airport in the diagram will change after further approval.

SKYLINE REFERENCES IN HIGH-END DESTINATIONS



Mahe Island (Seychelles) | 4 – 5 Stories



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



Curaçao | 3 – 5 Stories



Bermuda Island (UK) | 3 – 6 Stories

HEIGHTS FOR TOURISTIC ZONING UNITS



	NEW ZONING PLAN HEIGHTS
TDZU 1	<500.000 sqft 4 stories >500.000 sqft 7 stories
TDZU 2	<500.000 sqft 4 stories >500.000 sqft 7 stories
TDZU 3	<500.000 sqft 4 stories >500.000 sqft 7 stories
TDZU 4	<500.000 sqft 4 stories >500.000 sqft 7 stories
TDZU 5	<500.000 sqft 4 stories >500.000 sqft 7 stories Depends on the proximity to the airport
TDZU 6	<500.000 sqft 4 stories >500.000 sqft 7 stories
TDZU 7	< 100.000 sqft 3 stories >100.000 sqft 5 Stories

MOBILITY



PUBLIC SPACE AND FACILITIES



PUBLIC SERVICES



LAND USE GROUPS

LAND USE GROUPS

HOUSING (H)

H1 – Single-family Housing

H2 – Multi-family Housing

H3 – Vacational Housing

RETAIL (R)

R1 – Local scale retail

Low-impact commerce: minimarkets, pharmacies, boutiques, sports and souvenir stores, hardware stores and others similar.

R2 – Urban scale retail

High-impact commerce: Supermarkets, shopping malls, wholesales stores and others similar.

SERVICES (S)

S1 – Services and offices

This group includes: Banks, ATM, real estate agencies, communications services, professional offices and others similar.

S2 – Food establishments

This group includes: restaurants and cafes, ice cream parlors, bakeries and others similar.

TOURISM (T)

T1 – Hotels and hostels

T2 – Resorts

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

T3 – Tourism services

Businesses specialized in tourist services: Car rental, tourism agencies, spa, among others similar.

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.

FACILITIES (F)

F1 – Local facilities

This group includes low-impact facilities such as: nurseries, kindergartens, physician offices and 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.

F3 – Regional scale facilities

This group includes: Passenger ports, marinas, cargo ports, airports, defense and security complexes and others similar.

INDUSTRIAL (I)

I1 – Warehouses and logistics

I2 – Gas stations

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

***High end resorts are included in (T2- Resorts)**

LAND USE REGULATIONS

PERMITTED 

Permitted uses are the main activities that can be developed in the Land Use Areas. They do not generate significant impacts in the sectors.

RESTRICTED 

The uses indicated as restricted may be developed on the condition of fulfilling special measures that mitigate the impacts on the environment and mobility.

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

PROHIBITED 

All land uses that are not explicitly indicated as **permitted** or **restricted** in the Zoning Unit regulations are considered **PROHIBITED**.

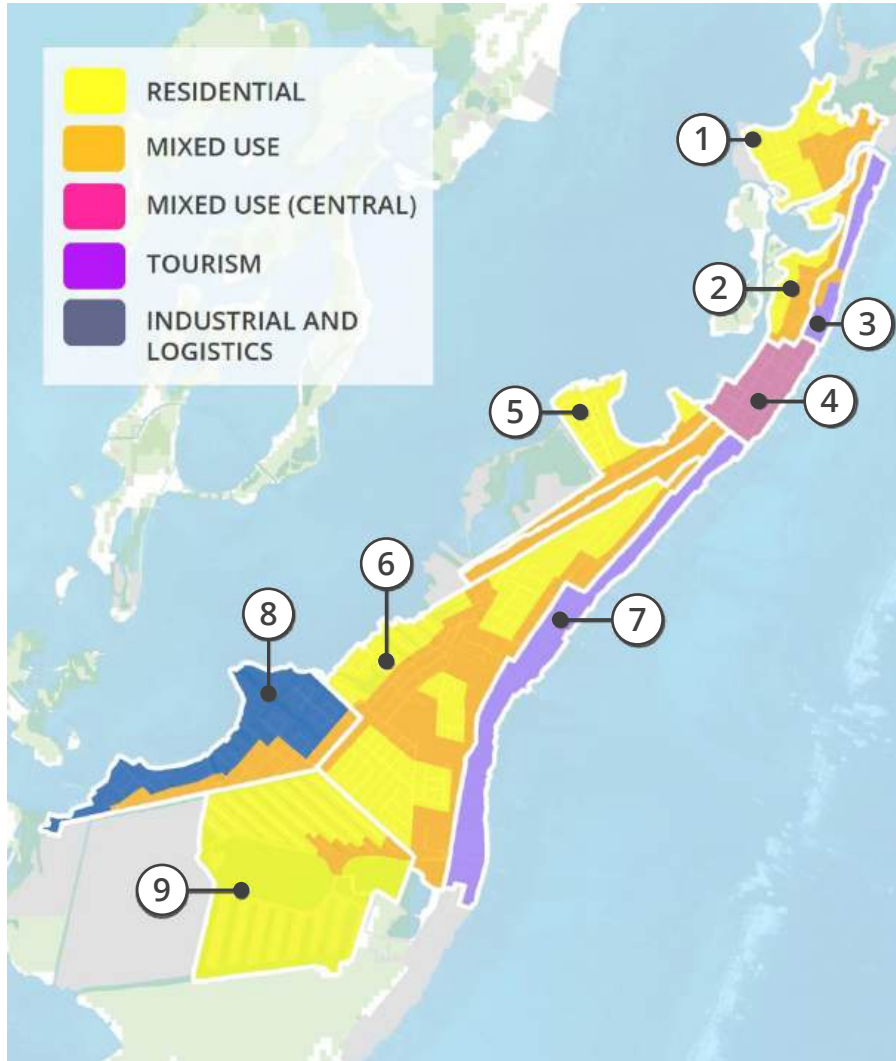
Both **Permitted and Restricted uses can be developed** if they comply with the conditions established in the Zoning Plan.

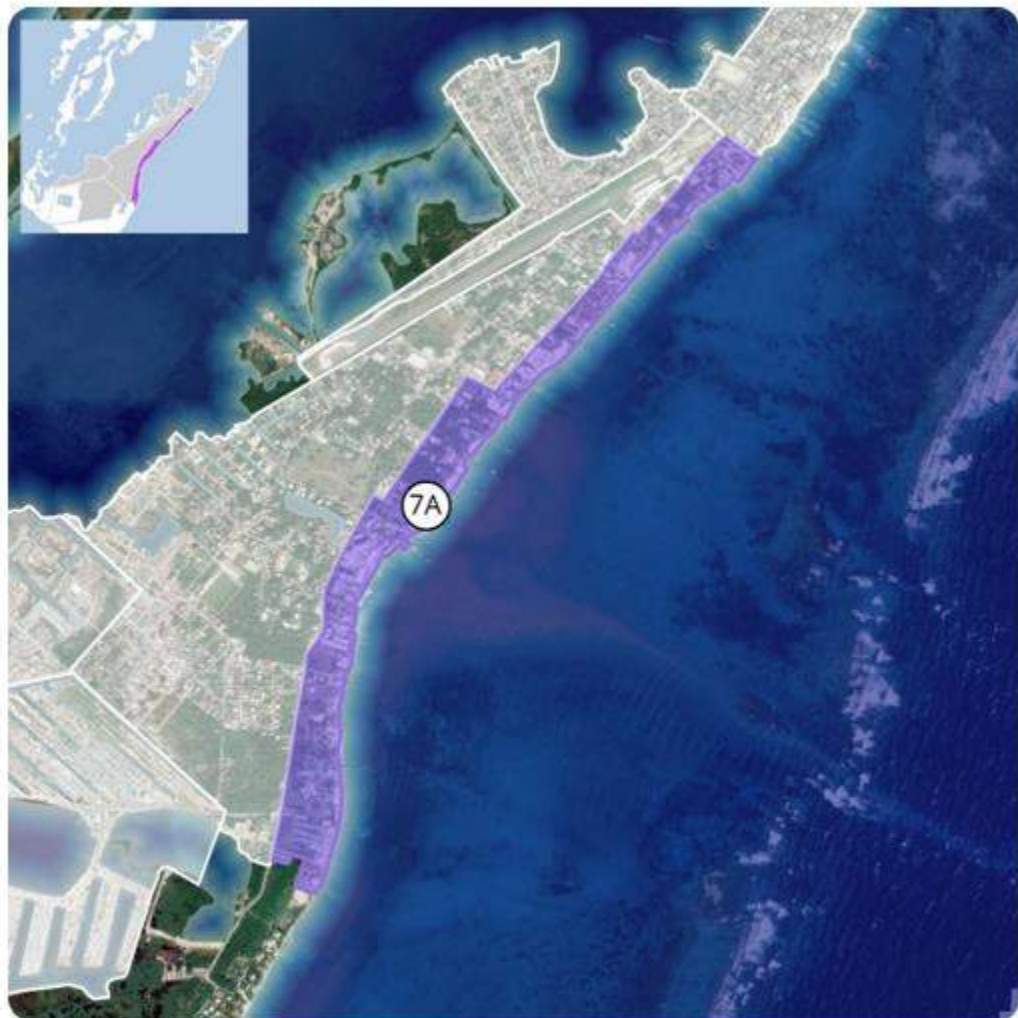
ZONING UNITS

LAND USE AREAS BY URBAN ZONING UNIT (UZU)

LAND USE AREAS BY TOURISTIC DEVELOPMENT ZONING UNITS (TDZU)

LAND USE AREAS BY SPECIAL DEVELOPMENT AREAS (SDA)





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.

LAND USES

SUB-SECTOR 7A
MIXED TOURISM

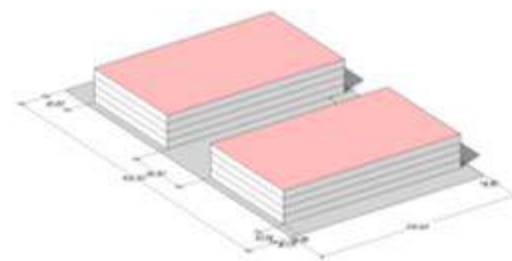
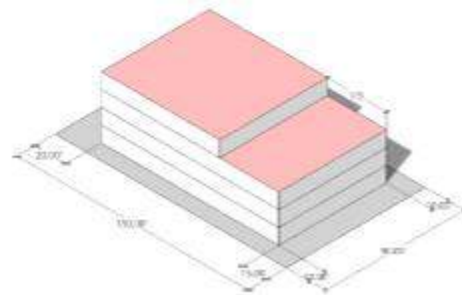
PERMITTED USES	H3	R1	S1	S2	T1	T2	T3	F1		
RESTRICTED USES	H1	H2	R2	T4	F2	F4				

All land uses that are not explicitly marked as allowed or limited are considered **Forbidden**.

BUILDING STANDARDS

LOT SIZE	≤ 15.000 sqft		≥ 15.000 sqft	
LOT COVERAGE	60%		6%	
SETBACKS	Front	15 ft	Front	30 ft
	Side	10 ft	Side	*10-20 ft
	Rear	20 ft	Side	*10 ft only if the max Hight is of 2 stories
MAX. HEIGHTS	4 Stories High, with a front setback of 1/3 of the building depth on the fourth story		4 Stories High	

URBAN MODEL TYPE





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.

LAND USES

	SUB-SECTOR TOURISTIC MIXED-USE						
PERMITTED USES	H1	H2	H3	R1	S1	F1	
RESTRICTED USES	R2	S2	F2	T1	T3	T4	
All land uses that are not explicitly marked as allowed or limited are considered Forbidden							





ENVIRONMENTAL STANDARDS

Parcels on the waterfront shall leave a protection strip of 50 ft., which must be for public use and free of permanent buildings.

BUILDING STANDARDS

BUILDING TYPOLOGY	LOT SIZE <25.000 sq.ft		LOT SIZE ≥ 25.000 sq.ft	
	LOT COVERAGE	40%	LOT COVERAGE	30%
Isolated	BUILDING HEIGHTS	3 Stories High	BUILDING HEIGHTS	4 Stories High <small>* Lots with more than 500.000 sqft could develop up to 7 stories</small>
	SETBACKS	Front: 20 ft Side: 10 ft Rear: 25 ft	SETBACKS	Front: 20 ft Side: 20 ft Rear: 40 ft

SUSTAINABILITY GUIDELINES

	Solar Energy Utilization		Rainwater recollection		Implementation of Sustainable Urban Drainage Systems
	Use of native species in green areas		Bioclimatic design, natural ventilation & lighting		Efficient waste management, classification, reuse







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