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## Bridgetown Community Plan

This Community Plan provides additional policy direction for the Bridgetown community core and is designed to be read in conjunction with the national Physical Development Plan policies. It provides a framework for continued investment and development in Bridgetown as Barbados' National Centre.

**DRAFT**  
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## 7.1

# Introduction to the Community Plan

Bridgetown is designated as the National Centre, a designation it has held since the Physical Development Plan Amended 2003. As the National Centre, Bridgetown is recognized as hosting an unparalleled and critical cluster of government, institutional, retail and commercial activities hosted within a remarkable heritage core that has been internationally recognized by UNESCO as a designated World Heritage Site. The PDP Amendment and the Bridgetown Community Plan build upon previous planning policy for the central area of Bridgetown and provide strategic policies, refinements to land use and built form, in particular related to seven precincts within the Community Plan boundary. These policies are informed by a series of challenges and opportunities that have emerged since the enactment of the PDP Amendment 2003, and a focus on enhancing the community's sustainability and resiliency.

The Bridgetown Community Plan boundary proposes a boundary tighter than the PDP Amended 2003, in order to align with the defined World Heritage District and to respond to the core area most distinct to Barbados' urban centre. The Community Plan updates policies for Bridgetown related to sustainable development, cultural heritage, natural heritage, tourism, mobility and infrastructure, and considers the impacts of climate change and disaster risk reduction on the community core. Policies in this Community Plan are to be read in conjunction with the national policies.

This Community Plan includes the following sections:

- 7.1** Introduction to the Community Plan
- 7.2** History of Bridgetown
- 7.3** Bridgetown Today: Context and Challenges
- 7.4** Vision, Goals and Objectives
- 7.5** Strategic Policies
- 7.6** Urban Design and Public Realm Directions
- 7.7** Land Use and Built Form Policies





## Key Directions

### Historic Core of Bridgetown

#### Cheapside Precinct

1. Cheapside Bus Terminal
2. Hincks Street Pedestrian Routes
3. Fishing Harbour and Market
4. Princess Alice Parking Structure

#### Suttle Street Precinct

5. Suttle/James Street Area

#### Institutional Precinct

6. Synagogue Block
7. Montefiore Fountain
8. Police Block/Carnegie Library
9. Coleridge Street to Supreme Court

#### Market Precinct

10. Swan Street, High Street, Palmetto Street and Alleys

#### Broad Street Precinct

11. Broad Street
12. Old Town Hall
13. Taxi Stands

#### Carenage Precinct

14. National Heroes and Independence Square
15. Wharf Road Open Space
16. Hincks Street Opportunity Site

### The Landscape of the Constitution River

#### Lower Constitution River Precinct

17. Fairchild and River Street Terminals
18. Elsie Payne Complex
19. Queen Elizabeth Hospital Field

#### Queen's Park Precinct

20. Constitution River

### Shoreline and Beaches of Bridgetown

#### Pierhead Precinct

21. The Pierhead

#### Needham's Point Precinct

22. Needham's Point Opportunity Site

#### Carlisle Bay Beach

23. Carlisle Bay Beach

### Urban Design of Bay Street

#### Bay Street Precinct

24. Bay Street
25. Jemmots Lane Opportunity Site
26. Government Headquarters

### The Historic Landscape of The Garrison

#### The Garrison Precinct

27. Barbados Light and Power Area
28. Garrison Savannah
29. Garrison Cultural Heritage Landscape

#### Bay Street Precinct

24. Bay Street

25. Jemmots Lane Opportunity Site

26. Government Headquarters

27. Barbados Light and Power Area

28. Garrison Savannah

29. Garrison Cultural Heritage Landscape

30. Barbados Defence Force

31. The Garrison Savannah

32. To South Coast Boatwalk

33. To South Coast Boatwalk

34. To South Coast Boatwalk

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49. To South Coast Boatwalk

## History of Bridgetown

The history of Bridgetown, from pre-historic Amerindian settlement through British colonization, emancipation, independence and up to present times, is a microcosm of the significant economic, social, and political transformation of Barbados through the centuries.

### Pre-European

Archaeological findings at Port St. Charles indicate Amerindian settlement in Barbados reaching back to 1623 BCE. Detailed knowledge of pre-historic settlement in Bridgetown is not known, though excavations have found evidence of occupation within an area bounded by Fontabelle, Spring Garden (West), Suttle Street (North), the Careenage (South), and Graves End (East). All sites are recognized as having direct access to potable spring water. In fact, Bridgetown's central core was originally a swamp that was drained and later filled. Archaeological studies also confirm that the four major Amerindian ceramic cultures were present in Bridgetown.

Amerindians on the island were subsistence farmers and fishers. They used techniques including slash and burn farming known as conuco, which created a landscape of small clearings surrounded by virgin forest, often close to the water's edge. Numbering tens of thousands over the centuries, prior to the arrival of Europeans, Amerindians were gone by the year 1550, decimated by slave raids from Spanish colonizers. Although specific details of the community at modern-day Bridgetown are not known, a bridge spanning the Constitution River was later found by English colonists, eventually becoming the namesake for the City.

### British colonization

The period of British colonization is characterized by four centuries of maritime development, which turned Bridgetown into a critical node of the Empire's commercial and military administration. Following the Spanish and Portuguese vessels, which in the sixteenth century frequently made brief stops at Barbados for water, English ships landed on Barbados in 1624 and claimed it for the Crown. Bridgetown was settled four years later. From this point, Bridgetown followed the 17th century trajectory of other seaports like Kingston, Boston and New York in terms of population and importance. Society was initially structured around small scale cultivation of Caribbean staples of cotton and tobacco, with English landowners importing enslaved Amerindians and indentured Europeans. Sugarcane was introduced to the island in 1640 by planters such as James Drax, keen to make the transition from a dying tobacco industry, and assisted by Sephardic Jews expelled from Portuguese Brazil. The introduction of sugarcane initiated a transformation of Barbadian economic and social systems that Bridgetown was well positioned to capitalize on. Historical vestiges are seen in Bridgetown, including the Nidhe Israel Synagogue, one of the oldest in the western hemisphere, which was rebuilt after the great hurricane of 1831 destroyed its roof.

Bridgetown had a safe natural harbour in the Careenage, wide enough for anchoring the vessels of the day and hosting dock facilities for shipbuilding and maintenance. Large-scale plantations soon became basic structural entities in Barbados, with a radial road network developed to transport goods to and from the natural port at Bridgetown for shipment to Europe. Shifting production needs also created a high demand for enslaved African labour, and Bridgetown became a key hub for their movement and sale. Reflecting this, the demographics of Barbados transitioned from an island in 1644 that had 800 people of African descent out of 30,000 total, to an island in 1700 with 60,000 enslaved persons out of 80,000 total. By the late 17th century, Bridgetown was the nexus of international trade in the British Americas, and one of the three largest cities: 60% of English exports to the Caribbean were processed through the Bridgetown port. The growth of this trade-based economy paralleled the increased military



presence in Bridgetown as a platform for the projection of British power in the Americas. Needham's Fort (later renamed Charles Fort) was the earliest military structure in 1650, followed by St. Ann's Castle and finally the Garrison in the late 18th century. Military and trade strength were intertwined, with military protection providing safety for the expansion of trade.

The original street layout in Bridgetown replicated the style of a medieval English market town, with tightly-winding narrow streets and alleys spawned by spontaneous and unplanned development as the population exploded after the introduction of sugarcane. There was limited sanitation, and blocked roads, disease, and fires were prevalent. In 1657, the government enacted legislation to clear and maintain streets as public highways. The boundaries of Bridgetown were first formalized in 1660 – not to be redefined until 1820 – and extended from Constitution River to St. Mary's Churchyard to the sea. The pattern of growth radiated from the centre of town near the port and stretched along the coast. Unlike most cities of the Americas, there was no clear distinction between areas of work and residence. Cheapside was the neighbourhood of the colonial elite, the major commercial centre with storehouses and warehouses of the major plantations and the Customs House. Poor whites and free black persons lived on the fringes of Bridgetown, with

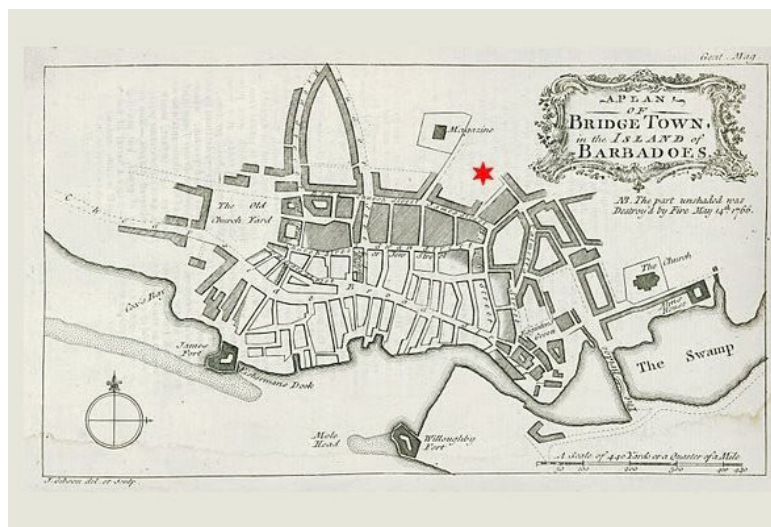
high land values excluding their presence from the central area. The Sephardic Jewish community centred itself on Swan Street (and Synagogue Lane), creating its own self-sustaining social system to mitigate against the reduced civil rights afforded to the Jewish community in comparison to the white population.

The fire of 1766 damaged most of the town, leading to the 1767 Rebuilding Act. The Act regulated building placement and materials to mitigate against future fires, including the appointment of commissioners to enforce building rules. Subsequent fires each brought new attempts to rationalize and improve the layout of the town. At the time, Bridgetown was a leading locale for development of a new architectural style called Caribbean Georgian, creolizing traditional English Georgian architecture with local materials and building techniques, as well as elements to address the tropical climate. Although the designs were European, the vital influence of enslaved African artisans who constructed the buildings and embellished the edifices cannot be overlooked.

Emancipation did little to change the social and economic structure of Bridgetown, with the material conditions of the working poor improving little.



➤ Main Guard, Garrison



➤ A Plan of Bridgetown, 1756

From 1800 until 1885, Bridgetown was the seat of government of the former British colonies of the Windward Islands. In 1881, the Barbados Railway was completed from Bridgetown to Carrington. Soon thereafter, the presence of the tramway became a pre-condition for development. Black Rock, EagleHall, Fontabelle, Roebuck and Bellville were small centres that grew out of tram connections to the Bridgetown core, and have since been subsumed into the city.

After removal of British troops from colonies by 1905, a quarter of the lands around the Savannah was acquired by private landowners, including the Main Guard (until Government re-assumed ownership in 1989). Today, there is still very little residential property in the Savannah, with most residential uses coming from the conversion of military buildings.

## Post-colonial

Still the most important centre in the eastern Caribbean, societal transformations altered Bridgetown in the middle of the 20th century. The arrival of the motor vehicle created and has continued to create a serious challenge for the narrow streets of Bridgetown. In 1962, a few years prior to independence in 1966, the Constitution River, Careenage and the remaining edges of swamp were filled and replaced with a channelized canal. This followed the construction of the Bridgetown Harbour and Deep Water Port in 1961, drawing the nexus of trade and communications away from the Careenage, and along with it the associated businesses. Vacant warehouses were eventually converted into offices, shops, and carparks as the central business district expanded.

Population in Bridgetown expanded after emancipation in 1834 and even more so after fluctuations in the sugarcane industry drove workers to coastal areas. Diversification of Barbados' economy from the 1950s into the 1970s brought greater settlement to Bridgetown, moving simultaneously with urbanization. The Greater Bridgetown Area experienced an average annual growth rate over 14% between 1920 and 1960, with a population growth rate of just under 5%. By the 1970s the urban boundary began to stabilize, with population added through intensification of existing land. By 1980, the population of Bridgetown was 106,500, representing 43% of the country's total. Social development and poverty alleviation policies soon followed, beginning in



> Garrison Savannah



> Government Headquarters





### > Nidhe Israel Synagogue

the urban parish of Saint Michael, then later spread to rest of the island. Continued subdivision of tenancies began to generate a crisis of poor street access, awkward shaped and tiny lots, and a lack of communal spaces. Whether private or publicly led, sites were developed without an integrated planning approach.

Most recently, several significant initiatives have celebrated and elevated the importance of the remarkable history and heritage assets of Bridgetown. In 2011, Historic Bridgetown and its Garrison was recognized as a UNESCO World Heritage site. This fundamental recognition is a critical input into the current PDP Amendment process and has shaped the boundary of this Community Plan. New green public spaces were formed with the creation of Jubilee Gardens, Independence Square and Church Village Green. The recent Constitution River Upgrade has restored the river channel and connections along the corridor. In the early 2000's the restoration of the Nidhe Israel Synagogue and its mikvah and more recent completion of the first phase of Synagogue Block restoration are acting as a demonstration of, and potential catalyst for, reinvestment in cultural heritage in the Bridgetown core.



## ➔ 7.3

# Bridgetown Today: Context and Challenges

## 7.3.1 Bridgetown Today

Bridgetown is the most urban, diverse, dense and culturally rich centre in Barbados. Its role as the National Centre is supported by a combination of corporate head offices and nationally significant civic institutions, the House of Government, major retail facilities, and residential communities. It also houses some of the oldest buildings, parks and civic institutions amidst built form which emanates from the colonial heritage of the island. The effects of suburbanisation have resulted in the city experiencing a net resident population loss and the relocation of key commercial and retail facilities to the periphery of the city and the suburbs. Traffic congestion and lack of available parking are signs of the increased dominance of the car, which plague the urban core and its key access routes. The physical ramifications of a city in decline are evident in vacant lots and dilapidated structures, poorly maintained commercial and residential areas, vacancy in retail stores in the downtown core and a lack of activity past office hours.

The Community Plan offers an opportunity to distinguish Bridgetown as Barbados' only truly urban place. The Plan proposes to do this by building on the plethora of studies and recommendations on the future of Bridgetown and establishing a strategic policy framework which promotes a distinctive physical urban environment - one which supports residents interested in an urban lifestyle, visitors interested in entertainment, businesses with central place needs and tourists interested in the "Bajan" urban experience.

Yet, the intensity and diversity of activity does not translate into a vibrant, clean and high functioning core today. In addition to traffic congestion, pedestrian conditions are somewhat precarious. Efforts to reinvest in and revitalize the Bridgetown core should seek improvements to the physical environment with a particular focus around adaptive reuse of heritage structures and sites in a manner which respects and promotes an active, vibrant place for residents, workers and tourists alike.



➤ Swan Street



➤ Careenage, Chamberlain Bridge and Parliament





**MAP 7A:**  
**Existing Conditions**



## 7.3.2 Current Conditions

Bridgetown remains the most densely populated part of Barbados, although the population has been in decline for several decades. The Greater Bridgetown population has declined from a high of 108,000 in 1983 to 99,000 in 2011, a number close to the population of the city in 1960.

Although many parts of Bridgetown remain active and vibrant today, high levels of vacant buildings and lots throughout the core contribute to a sense of decline in some areas. The level of degraded and abandoned dwellings has increased steadily: the occupancy rate in Saint Michael was 93% in 2000 and 89% in 2010 (ESCI, 2015)

Recent attempts to stem the tide of disrepair include public realm improvements, which have contributed to an emerging network of public spaces, building on the historic parks in the core. Recent public realm improvements include:

- Rehabilitation of the lower portion of Constitution River, including the creation of pedestrian promenades along the river banks.
- Completion of the Lewis-Wickham Boardwalk lining the Careenage.
- Linking of National Heroes Square with Independence Square across the Careenage through pedestrianization of the Chamberlain Bridge.
- Restoration of Jubilee Gardens as an urban green space anchoring Broad Street.
- Completion of Church Village Green, a new public park between the Central Bank building and the historic Queen's Park.

Bridgetown remains a focus for retail for many residents of Bridgetown and the wider area. Broad Street continues to be a destination for duty-free and department store shopping catering to locals and tourists. The market streets within the core, including Swan Street, Palmetto Street, Roebuck Street, High Street and James Street, focus on affordable and experiential shopping. Yet, the introduction and expansion of retail offerings at shopping centres outside of Bridgetown has created significant competition resulting in the decline of retail in Bridgetown. Although active during the day and particularly on weekends, the core of

Bridgetown is not active in the evening.

The island's public transport system is centered on Bridgetown. The two main Transport Terminals, Fairchild and Cheapside, are located within the core and provide interchange between routes and between the public and private transport systems. The existing Transport Terminals may be linked to a future water transportation system, further connecting Bridgetown to the South and West Coasts.

Traffic congestion and a lack of off-street public parking contribute to the narrow streets of Bridgetown being overtaken by vehicles. Implementation of traffic management and parking plans for the core must be undertaken to create a more walkable, pedestrian focused core.

The Cheapside Public Market and the Princess Alice Fish Market are busy destinations for fresh, local food, and create a food and market focused precinct in the Cheapside area. Several other public markets and informal vending also contribute to the availability of fresh and local food in the core, including the Palmetto, Marhill and Eagle Hall Public Markets.

Currently, the cruise terminal is a primary generator of tourism activity in the core of Bridgetown. Passengers can walk along the Princess Alice Highway and into the core, but generally the gateway experience into Barbados is in need of improvement. There is a significant opportunity to expand the tourism offering in Bridgetown, leveraging the rich cultural heritage and emerging public realm network to enhance Bridgetown as a destination for locals and tourists to experience Barbadian urban life.



> Church Village Green



### 7.3.3 Policy Context

As the National Centre of Barbados, Bridgetown has received considerable attention from planners and policymakers over the past several decades. This policy direction has been shaped by successive Physical Development Plans, some comprehensive planning frameworks and others focused on particular thematic or geographic areas. This PDP reflects and advances the research and policy directions contained within these documents, working towards a vision of Bridgetown as an anchor for the country and a model for cities throughout the Caribbean.

The 1988 Bridgetown PDP encompassed a geographic area extending from Paradise to Worthing along the coast and reaching as far out as the ABC Highway. Appended to this document are a series of local level plans that provided more detailed policy direction for key areas, including:

- The Proposed Central Bridgetown Physical Development Plan;
- The Nelson and Wellington Streets Proposed Physical Development Plan;
- The Belleville Proposed Physical Development Plan;
- The Roebuck and Crumpton Streets Proposed Conservation Area Development Plan; and
- The Careenage Proposed Conservation Area Development Plan.

In addition to local area policy plans, a number of studies have been undertaken for the wider Bridgetown Area, including:

- The Urban Renewal Program undertaken by the Ministry of Housing, Lands and the Environment;
- The Carlisle Bay Redevelopment Plan
- The Bridgetown Strategy for Future Development;

- Pre-feasibility and feasibility studies for the Urban Rehabilitation of Bridgetown undertaken for the Ministry of Foreign Affairs, Tourism and International Transport;
- The Bridgetown Traffic Management Project;
- Emerging and Sustainable Cities Initiative studies, exploring climate change mitigation, natural risk and vulnerability, and urban growth;
- New Urban Agenda – evolving from the Habitat III Conference – creating a unified, action-oriented mandate for sustainable development in cities around the world;
- Nominating documents and the Management Plan for UNESCO World Heritage Site status for Historic Bridgetown and its Garrison;
- The Port of Bridgetown Master Plan; and
- The Coastal Resource Management Plan (CRMP).

The Bridgetown Community Plan is informed by and builds on the direction of these documents where appropriate.



> Suttle Street



### 7.3.4 Bridgetown Community Plan Boundary

Previous policy documents and studies have regarded Bridgetown at various scales. Greater Bridgetown, notably referenced by the Emerging and Sustainable Cities Initiative, represents an area roughly defined by the Ring Road Bypass (or more commonly known as the ABC Highway) and crosses the Saint Michael parish boundaries into Christ Church and Saint James. The former Bridgetown Community Plan area, as referenced by the PDP Amended 2003, extends from the University of the West Indies in the north, along Cave Hill Road, along the Zone 1 Water Protection Area just past the Belle Tenantry, down the Two Mile Hill Road, along Pine Road and to the east side of the Garrison and Charles Fort. Central Bridgetown – considered the National Centre in the PDP Amended 2003 –has a much tighter boundary, comprising the area from the Kensington Oval to Harrison College and the Queen Elizabeth Hospital.

The boundary included in the Bridgetown Community Plan area traces the Bridgetown Core. Surrounding the Careenage, the Bridgetown Community Plan area stretches along the waterfront from the Bridgetown Harbour and the Kensington Oval in the north to Needham's Point and the Garrison in the south. The Community Plan boundary reflects the application of national policies regarding community cores, including fine grained streets, focal points of institutional, commercial, and transport infrastructure, and concentrated cultural heritage. Bridgetown's community core also generally follows the boundary of the World Heritage Site designation for Bridgetown and its Garrison. Although not within the Community Plan area, policies related to areas within Greater Bridgetown are addressed in the Island Settlement Structure, found within the National Policies (Section 2.1).

The Bridgetown Community Plan area encompasses the National Legislature, the physical hub of the island's transportation and transit connections, the financial district and the central business district, Barbados' largest fish landing site and fish market, three public markets, significant retail – in particular duty-free shopping – a concentration of cultural heritage assets, and important natural heritage assets including Carlisle Bay and the Constitution River.



> Carlisle Bay



> Cats Castle

## 7.4

# Vision, Goals and Objectives

### 7.4.1 Vision

Bridgetown will be a clean, attractive, safe and vibrant urban core which supports a variety of activity both night and day for local residents, businesses, nationals and tourists. The historical setting and unique cultural offering distinguish the Bridgetown experience as more than somewhere to work or shop - it is an authentic place to live, gather, share and celebrate Barbadian community and culture. The urban landscape is embraced and defined by the beauty and healthy ecosystems within Carlisle Bay and the Constitution River corridor. The community core of Bridgetown is constituted not as one but as a series of places and experiences recognized in the Community Plan through seven distinct precincts each with its own character, scale and defining function. Bridgetown is intentionally planned as a place with greater intensity in built form, diversity in housing, accessibility to transportation choice and resiliency in addressing disaster risk reduction.

### 7.4.2 Goals and Objectives

#### **Strengthen the vitality of the National Centre and its unique role as the nation's primary hub of activities and nationally significant institutions**

- Ensure that major institutional buildings such as the Parliament Buildings, Town Hall, Synagogue and St. Mary's Church are kept in excellent repair, including related cultural heritage landscapes.
- Ensure that nationally significant government functions remain located in the Core.
- Protect important but vacant institutional assets from further decline, including the Public Library.

#### **Celebrate historic Bridgetown and its Garrison as an internationally recognized World Heritage District**

- Recognize and protect the heritage assets within the UNESCO World Heritage Site.
- Operationalize and implement the Management Plan for Historic Bridgetown and its Garrison.
- Review and update the cultural heritage assets within Bridgetown and document these through the Barbados Registry.
- Increase awareness and stewardship of Bridgetown's cultural heritage through partnerships with civic society groups.

#### **Embed coastal resiliency and emergency risk reduction in all aspects of growth and investment**

- Ensure climate change resiliency in the design of all new development.
- Invest in infrastructure to protect the Carlisle Bay coastline and the Constitution River from impact of severe weather events and sea level rise.
- Integrate emergency preparedness into all planning decisions.



### **Promote the distinct tourism experiences offered in Bridgetown**

- distinguish and promote the diverse places, history and experiences within Bridgetown's core precincts, ranging from culture, food, arts, faith and heritage.
- promote redevelopment of key sites for tourism investment including hotels, restaurants, attractions and coastal open spaces including the Pierhead, Needhams Point and the Hincks Street lot.
- encourage reinvestment along Bay Street to improve the visual appearance of this corridor as a gateway into the National Centre.
- enhance the pedestrian experience from the port gateway to the downtown along Princess Alice Highway.
- improve downtown's aesthetic quality, cleanliness and safety.
- promote tourism attractions such as specialized retail, entertainment and cultural events.



➤ The Carenage

### **Revitalise commercial activity within Bridgetown**

- promote a highly walkable small-scale, mixed use and boutique shopping experience along high streets and market streets in the Bridgetown core.
- encourage reinvestment through infill and development of vacant derelict and underutilized parcels along mixed use corridors, within market areas and shopping districts.
- promote infill and revitalization of key redevelopment areas.
- create opportunities for revival and expansion of existing business enterprises, especially for small businesses
- recognize and enhance food and market districts which embrace the Cheapside and fish market facilities, as well as Fairchild and riverside market place.
- promote parking management strategies to optimize existing parking facilities and support local business and employees.
- provide opportunities for adaptive reuse of heritage and older buildings.



➤ James Street

### Enhance the Network of Urban Open Spaces and Gathering Places

- enhance Carlisle Bay as a remarkable coastal landscape, marine ecosystem and an epicentre for waterfront recreation.
- enhance and improve major open space, land and water linkages including the Constitution River, downtown to the Port, and the Careenage.
- Recognize and link the network of public and open spaces within the community core.
- Increase pedestrian routes, trails and active recreational opportunities.

### Promote residential growth and the livability of the Bridgetown core

- encourage a broad range of housing options.
- promote redevelopment, improvements and upgrading within downtown residential neighbourhoods.
- explore opportunities to introduce new housing options for families, seniors and young people in a variety of forms including mixed use, higher density housing with mixed tenures and affordability considerations.
- improve provision of community services and amenities.



> Church Village Green

### Advance mobility and increase transportation choice

- introduce a localized mobility network which promotes a modal shift.
- improve the walking environment by implementing streetscape and sidewalk improvements in key areas and along key corridors.
- better integrate shared transportation systems and public transport networks.
- explore the potential for water transport.
- introduce transportation management strategies to optimize existing transportation corridors.
- Implement parking management strategies.
- create improved environments in key places such as the mobility hubs and transport terminals.



> Eagle Hall



## 7.5

# Strategic Policies

The strategic policies build on the direction provided by the national strategic policies. They provide localized policy direction to achieve the vision, goals and objectives for the Bridgetown community core.

### 7.5.1 Promoting Sustainable Development

Bridgetown offers a significant opportunity to promote sustainable development through reinvestment and intensification of the islands most urban and complete community. A focus on infill, redevelopment of vacant and underutilized land and adaptive reuse of older buildings creates an opportunity to optimize existing infrastructure, shore up vacancies and gaps and promote medium and high density mixed use and housing development. This should occur in areas of underutilized buildings and sites while at the same time protecting stable residential neighbourhoods.

#### Policies

1. Bridgetown's role as the National Centre, a vibrant, safe and beautiful hub of activity serving all of Barbados as a historic, cultural, entertainment, parliamentary and living centre will be reinforced. In the National Centre, the Government will promote development that:
  - a) supports Barbados highest order planned centre with an urban, dense character serving the commercial, shopping, residential and tourist needs of the island;
  - b) promotes and enhances the tourism potential offered by the architectural heritage, nationally significant institutions and distinct urban character of Bridgetown;
  - c) encourages additional residential development and housing choice, where appropriate, and enhances current conditions in existing neighbourhoods;
  - d) improves the age-friendliness of the core including considering the proximity and accessibility of existing social and community facilities.
- e) reinforces natural heritage systems such as the Constitution River and the Carlisle Bay waterfront as integral components of the urban form;
- f) promotes restoration and rehabilitation of buildings, infrastructure and open spaces;
- g) improves existing conditions for pedestrian and vehicular traffic; and
- h) improves the physical aesthetic of the National Centre.
2. The Bridgetown Community Plan area is comprised of areas of distinct character, challenges and opportunities. Reinvestment, infrastructure investment and major development will respond to and promote the planned character and opportunities of the Historic Core and Careenage Area, Constitution River Area, Carlisle Bay Area, Bay Street Area, and Garrison and Savannah Area identified in Section 7.8.4 of the Community Plan.
3. All major new development will contribute to the General Urban Design and Public Realm Directions outlined in Section 7.6 of this Community Plan.
4. Vacant and underutilized parcels in the Bridgetown core and along mixed use corridors will be prioritized for infill and reinvestment.
5. Opportunities to implement new residential development within Bridgetown to serve a range of incomes, tenures, life cycles and household types shall be planned and promoted through:
  - a) sensitive infill in existing residential neighbourhoods;
  - b) inclusion of medium and higher density housing integrated within mixed use development and along corridors; and
  - c) new major redevelopment areas such as the Pierhead, Needhams Point and Hincks Street Opportunity Sites.

6. All major development within the Bridgetown Community Plan area shall seek to implement design excellence and sustainable, resilient development that considers and contributes to the objectives at the site, surrounding context and precinct area scale. To this end, all major development, at the discretion of the Chief Town Planner, may be subject to a Design Review process.
7. New major development and renovation/restorations in the Bridgetown community core will be sensitive to the fact that much of the area is within the 100-year floodplain and will be designed to be resilient to the effects of climate change including severe weather events. This may include requiring:
  - a) strengthened structure components to withstand specified categories of impact;
  - b) non-residential first floor occupation of buildings; and
  - c) Setbacks from the coast for sensitive land uses such as residential and community facilities.
8. The Government will promote the enhancement and upgrading of older residential neighbourhoods including portions of the communities of Nelson/Wellington Streets, Mahogany Lane, Cats Castle and New Orleans. Improvements may be achieved through the policies established in Section 2.1, particularly relating to: improved access to home ownership; redevelopment opportunities on vacant and underutilised sites; urban renewal programs; and improvements to public services and infrastructure.
9. The Government will support and enhance small shops and commercial businesses along Lower Broad Street, Swan Street, Suttle Street, Prince William Henry Street, Coleridge Street, Milk Market/Tudor Streets, High Street, Hincks Street and Bay Street, by:
  - a) implementing streetscaping improvements, funding the upgrading of buildings and managing parking with strategies that encourage short term stays.
  - b) Where redevelopment is proposed in these important mixed use shopping streets measures shall be taken, where ever possible, to encourage the retention of shop uses at grade with residential or office uses occurring above.
10. In addition to architecture and built form, the nature, character and location of open spaces within the National Centre must be of the highest quality, as envisaged by the following policies:
  - a) the highest priority will be given to implementing programs to remove litter and man-made artifacts from vacant and underutilised lots and open spaces and ensure ongoing clean up in these areas. Such programs would ideally be community-based;
  - b) measures will be undertaken to ensure that the natural environment along the Constitution River and shores of Carlisle Bay is significantly upgraded and improved as redevelopment occurs;
  - c) the Government will endeavour where possible to improve pedestrian amenities such as wider sidewalks, street furniture and weather protection elements along key streets including Broad Street, Hincks Street, Princess Alice Highway, Bay Street, the Wharf, St. Michael's Row, Milk Market/Tudor Street;
  - d) a landscape corridor improvement programme will be extended from Trevor's Way, the Fisheries Complex, Cheapside Market, Swan Street, Broad Street, Hincks Street; Montefiore Plaza; Roebuck Street; Houses of Parliament; St. Michael's Row; Queens Park and Constitution River;
  - e) street lighting along key pedestrian routes will be improved and wirescape removed, where feasible.



## 7.5.2 Protecting Core Assets

### Cultural Heritage

Historic Bridgetown and its Garrison occupy most of the Community Plan area and have, through the UNESCO World Heritage Site inscription, been recognized internationally as a site and collection of remarkable cultural heritage assets. Protection and management of these core assets is paramount to the National and Community Plan policies. In addition, the rich and varied stories of Bridgetown as a place to live, work, shop, pray, govern, gather and celebrate are key parts of the distinct character and role that Bridgetown plays in Barbados.

#### Policies

1. The Government will operationalize and implement the Management Plan for Historic Bridgetown and its Garrison.
2. The Government will prepare statements of significance for the Vallant Royal fort, Suttle Street, Cheapside and Pierhead archaeological areas.
3. The gazetted heritage buildings in Bridgetown, outlined in Appendix C-17 of the National Policies, will be listed and described in the Barbados Register of Historic Places.
4. The Government will review and expand the list of heritage properties to be included in the Barbados Register of Historic Places including consideration of cultural heritage landscapes and intangible assets, such as the Government Headquarters Campus and the Garrison Savannah Landscape.
5. The Government will encourage the protection, conservation and restoration of existing cultural heritage assets including:
  - a) restoration of gazetted heritage buildings and site to the high standards achieved with the conservation of the Synagogue Block and the Carlisle Bond and Spirit Bond;
  - b) improvement and upgrading of other key older buildings that have not yet been gazetted;
  - c) adaptive reuse of heritage buildings;
  - d) restoration and investment in cultural landscapes and intangible history;
  - e) community awareness and participation in identifying, presenting and protecting heritage;
  - f) incorporation of strategies to promote climate change resilience in cultural heritage assets.
6. A climate change risk analysis of cultural heritage assets will be conducted to characterize the multi-hazard vulnerabilities (levels of exposure and susceptibility) and attributes of natural hazard/climate change risks for individual cultural heritage assets and attributes.
7. Location and asset specific climate change adaptation measures will be developed to respond to potential natural hazard and climate change impacts.
8. The Government and civil society partners will create “discovery walks” which allow the stories of Bridgetown to be told.



➤ Barbados Museum and Historical Society



- UNESCO World Heritage Conservation Area (Source: TCDPO 2015)
- UNESCO World Heritage Conservation Buffer (Source: TCDPO 2015)
- Cultural Heritage Conservation Areas (Source: TCDPO 2015)

- Listed Buildings (Source: TCDPO 2016)
- Archaeological Areas and Monuments (Source: TCDPO 2016)
- Tax Parcels with Listed Buildings
- Historic Urban Parks

**MAP 7B:**  
**Cultural Heritage**



## Protecting Core Assets

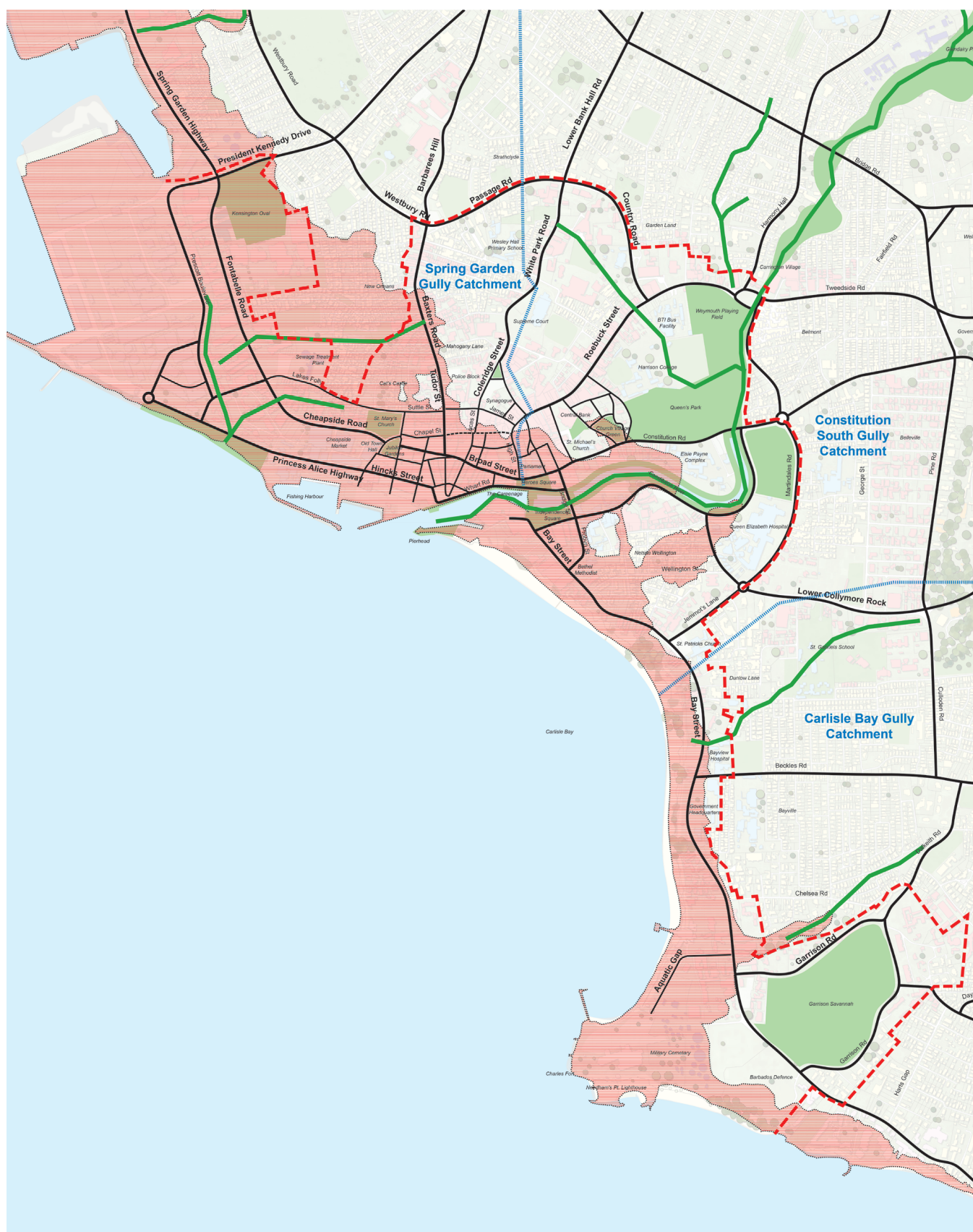
### Natural Heritage

Bridgetown was settled within a remarkable landscape on the coast of Carlisle Bay and along the banks of the Constitution River corridor, both significant components of the natural heritage system, with important terrestrial and aquatic environments. The majority of the Community Plan area is within the 100 year floodline, making the area particularly vulnerable to the effects of climate change. Restoration and management of natural heritage assets is essential to improving resiliency to the effects of climate change in coastal communities.

3. The Constitution South Gully Catchment area, in and beyond the Bridgetown community core will be conserved and enhanced for natural functions including conserving biodiversity and providing storm water management and water quality.
4. The Carlisle Bay Natural Heritage Conservation Area – Marine will be conserved and restored and potentially expanded in scope to embrace and promote the health of the marine ecosystem.
5. The Government will encourage increased urban canopy through a program of urban forestry and street tree plantings, in particular within new coastal parks, significant cultural landscapes including the Garrison, and along the Constitution River corridor.

## Policies

1. Development in Bridgetown will protect and enhance natural heritage assets and improve its resiliency as a coastal community.
2. The Government will improve the resiliency of the community to climate change. This will include:
  - a) continuing the Carlisle Bay coastal and aquatic restoration initiatives;
  - b) completing the Constitution River Rehabilitation Project, including providing adequate storm water retention;
  - c) exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge, such as implementing coastal protection and coastal erosion mitigation measures including using hard and soft coastal protection and land reclamation. The Government will use the results of the CRMP to inform additional coastal protective measures.



## Hazards

- 100 Year Flood Zone (Source: CZMU, 1995)
- Status 1 Gully (GEMS 2005)

## Boundaries

- Community Plan Area

**MAP 7C:**  
**Natural Heritage and**  
**Hazards**



## Protecting Core Assets

### Food and Agriculture

Bridgetown is a national hub for food distribution, warehousing and retailing. The Cheapside, Fairchild and Palmetto/Marhill markets, the Bridgetown Fishery Complex and many shopping streets with formal and informal vendors offer the greatest concentration of food-related markets across the island. The culture of market days and bustle of informal food vendors on pedestrian shopping streets and around transport stations provides a distinctly Barbadian experience. The Port of Barbados is the major port of entry for shipment food to the island. Finally, the role of intensive and urban agriculture can be greatly expanded to provide localized access to healthy food choices.

1. The public markets in the Bridgetown core are vital elements of the retail sector and provide access to an array of food and shall be maintained and improved, as necessary. In particular, every effort will be made to implement the following improvements:
  - a) maintenance and repair of market buildings;
  - b) improvement to staff facilities;
  - c) upgrading of sanitary and environmental conditions;
  - d) repair to furniture and equipment;
  - e) improved security;
  - f) improved ventilation and lighting conditions within the Palmetto Vendors Market.



> Cheapside Market

2. Improvements will be promoted to the physical environment within and surrounding Cheapside and Fairchild Markets including but not limited to:
  - a) removal of garbage;
  - b) landscaping;
  - c) introduction of street furniture;
  - d) enhancing the pedestrian realm,
3. In addition to the existing markets, consideration should be given to encouraging Sunday farmers' markets on existing surface parking lots or in public spaces.
4. In Local Centres and within neighbourhoods, community gardens will be encouraged, including on vacant lots with the express permission of the owner.
5. School sites and campuses will be promoted as ideal sites for community gardens and urban agriculture initiatives. Applied academic programming and urban agriculture are complementary objectives.
6. The Government will support the fishing industry through improvements to the Barbados Fishery Complex and docks, mooring and boat repair.

## Protecting Core Assets Water

In the country's most urban centre and core, water conservation, storm water management and access to clean water are all critical. Many of the national policies regarding water conservation and stormwater management must be achieved through local implementation. Opportunities for conservation, optimization of existing infrastructure and low impact development practices should be promoted.

### Policies

1. The Government, in partnership with the Barbados Water Authority, will promote water conservation strategies in particular in larger and new development sites within Bridgetown.
2. The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Speightstown and its watershed (gully catchment areas). This will include:
  - a) developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the CRMP and Stormwater Management Plan Update should be used for this purpose;
  - b) encouraging and incentivizing the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Bridgetown core; and
  - c) implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into the Constitution River.



➤ Brighton Beach and Bridgetown Port



### 7.5.3 Advancing Mobility and Accessibility

Today, the Bridgetown core functions as a multimodal Mobility Node, where all forms of public transportation and transit originate and the point of arrival for water travel for both people and freight. At the same time, Bridgetown's medieval street pattern provides one of the most walkable areas of the Island. With the rapid increase in car ownership and single occupancy vehicles, congestion has been increasing during peak commuting times. Bridgetown is at a critical juncture, one in which creating the conditions and strategies to modal shift, away from auto dominance to pedestrian, cycling and transit first approaches will be critical to the success of revitalizing the core and repositioning the resident and tourist experience of Bridgetown. The PDP Amendment introduces a national mobility strategy. The Bridgetown Community Plan is an opportunity to set out the basis for an urban mobility network to further emphasize Bridgetown's attributes and role as the primary multi-modal walkable centre..

#### Policies

1. The Bridgetown core will be supported by a mobility network that considers the full range of modes and movement while at the same time prioritizing walking, cycling, public transport and transit and water transport to move people. Congestion relief and parking management will also be key. The new mobility network will:
  - a) consist of a hierarchy of streets with each type of street designed to serve a defined mobility function;
  - b) create a safe, convenient and enjoyable environment for pedestrians and cyclists;
  - c) build upon, or where feasible, create a finer grain network of streets and blocks that support urban redevelopment;
  - d) recognize the importance of and manage peak flow on major radial roads coming into the core;
  - e) integrate the 2 Mobility Nodes – Transport Terminals, mini bus terminal as key destinations with high volumes of people and improve these as multimodal transfer points;
- f) promote Bridgetown as the national hub for water transportation with connections to Regional Centres of Speightstown, Holetown and Oistins; and
- g) reduce the amount of land consumed and provision of parking overtime as other modes increase.
2. The Government will plan to improve traffic management and circulation patterns within the National Centre by reviewing and revising the Bridgetown Traffic Management Project and implementing the resultant proposals. Particular attention shall be paid to creating a better balance between automobile, truck, transit, bicycle and pedestrian traffic flows.
3. Improvements to the pedestrian environment will be implemented over time. In particular:
  - a) full or partial pedestrianization along key streets such as Broad Street, the western end of Parry Lane, Shepherd Street, Hincks, Middle Street, Bolton Lane, and Lukes Alley;
  - b) a continuous pedestrian route along Carlisle Bay that links Needhams Point to Bridgetown;
  - c) improvements to key corridors such as Bay Street, Tudor, Roebuck to create generous and clear, continuous sidewalks at least on one side of the street; and
  - d) ongoing improvements to Princess Alice to promote walk into town traffic from the Cruise Boat Terminal.
4. The Cheapside Mobility Node will be planned and designed as an integrated facility, considering the function of BTB buses, mini-bus and ZR taxi service and creating a highly walkable, safe and age-friendly environment in the immediate surrounding. More detail on this policy can be found in Precinct section 7.6.1.
5. The Fairchild Mobility Node will be planned and designed to integrate the public and private transit facilities and enhanced pedestrian connections with the River Street terminal. More detail on this policy can be found in Precinct section 7.6.2



**Roads**  
 — Primary Road  
 — Secondary Road

**Pedestrian**  
 — Existing Pedestrian Routes  
 - - - Proposed Pedestrian Routes

**Public Transport**  
 ■ Transport Terminal

**MAP 7D:  
 Mobility**



6. The Government will explore the potential for a water transport hub, potentially at the Bridgetown Fisheries Complex dock, that would facilitate ferry or water taxi service between Bridgetown and Regional Centres of Speightstown, Holetown and Oistins. To promote multi-modal transfers, seamless connections from the dock to other forms of transportation including walking, cycling, public transport, taxis and driving will be facilitated.
7. New major development and investment in the Community Plan area, will, at the discretion of the Chief Town Planner, be required to prepare a Traffic Impact Assessment which address the traffic impacts arising from the proposed development, and identifies measures to mitigate, to a no-net-loss basis, potential impacts. These measures may include transportation demand management strategies, such as subsidised transit fares for workers, promotion of car pools and promotion of flexible hours and home offices.
8. All new major development shall be required to provide on-site parking. However, when site constraints warrant, parking requirements may be fulfilled through a cash contribution, equivalent in value to the cost of providing parking on site, or shared off-site parking. Parking is to be provided in underground, integrated or structured facilities, wherever possible.
9. The Government shall seek to achieve the relocation and redevelopment of surface parking lots adjacent to the Careenage including the Hicks Street Opportunity Site (discussed in Section 7.6.2).

10. The Government will plan and manage an adequate supply of parking in the community core by:

- a) seeking to develop, on its own, or in partnership with the private sector, parking structures in appropriate locations. Parking structures may be located on publicly owned land on sites which include, but are not limited to: the Princess Alice Car Park and the Coleridge Street Car Park. Funds obtained through cash-in-lieu payments described in the preceding paragraph may also be used to assist in the construction of parking structures;
- b) seeking to preserve and increase the number and efficiency of on-street parking facilities. It is suggested that implementation and enforcement of stricter controls through parking meters would assist in ensuring that there is a continuous turnover of parking spots to further the convenience of shop patrons in the Bridgetown Community Core; and
- c) providing wayfinding signage to direct drivers to parking facilities.



> Eagle Hall

## 7.5.4 Planning for National Infrastructure

Key National Infrastructure facilities in Bridgetown include the Port of Barbados, solid waste and opportunities to enhance renewable energy. The Port of Barbados has recently completed its Master Plan for optimizing the land base and rationalizing its on-site operations. Reducing Barbados's reliance on imported energy and reducing greenhouse gas emissions will require the incentivization of renewable energy use and introduction of the infrastructure to support it. National waste management and diversion targets can be supported at the community level by providing local waste education and recycling facilities.

### Policies

1. The Government will work with the Barbados Port Inc. to implement the provisions of the Port of Barbados Master Plan. In doing so, the opportunity to implement sustainable and resilient solutions will be a key consideration.
2. The Government will promote the use of renewable energy in Bridgetown by:
  - a) encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) providing electric vehicle charging stations in car parks.
3. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
  - a) using informational and educational signage to raise awareness of recycling and waste diversion activities; and
  - b) considering the introduction of waste education centres in association with other community facilities, such as schools, community centres, and civic buildings.

## 7.5.5 Greening the Economy

Bridgetown as the National Centre has an important role to play in demonstrating the shift toward more sustainable development outlined in the Greening the Economy Scoping Study (GESS). Reinvestment in urban infrastructure, restoration of cultural heritage sites such as the Synagogue block, natural heritage conservation measures such as the Constitution River Improvement Project, and experiential focused tourism are all strategies that play a role in greening the economy. In addition to the policies detailed above, the following policies apply:

1. The Government will promote the distinct tourism experiences offered in Bridgetown. More specifically, primary tourism areas in Central Bridgetown shall include: Broad Street, the Pierhead, Hincks Street, Princess Alice Highway, the Wharf, Cavans Lane, Bay Street and Fairchild Street. In these areas, the Government shall endeavour to facilitate new tourism-related development, including restaurants, shops and entertainment uses.
2. Landscaping improvements will be undertaken to improve pedestrian amenity from the Port of Barbados to the core of Bridgetown to create a "gateway" commensurate with the national importance of Bridgetown.
3. Hincks Street and Broad Street will be refurbished and upgraded to support specialty shops tailored to tourists and visitors.
4. A Welcome and Interpretive Centre, proposed as the Flying Fish Centre, will be established to showcase Barbadian artists and performers and welcome visitors to Bridgetown.
5. Efforts shall be made to encourage additional tourism-related development along the reclaimed waterfront area including Needhams Point, Pierhead and the Hincks Street site. Further detail on these sites is provided in Section 7.6.1 (Hincks Street) and 7.6.4 (Pierhead and Needham's).



## 7.6

# Urban Design and Public Realm Directions

As Barbados' most complex and urban community, the success of reinvestment and revitalization within Bridgetown relies on careful consideration and quality of the urban design and public realm. Recognizing the varied and diverse character of areas within the Community Plan, a series of design strategies and proposed improvements have been tailored to each of these areas or precincts. More specifically, five distinct areas, outlined in the map to the right, have been identified within the Bridgetown Community Plan.

The intention is that all major development and infrastructure investment will take into consideration how to contribute to the Urban Design and Public Realm Directions outlined in this section of the Community Plan.

The Urban Design and Public Realm directions respond to the distinct character and opportunities at a local precinct level. Each distinct area includes:

- Description of the area
- Overarching urban design directions
- Precinct directions

In some instances, these directions will require more detailed planning, master planning or design to fully outline the opportunity and direction. However, these directions provide a robust framework and set of design strategies to guide reinvestment in the Bridgetown core.

### 7.6.1 The Historic Core of Bridgetown

- Cheapside Precinct
- Market precinct
- Suttle Street Precinct
- Broad Street Precinct
- Institutional Precinct
- Broad Street Precinct
- Careenage Precinct

### 7.6.2 The Landscape of the Constitution River

- Lower Constitution Precinct
- Queen's Park Precinct

### 7.6.3 The Shoreline and Beaches of Bridgetown

- Carlisle Bay Beach Precinct
- Pierhead Precinct
- Needham's Point Precinct

### 7.6.4 Urban Design of Bay Street

- Bay Street Precinct
- Government Headquarters Precinct

### 7.6.5 The Historic Landscape and Streetscape of the Garrison

- The Garrison Precinct



Urban Design Areas

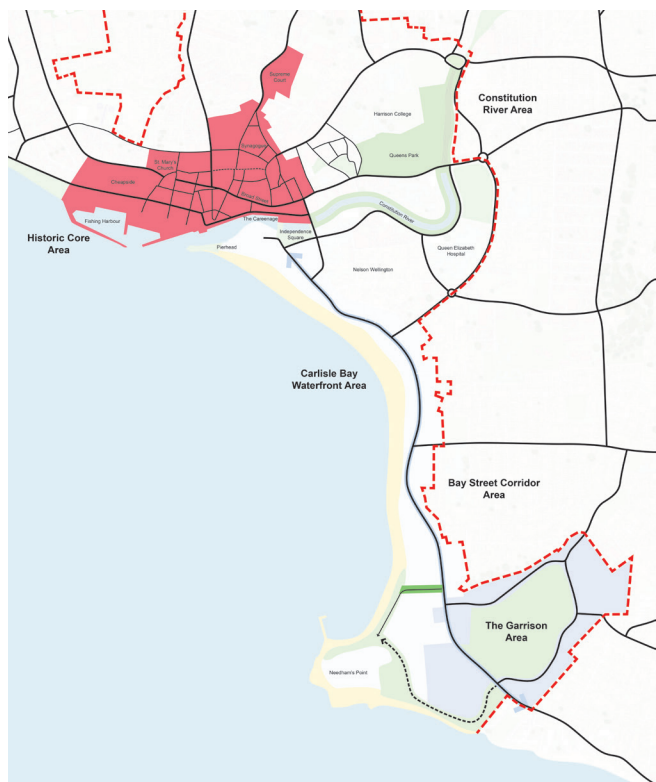




## 7.6.1 The Historic Core of Bridgetown

The Historic Core Area has the highest concentration of commercial, cultural and institutional uses on the island. It contains significant assets including three transit terminals, the main fishing harbour, significant public spaces and historic assets (buildings and landscapes).

Within the Historic Core Area is a significant opportunity to highlight heritage assets as a tourism resource, recognizing the UNESCO World Heritage Site designation. The directions for each sub-area address the need to build resiliency to climate change to protect the existing assets for the future. The Historic Core has retained its dense serpentine street network and is exceedingly walkable. The dense network of streets supports a wide range of pedestrian-oriented shops, services and institutions. Pedestrian priority and the potential for a defined pedestrian-only area within the Core continues to have significant potential. Along with this, vehicular traffic and parking must continue to be managed to ensure vehicular traffic is strategically accommodated in the Historic Core.



The Historic Core of Bridgetown is comprised of six separate precincts which represent the most complex urban design in Barbados. Directions for each precinct are described in the following sections:

- Cheapside Precinct
- Suttle Street Precinct
- Institutional Precinct
- Market Precinct
- Broad Street Precinct
- Careenage Precinct

Developed over hundreds of years, the configuration of buildings and streets constitutes a unique network of streetscapes with formalized street walls, which was laid out well before the advent of the automobile.

Each precinct identified in the Historic Core will follow a different pattern of design evolution, but all can benefit from a strategy that puts an emphasis on the collective result of urban design moves while the individual projects are being considered.

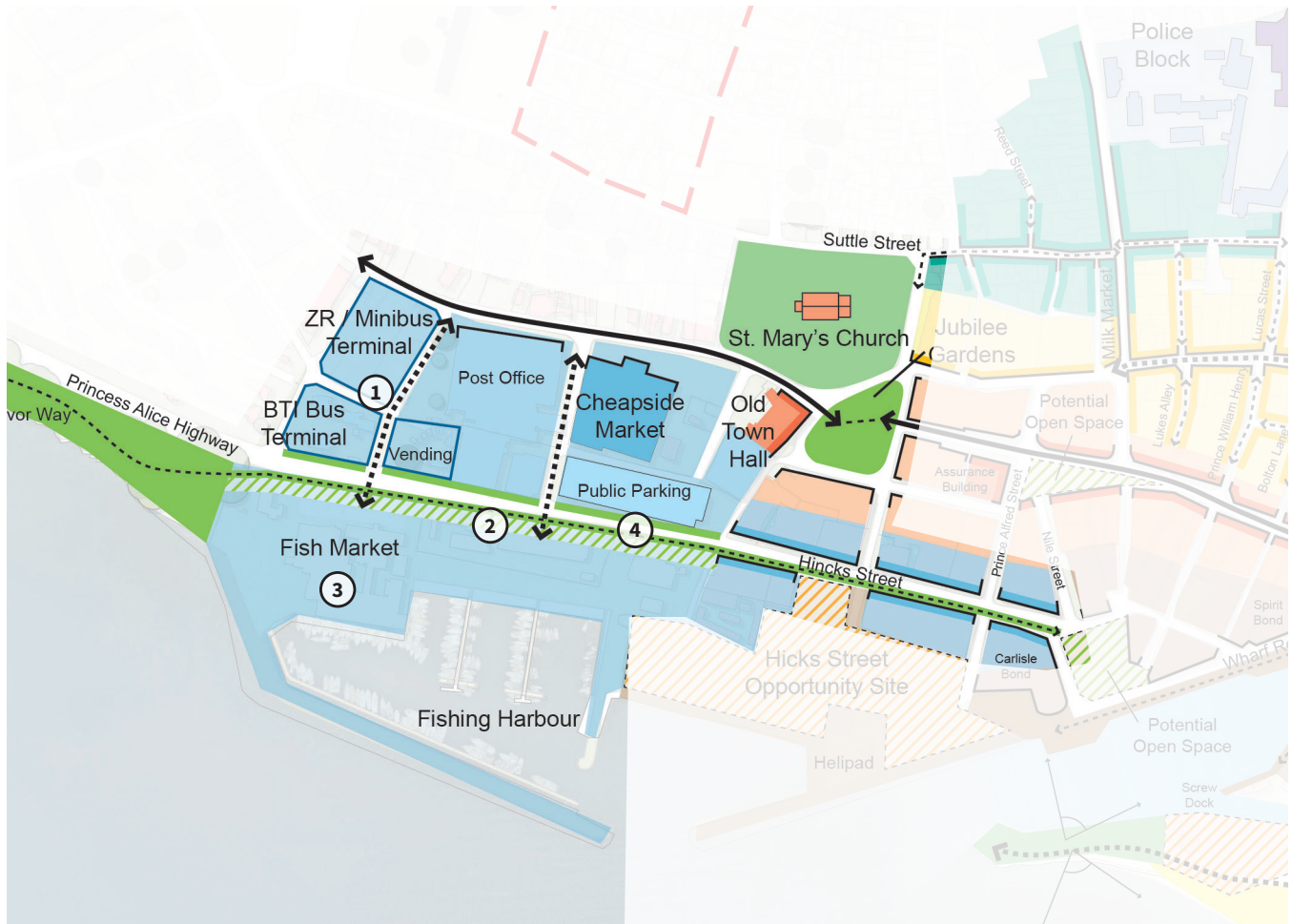
For example, the Synagogue Block Restoration is an excellent demonstration of good urban design that deals collectively with building restoration, site landscape, lighting and streetscape and public realm improvements implemented on a larger urban site area. The ability to expand this comprehensive type of public realm and urban design improvement to the areas around the Synagogue Block to the adjacent Montefiore Fountain, the Police Block and the Carnegie Library would dramatically change the Institutional Precinct identified in this plan into a recognizable place in the Historic Core. It would increase the overall amenity of Bridgetown for both residents and visitors.

## Overarching Urban Design Directions

Building projects in the Historic Core of Bridgetown will consider the following urban design directions.

1. The ability to create new small-scale urban parks, plazas, walkways, alcoves and meeting spaces associated with the street, with an emphasis on converting surface parking lots to green spaces.
2. Improvements to stabilize abandoned sites and increase and improve the overall landscape quality and amenity of the area.
3. The importance of the scale of the adjacent streetscape to the projects and the public realm enhancement of streets used historically as markets and shopping districts to increase pedestrian amenity.
4. Recognition of the importance of and the adaptive reuse of historic street wall buildings and their associated streetscape as a combined urban design.
5. The general continuation of the scale of buildings take into account the scale of adjacent buildings, gateways, walls, fences and site landscaping.
6. Mid block and alley pedestrian improvements.
7. Continuation of active use and ground floor occupation.





## Cheapside Precinct

Link the Local Food and Market Precinct to the Port and Core

The Cheapside District is historically focused around the Cheapside Market. The district has evolved into a key cluster of food related markets including the Fishing Harbour and Ministry of Agriculture Fish market. The relocation of buses to the Cheapside Terminal from Jubilee Gardens has increased the importance of walkability and pedestrian priority in this the area. The Cheapside Barbados Transit Board (BTB) terminal on Princess Alice Highway is separate from the less formalized adjacent private mini-bus and taxi terminal along Cheapside Road. Cheapside is also a key threshold into Bridgetown and the island for visitors disembarking from the Cruise Boat terminal. Recent improvements to the pedestrian environment along the Princess Alice Highway waterfront through Trevor Way have added significant pedestrian amenity to the area. However, the portion of Princess Alice/Hicks Street along the Fishing



> Cheapside Road, Hinds Building

Harbour remains inhospitable to pedestrians. The General Post Office is located on Cheapside Road next to the Market. The building is an example of modern, brutalist architecture in Barbados and includes public spaces within the block.

The Cheapside District is a portal to the island and a central node for local food derived from local fishery and agriculture activity. It is envisioned that the precinct will leverage the recent improvements to Trevor Way, Cheapside Road, and the Market to create a network of pedestrian routes linking the markets and providing a comfortable pedestrian experience between the cruise ship terminal and the Core. A significant parking facility is also located on Princess Alice Highway, which would benefit from a better pedestrian connection to the Core to maximise its use at all times of the day.

### **1. Cheapside Bus Terminal: Create a truly integrated Mobility Node**

The current BTB bus terminal accommodates buses from the west coast of the island. It is adjacent to a lot used for mini-bus and ZR taxi service.

- a.** The Government will undertake the integration of the public and private terminals to facilitate interchange between transit services.
- b.** Multi-modal movement will be encouraged through the provision of walking routes in the precinct, cycling facilities in the new Transport Terminal, and pick-up, drop-off facilities.
- c.** The bus terminal should be more visible from both Cheapside and Princess Alice
- d.** Informal market stalls adjacent to the terminal will be provided with services including garbage collection and water.

### **2. Hincks Street pedestrian routes: Create a highly walkable and welcoming network of pedestrian experiences**

Primary Pedestrian improvements areas include Princess Alice Highway and Hicks Street. This is the main connector

for cruise passengers entering Bridgetown on foot and should provide a comfortable, interesting experience.

- a)** A network of clear pedestrian routes will connect Hicks Street to Cheapside Road to better link the Fish Market and Cheapside Market.
- b)** Additional crosswalk locations are required to cross Princess Alice and link Cheapside to the southern side of Princess Alice Highway.

### **3. Fishing Harbour: Highlight the importance of Barbadian fishery by creating a prominent node for local food**

The Fishing Harbour is the main fish landing site in Barbados. It has a harbour with facilities for docking, mooring and offloading and repair of boats. Catch and effort data, fish prices, fish tolls and stall rental fees are collected.

- a.** The street edge along Princess Alice Highway will be landscaped with shade trees and wider sidewalks to create a more walkable environment.
- b.** The public fish market will be maintained as an important local food destination.

### **4. Princess Alice parking structure: provide a parking strategy to improve accessibility of the core**

- a.** The existing multi-storey car park located on Princess Alice will be enhanced to ensure it is utilized at all times of the day and throughout the week.
- b.** The ground floor along Princess Alice Highway may be considered for retail uses facing an enhanced pedestrian zone along the highway including shade trees.
- c.** Access to the parking structure will be clearer from Princess Alice to limit vehicles circling the block and parking informally around the market area.





## Suttle Street Precinct

Link the historic Suttle Street area to major public realm investments nearby

Historic Suttle Street (the seventeenth century Back Church Street), James Street and Tudor Street contain some of the oldest buildings in Bridgetown, as the area was protected from the devastating 1760 fire. It is also a well-documented Amerindian site. More recently, the street is a focus of wholesalers and local needs-based shopping. Despite the area's rich history, it is not identified in any way and many buildings are in poor condition.

Two of the oldest listed buildings in Bridgetown are located at the corner of James Street and Coleridge Street (Mr. Waithe's House and Aswad Manshop).

The Suttle Street Precinct should be linked to the major investments at Jubilee Gardens and the Town Hall to the west, and the Synagogue Block to the north-east.



> Suttle Street



## 5. Suttle Street: Highlight the historical legacy of the area, linking reinvestment in the wider area

- a. The streetscape along Suttle Street will be improved, providing clear vehicle parking areas and improved sidewalks where possible.
- b. Reinvestment in historic buildings will be encouraged, and signage and plaques utilised to identify important buildings and points in the precinct.
- c. The character of the area will be protected, including the informal occupation of the sidewalks for vending and as public space.



➤ Suttle Street





## Institutional Precinct

Create a Cultural Heritage and Institutional District

The Synagogue District, bounded by Tudor Street, James Street and Magazine Lane includes the Police Block and the Synagogue Block, and has been considered in relation to the new Supreme Court Building on White Park Road, opened in 2009. Within the Police Block, the Carnegie Free Library is an important historic asset, but is currently vacant.

This significant clustering of institutional and historic buildings creates a unique relationship of public spaces and opportunities for adaptive reuse. The revitalization of the Synagogue Block, including the restoration of the key buildings and related landscapes, in particular the cemetery, are a significant achievement that should be leveraged and extended throughout the area.



> Carnegie Library, Coleridge Street

## 6. Synagogue Block: Leverage the unique history of the area to establish a cultural heritage destination

- a. The significant public realm enhancements and the restoration of heritage assets will be celebrated and maintained as an important demonstration project for cultural heritage restoration in Bridgetown.
- b. Investment in buildings and facades along the east side of Magazine Lane will be encouraged to complement the civic character of the Synagogue District with a mix of active, pedestrian focused uses.
- c. A signage and wayfinding programme, compatible with the historic nature of the block, will be implemented to highlight the history of the area and connections to other points within the UNESCO World Heritage Site.

## 7. Montefiore Fountain: Link the historic monument and open space to adjacent open spaces

The Montefiore Fountain is located directly to the north of the new open spaces associated with the Synagogue Block restoration. It has been recently rehabilitated and new plantings added, but it remains isolated from the adjacent sidewalks as a traffic island.

- a. The Montefiore Fountain open space is in need of maintenance.



> Nidhe Israel Synagogue Museum

- b. The Government will consider closing the extension of Pinfold Street to connect the Fountain to the new open spaces within the Synagogue Block.

## 8. Police Block and Carnegie Library: Rehabilitate and commemorate these heritage assets

The Police Block includes several Listed Buildings: The Central Police Station, the Public Library the Old Supreme Court.

- a. The repair and reuse of the Public Library is a key priority for the area. The open spaces created through the renewal of the Synagogue block will inform new open space adjacent to the Carnegie Library and possibly elsewhere in the Police Block.

## 9. Coleridge Street: Improve the public realm connection linking key destinations

- a. White Park Road/Coleridge Street is a gateway to Central Bridgetown and acts as a local link between the Synagogue and Police Blocks and the Supreme Court.
- b. Coleridge Street between Montefiore Fountain and the Supreme Court Building and gardens will be enhanced to link the large gardens at the new Supreme Court Building with the smaller historic spaces around the Synagogue. Continuous sidewalks and plantings should be provided.



> New Supreme Court, White Park Road





## Market Precinct

Promote a Small Scale Retail and Shopping District

The Swan Street District includes the vibrant pedestrianized Swan Street, and the mixed traffic street nearby including High Street, Milk Market and Palmetto Street. Retail uses also extend on the pattern of small shops that branch off of Swan Street north of Broad Street (Lucas Street, James Street, Milk Market, Chapel Street, Whites Alley, Bolton Lane). This area has been an active market area for over 200 years. Today, the area is active throughout the day with shops and street vendors and is a significant draw for visitors to Bridgetown. Several smaller enclosed malls exist in the area which were intended to provide a climate-controlled shopping experience, but most appear to be vacant with vendors opting to set up on the pavements outside the malls.



> Swan Street

It is envisioned that the active uses of Swan Street throughout the day can be carried forward to evening through improved lighting and a greater mix of uses in the area. Vacant and derelict buildings throughout the core represent key sites for reinvestment and revitalization and should focus on bringing a wider range of shops and services to the core, including restaurants, that would broaden the appeal of Bridgetown as a destination.

### 10. Swan Street: Reinforce the small scale and varied market nature of the main streets and small side alleys

- a. Buildings with access to both a front street and rear alley will be encouraged to be open to both to create activity on the laneway network.
- b. The expansion and enhancement of the Swan Street pedestrianized area will be considered (Lucas Street, James Street, Bolton Lane).
- c. Wayfinding will be enhanced, and a discovery walk approach established for visitors to explore the area, including highlighting the rich heritage of the area
- d. The network of laneways will be celebrated by creating improved conditions (lighting, sightlines) and promoting active uses.
- e. Continuous sidewalks will be provided where possible. Where sidewalks exist, consider expanding sidewalk and removing a parking or travel lane where feasible
- f. The street lighting program undertaken by the Barbados Chamber of Commerce will be built upon to promote safety and activity in Bridgetown in the evening.
- g. Vacant lots will be considered for conversion to open space, even on a temporary basis. The Core lacks shaded areas to sit and rest, and vacant lots could be repurposed to provide this amenity.

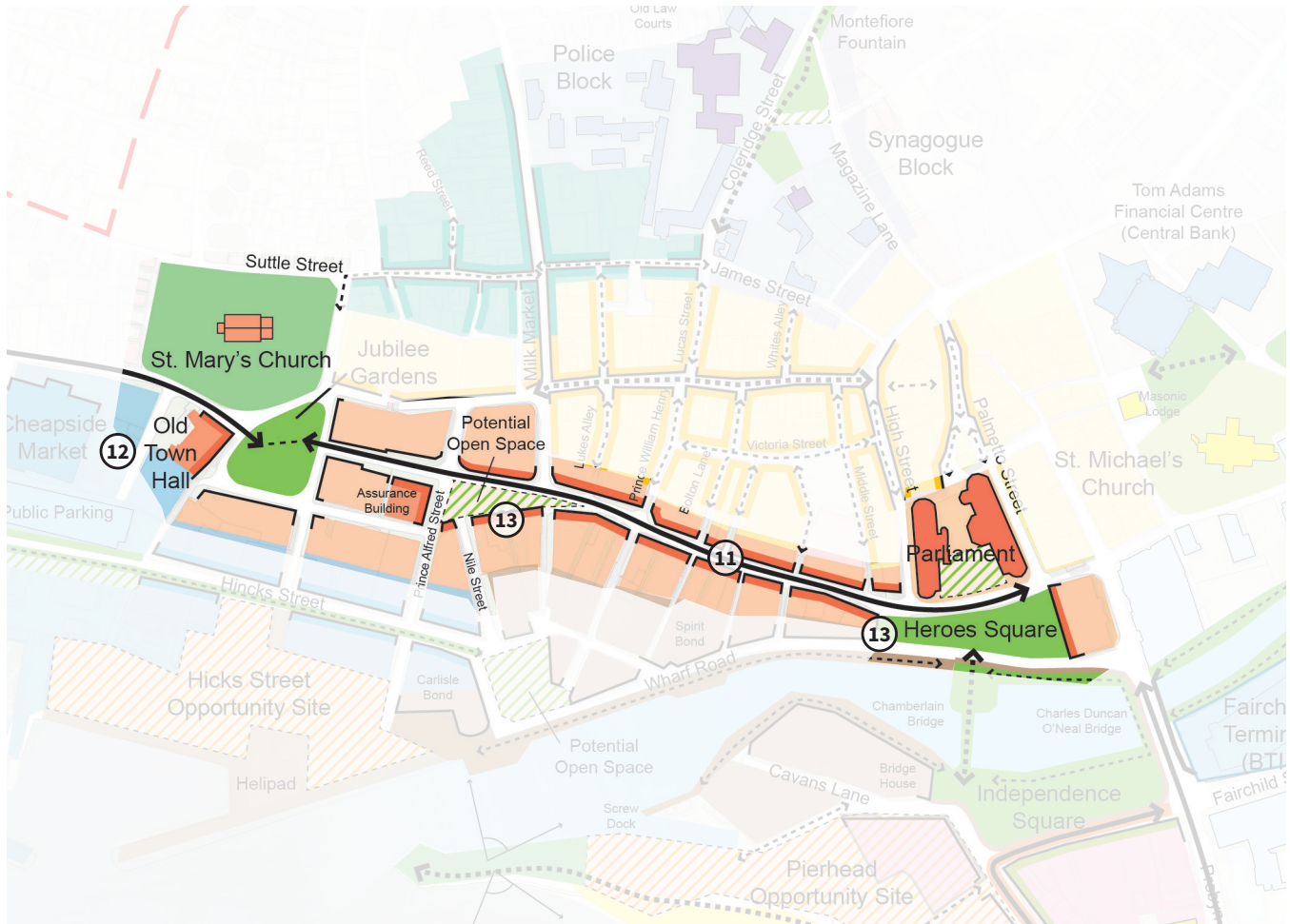


> Palmetto Street



> James Street





## Broad Street Precinct

### Celebrate The High Street of Barbados

Broad Street is the focus for duty-free and department store shopping in the Core. It has retained its high-street character with a mix of smaller and larger stores. Broad Street links two significant clusters of public buildings and open spaces – one around the Parliament buildings (including National Heroes Square, Chamberlain Bridge and the Boardwalks) and Jubilee Gardens. A number of nationally significant listed buildings are also located along Broad Street including the Parliament Buildings, the Barbados Mutual Life Assurance Building, Old Town Hall and St. Mary's Church and churchyard. The busy sidewalks along Broad Street are an important component of the public realm of Bridgetown. Beyond these anchors on Broad Street, a strong link exists from the Cheapside Market (discussed above) in the west to St. Michael's Church, Church Village Green and Queen's Park further east (discussed in the Constitution Precinct).



➤ Broad Street



Despite its importance as the high street of Barbados, Broad Street is congested with vehicles, and contains the main taxi standing areas within the Core. The reallocation of right-of-way space is necessary to re-balance the public realm towards pedestrians.

Broad Street will continue to be the focus for department store shopping, strengthening its role as the anchor to the pedestrian experience of Bridgetown. Public realm enhancements to Broad Street will create clear linkages to other important destination in Town.

### 11. Broad Street: Reinforce the historic fabric of Broad Street as a destination shopping experience.

- a. The appropriate reuse of historic buildings will be encouraged, in particular ensuring retail uses are maintained at the street.
- b. Active retail along Broad Street, including a mix of smaller and larger stores will be protected and enhanced.

### 12. The Old Town Hall: Reuse the recently restored Old Town Hall to promote, and access, the UNESCO World Heritage Site.

- a. The Old Town Hall should be considered as the site of a Welcome and Interpretive Centre, proposed as the Flying Fish Centre, will be established to showcase Barbadian artists and performers and welcome visitors to Bridgetown.
- b. Jubilee Gardens has been recently improved as a public plaza following the relocation of the bus facilities to Cheapside. The Government should ensure the new plaza is well maintained as a public space on an ongoing basis, linked to the potential UNESCO World Heritage Site Centre in the Old Town Hall.



- > Sequence of significant heritage and public space assets along Broad Street: Old Town Hall and Jubilee Gardens, The Assurance Building, and the fountain in National Heroes Square



### 13. Taxi Standing Areas on Broad Street: Consolidate taxi standing areas away from Broad Street.

Taxi standing occurs within the right-of-way at Prince Alfred and Lower Broad Street (near the Assurance Building) and within National Heroes Square.

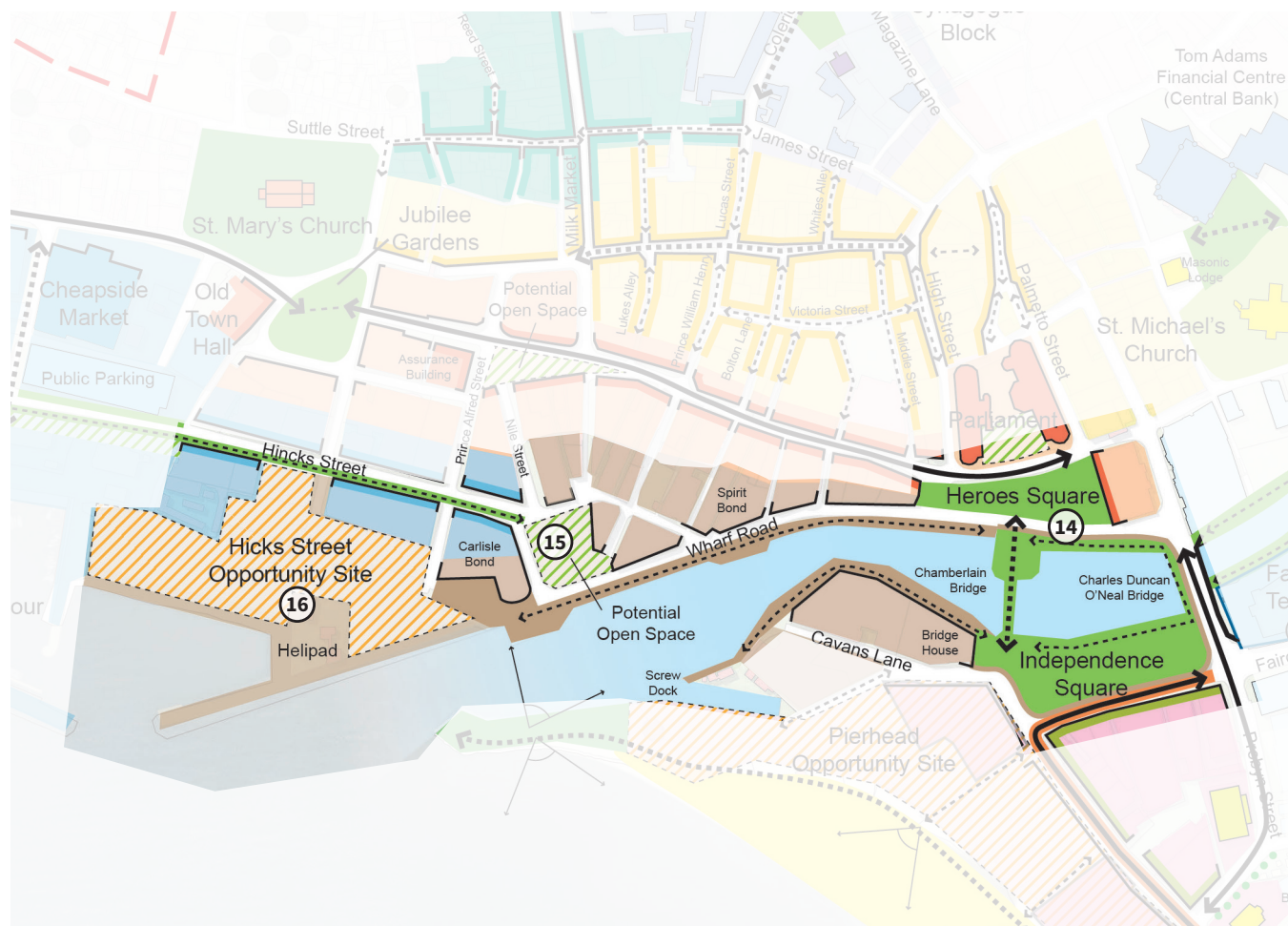
- c. Taxi standing areas should be relocated from these locations. Taxi standing may be considered in locations including: dispersed along Broad Street in designated parallel parking areas, Hincks Street, Nile Street, and High Street.
- d. Both of these areas should become important civic gathering spaces fully dedicated to pedestrians, strengthening the sequences of public spaces between Cheapside Market and Queen's Park.
- e. Following the relocation of taxi standing from Broad Street at Prince Albert Street the space dedicated to car parking within the right of way will be utilised to create a triangular plaza along the southern side of Lower Broad Street. An interim condition could be created immediately with planters, seating and painting to designate a pedestrian area.
- f. Within National Heroes Square, following removal of taxi standing, a continuous open space should be created, linking the monuments in the square (Nelson's Column, War Memorial and the fountain). Clear connections to the Parliament buildings across Broad Street (including cross walks) and the Lewis-Wickham Boardwalk along the Careenage to the south should be important considerations. Consider creating additional open space between the Parliament buildings, which is currently used for car parking, to further expand this series of open spaces



> Taxi standing in National Heroes Square



> Taxi standing in Broad Street at Prince Alfred Street



## Careenage Precinct

Distinguish the Precinct as the Centre of Government and National Monuments

The Careenage consists of two parts, the inner and outer basins, separated by the Chamberlain Bridge. The Careenage Precinct includes the two basins, the boardwalks, and the warehouse buildings on the north and south sides. Historically, the Careenage was related to the shipping economy of Barbados. It was linked to the warehousing along Wharf Street and the Bay Street/Cavans Lane area to the south and provided important sheltered port facilities. Today the Careenage is utilized primarily for mooring of small private tour boats and yachts. Recent improvements to the pedestrian realm around the Careenage include the completion of the Lewis-Wickham Boardwalk along Wharf Street connecting to the Chamberlain Bridge and Independence Square. A number of listed buildings are also related to The Careenage, including the recently restored Spirit Bond and Carlisle Bond on Wharf Road, and Bridge House and the Screw Dock on the south side of the Careenage which have been repurposed for restaurant uses.



➤ South side of the Careenage (Bridge House)





The substantial investments in the public realm around the Careenage should be leveraged and extended to underutilized and vacant lands in the vicinity. The Careenage provides an historic, beautiful experience for visitors and locals alike, and should be celebrated as a destination rooted in the rich history of the area.

#### **14. National Heroes Square and Independence Square: Integrate the existing separate open spaces into a cohesive public realm**

- a.** National Heroes Square is linked to Independence Square across the Careenage by the pedestrian Chamberlain Bridge, an important pedestrian connection in Bridgetown. Linkages between these spaces will be made safer for pedestrians by providing wider sidewalks, clear crossing points and removing wide areas in the roadway used for angled parking.

#### **15. Wharf Road Potential Open Space: Create a new open space along the Boardwalk.**

- a.** The Boardwalks along the north side of the Careenage are well-used and will be enhanced where possible, including creating additional pedestrian crossings



> Independence Square



across Wharf Road. The vacant site at Wharf Road near the Carlisle Bond should be considered for the creation of a public plaza linked to the boardwalk to the south.

### 16. Hincks Street Opportunity Site: Direct the redevelopment of this major waterfront site to extend the public waterfront route

- a. The parking lots west of Carlisle House (to the rear of the warehouses fronting Hicks Street) are a key development site with significant potential.
- b. Any redevelopment will be sensitive to the scale of buildings along Hicks Street. In particular the scale of the historic Carlisle Bond should be related to the new development.
- c. The extensions of Cumberland Street, Cowell Street, and Prince Alfred Street through this site are important access routes to the shore and will be maintained. The views from the ends of these streets will be open to the sea and Carlisle Bay.
- d. The boardwalk will be extended along the shore through this site.
- e. Any new development will consider the Helipad (potentially through integration into a redevelopment) and the fishing harbour.



> Lewis-Wickham Boardwalk



> View from foot of Chamberlain Bridge towards Heroes Square



> Waterfront edge of Hincks Street Opportunity Site





## 7.8.2 The Landscape of the Constitution River

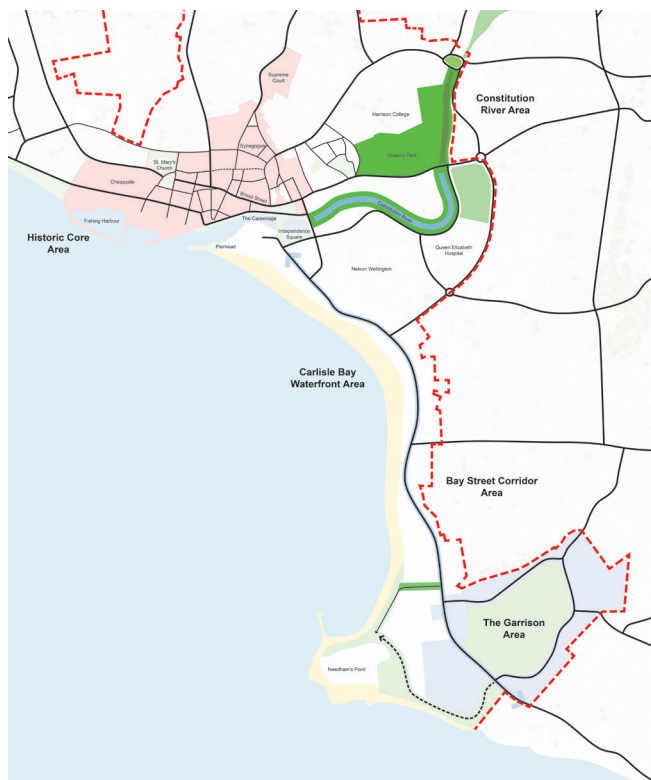
The Constitution River Area contains a grouping of institutional and public uses including Harrison College, the Central Bank Building (Tom Adams Financial Centre), Church Village Green, St. Michael's Church, Queen's Park, the Constitution River, Fairchild and River bus terminals and the Queen Elizabeth Hospital. Despite the concentration of institutions and public spaces, the key places in the Precinct are not well connected to one another for pedestrians. The recent remediation of the Constitution River between the Charles Duncan O'Neal Bridge and Constitution Road has created a long pedestrian promenade linking the public spaces around the Careenage further east.

The success of the Constitution remediation project should be extended to highlight the contiguous natural heritage system linking the Constitution River in Bridgetown through the river valley, past the old Glendairy Prison, to the Belle and the St. George Valley.

**The Constitution River Area includes:**

**Lower Constitution Precinct**

**Queen's Park Precinct**



## Overarching Urban Design Directions

Recent improvements to the banks of the Constitution River represent a positive urban design and landscape approach to this important feature of The Historic Core of Bridgetown. The total land complex outlined in the Constitution River Precinct would represent the largest continuous publicly accessible landscape in Bridgetown. While under various ownership, the land area should be considered a single entity, representing an opportunity for large scale landscape and environmental improvements.

If adjacent properties become available to this land base they should be considered for acquisition and inclusion to the landscape.

This Precinct should be considered for an overall landscape quality assessment and improvement strategy, with associated capital projects, to over time increase the landscape quality and urban design of this important place.

Improvements to these features will greatly increase the overall amenity of the historic core.

This could include:

1. An assessment and landscape improvement plan for the buildings and landscape of the Historic Queens Park including the plantings and tree cover of the park.
2. An assessment of the historic landscape of Harrison's College.
3. Landscape improvement plans for the Else Payne Complex and the Queen Elizabeth Hospital.
4. A reconsideration and design review of the channelized River Section to review alternatives to this environment that would make a positive addition to the Queen's Park landscape and amenity.
5. Use the geography of this larger landscape to create positive urban stormwater management design.





## Lower Constitution Precinct

### 17. Fairchild and River Street Terminals: Integrate the public and private transit facilities to improve multi-modal mobility

- a. Walking connections between Fairchild and River terminals exists, but will be improved in terms of signage, lighting, and maintenance in the short term
- b. Lands to the east of Fairchild Street Terminal will be considered for possible expansion to the Transport Terminal to incorporate the private buses and ZR taxis utilizing the River terminal.
- c. Market stalls located near River terminal will be formalized and improved services provided, including garbage collection, water, clear vehicle and pedestrian areas.



> Phase 1 of the Constitution River Restoration



### 18. Elsie Payne Complex: Consider public access through the complex to improve connections between nearby open spaces

- a. Investigate the possibility to provide public connections through the Elsie Payne Complex (a listed building, formerly the site of Queen's College) from Constitution Road to the river, including providing better access to the River Terminal.

### 19. Queen Elizabeth Hospital field: Formalize this community recreational asset

- b. The fields adjacent to the hospital are a multi-purpose community asset. Although subject to occasional flooding, they are used as sports fields, overflow parking for the Hospital and events in Queen's Park, and also serve as marshaling area for the hospital in emergency.
- c. Flooding in this area will be addressed to ensure its continued use as a public open space.

## Queen's Park Precinct

### 20. The Constitution River above Constitution Road: Prioritize the river for remediation and extension of the trail system

- a. The remediation will address stormwater retention through appropriate grading, planting and landscaping that becomes an amenity within Queen's Park.
- b. A trail system will be created that links to the rehabilitated portion of the Constitution River south of Queen's Park to portions of the river valley further inland. The trail would connect Queen's Park, Harrison College, the old Glendairy Prison up to, and possibly beyond, The Belle.
- c. The project will consider the relationship of the river valley with the Ellis Road neighbourhood, including informal use of the river valley, garbage and sewage.



> Queen's Park



> Constitution River at Queen's Park



> Church Village Green





## 7.8.3 The Shoreline and Beaches of Bridgetown

The Shoreline and Beach Area extends from The Pierhead to Needham's Point and Carlisle Bay. A relatively protected natural harbour is the focus of the UNESCO World Heritage Site. The bay contains many shipwrecks which are protected by a Marine Natural Heritage Conservation Area. The wide, continuous beach is well used in sections. Bay Street historically linked the military Garrison complex to the administration and mercantile activities in downtown Bridgetown. Several listed buildings are located along Bay Street and it is the site of the Government Headquarters (Cabinet and Prime Minister's offices).

Several Coastal Beach Parks are popular and active locations along Carlisle Bay, although some portions of the beach have poor connections to Bay Street.

### The Carlisle Bay Waterfront Area includes:

- The Pierhead Precinct
- Needham's Point Precinct
- Carlisle Bay Beach



## Overarching Urban Design Directions

The 3 kilometer long coastline of Bridgetown, from The Pierhead and then around Needhams Point to Drill Hall Beach, is one of the most dramatic and important landscapes in Barbados. The coast and access to the sea is an important feature to both the amenity and livability of Historic Bridgetown. Over the years the uses along the coast have changed considerably, however the basic landscape configuration still exists to be enhanced in the future as a remarkable coastal open space.

The total geography of the coastal site still retains key characteristics including long views along the shore and openness to the sea, that with improvement can be transformed into a significant urban waterfront place within the UNESCO World Heritage Site.

Considerations to all forms of development in this area should include:

1. Every effort through redevelopment and improvement on public lands and existing open spaces to consistently link this coastal geography together for pedestrian use and improve landscape quality along the entire length both at the shore and the back of the beach area. This includes unrestricted access along the waters edge in all places.
2. Chances to increase the size and extent of the back of beach open space/park system between major redevelopment sites, especially in the location of the Government Headquarters and Drill Hall Beach, but in general, on very narrow, abandoned parcels between Bay Street and the beach.
3. Look for opportunities to maximize the number of pedestrian connections between Bay Street and the shore.
4. Create a unified and legacy driven landscape design for the back of beach zone that significantly increases tree canopy and shade, lawn areas and pedestrian/bicycle opportunities.
5. Require the opportunity sites at Hinks Street, Pierhead and Needhams point to make special contributions to the landscape systems of the shoreline locations and maximize public accessibility to the shore. The same expectation should be placed on smaller redevelopment locations that may be created along the coast.
6. Taller buildings should be placed on larger sites capable of creating a supporting landscape and offset distances utilizing public park space and private site plans between tall building to ensure continued visual access to the coast.



> Carlisle Bay Beach





## The Pierhead Precinct

Enhance the Gateway to Central Bridgetown

The Pierhead district includes the Pierhead, Cavans Lane, Fairchild Street, Probyn Street, and Bay Street which together act as the gateway to Bridgetown from the south coast. The Pierhead and the warehouses along Bay Street backing onto the Carlisle Bay beach are significantly underutilized assets, despite several development proposals, including one for a significant new marina facility. The area is characterised by warehouses and commercial buildings related to the historic shipping trade in Carlisle Bay and the Careenage. The area has several historic buildings including the Bethel Methodist Church at Probyn and Bay Streets. However, several key historic buildings are in poor repair, including the Empire Theatre, which was identified in the 2003 PDP as a key site for intervention to preserve this historic building. Since the 2003 Plan, the building has fallen into further disrepair.

Previous archaeological studies at the Pierhead have confirmed the site as a burial ground, potentially associated



➤ Cavans Lane

with the slave trade. The site has two Archaeological Areas identified on Map 10: Fort Willoughby and Pierhead. Any new development must undertake a Heritage Impact Assessment prior to development.

The large vacant parcels south of Cavans Lane are a significant opportunity for redevelopment, linked to the extensive beach along Carlisle Bay and with good access into Bridgetown.

## 21. The Pierhead: Redevelop The Pierhead to highlight the cultural history of the area and link the city to the Carlisle Bay waterfront

- a. The warehouse buildings near the Pierhead and on Bay Street will be retained and reused where viable. The reuse will celebrate the area's history as a key shipping and trading link in the colonial British economy.
- b. A Heritage Impact Assessment must be completed prior to any development to understand the archaeological record on this site. Any mitigation measures will inform the development potential of the site.
- c. Scale of buildings will consider the prominence of the site as a gateway into Bridgetown from the South Coast.
  - Views up and down Bay Street will be protected from encroachment.
  - The height of buildings will not overwhelm views from the north side of Careenage
  - Heights along Bay Street will be compatible with existing buildings on either side of street
  - Taller elements may be appropriate on deep sites, set further away from Bay Street.
- d. New development must protect existing access points to the beach and should create additional formalized pedestrian access points.
- e. New development will provide access to and interpretation of the Screw Dock and associated historic warehouses.
- f. New development will provide contiguous new public open spaces linking the Careenage waterfront, the Screw Dock, Pierhead and the Carlisle Bay beach.
- g. Continuous sidewalks will be provided on all streets, in particular wider sidewalks along Bay Street.



> Bay Street at Wellington Road



> Screw Dock



> Beach near the Pierhead





## Needham's Point Precinct

Needham's Point includes large scale tourism and institutional uses including the Barbados Yacht Club, two major hotels (Radisson and Hilton), Military Cemetery, and the former oil refinery site which is currently vacant.

The area is rich in heritage associated with the Garrison including Fort Charles (integrated with Hilton redevelopment), Needham's Point Lighthouse, and the Military Cemetery.



## 22: Needham's Point Opportunity Site: Enhance Needham's Point as a key tourism and natural heritage site

The former Mobile Oil site with frontage on Aquatic Gap and Drill Hall beach is a significant opportunity site.

- a. Environmental remediation will be required for the site, and an Environmental Impact Assessment will be required as set out in Section 5.3.
- b. New development will ensure that public access to Drill Hall Beach and Needham's Point beach is preserved from both Aquatic Gap and Bay Street.
- c. New development must respect the Military Cemetery.
- d. The relationship to Barbados Defence lands at the Garrison will be considered to ensure the Garrison can continue to function as the headquarters of the Barbados Defence Force.
- e. The relationship to historic buildings in the Garrison, particularly St. Anne's Fort, West India Barracks, Iron Barracks, and Stone Barracks will be considered, including the view of these buildings from the Garrison and Bay Street. New development should not encroach on these views







➤ Carlisle Bay Beach Precinct

## Carlisle Bay Beach Precinct

### 23. The Carlisle Bay beachfront between the Pierhead and Drill Hall beach should be conserved as a major public amenity.

- a.** The existing portion of esplanade near Government Headquarters will be expanded to a continuous waterfront route linking the Pierhead to Drill Hall Beach and improve access and walkability along the beach.
  - Existing beach accesses and services (parking/ changing rooms/showers) at Brown's Beach (across from Government Headquarters) and Pebbles Beach (between Radisson and Hilton) will be expanded as key destinations along the Boardwalk.
  - Public access from Pebbles Beach to Charles Fort will be permitted, as it is currently fenced off along the Hilton parking lot.
  - Development of coastal properties will protect for the provision of the waterfront route.
- b.** Significant public beaches exist along the route, including Pebbles Beach on Carlisle Bay, Needham's Point adjacent to the Hilton, and Drill Hall Beach along the Garrison. A series of new public parks along the beachfront will be considered, utilising vacant parcels, in particular narrow ones that may not be suitable for re-development.



> Carlisle Bay Beach





## 7.8.4 Urban Design of Bay Street

Bay Street, from the entrance of the UNESCO World Heritage Site to the entrance of Historic Bridgetown at Independence Square, is the most important street in Barbados. It is critical that the urban design of this street reflect that importance. The Community Plan identifies sections through the Garrison, along the coastal street of Carlisle Bay, at the Government Headquarters, and at the Pier Head Opportunity Site. This represents a 3 kilometer stretch of public realm paralleling the landscape of the shoreline of Carlisle Bay which is equal in length. The current, almost total domination, of the urban design of this street by automobiles needs to be reversed to create a grand avenue leading to Bridgetown.

**The Bay Street Area includes:**

- **Bay Street Precinct**
- **Government Headquarters Precinct**





## Overarching Urban Design Directions

1. The Government will develop a public realm street improvement plan for sidewalks, streetscapes, street tree planting, signage and public art that takes into account the contextual location of the segments.
2. The Government will require all new development to make a contribution to the improvement of the street.
3. All locations for access to the sea along Bay Street will be identified with signage.
4. All important historic buildings and landscapes along Bay Street will be identified, and a stabilization plan developed.
5. Buildings razed by fire or uninhabitable by neglect will be removed if they are not recoverable for adaptive reuse.
6. Minimum property standards will be set for Bay Street frontages, and standards created for properties that are abandoned and uninhabited.
7. New development fronting on Bay Street will be required to identify appropriate access points away from Bay Street for vehicles and allow only single site access to properties from Bay Street.

## Bay Street Precinct

### 24. Bay Street will be the focus of streetscape improvements aimed at linking the Garrison to Bridgetown

- a. The existing mix of residential, commercial, entertainment, hotel and institutional uses will be encouraged and expanded to fill in vacant lots and repurpose historic buildings.
- b. Pedestrian amenities on Bay Street will be created through the redevelopment of properties facing Bay Street to create a continuous sidewalk on both sides of the street with shade trees where space permits.
- c. Redevelopment along Carlisle Bay will consider the historic character of the street and its significance to the UNESCO World Heritage Site, in particular the connection between the Core (mercantile and administration) and the Garrison (military).
  - i) Development should front onto Bay Street, with active frontages along the beach.
  - ii) Development will contain a mix of uses, including where possible, retail at grade.
  - iii) Views up and down Bay Street will be preserved. Building over Bay Street is not permitted.
  - iv) Existing views to Carlisle Bay from the street will be preserved and enhanced.
  - v) Access points to the beach will be preserved. Where development consolidates more than one property, additional access points should be created as directed in Section 7.8.1.
  - vi) The scale of buildings along Bay Street (on both the water and land side) will be compatible with the established scale of buildings (two to three storeys). Taller building components may be appropriate if set back from Bay Street to preserve views from the street.
  - vii) Narrow properties on the waterside of Bay Street may not be appropriate for tall buildings.
  - viii) New development along Bay Street should be setback to allow for a continuous sidewalk. Additional landscaping and setback is encouraged to create a comfortable pedestrian environment along Bay Street.



> St. Pauls Church



- ix) A greater intensity of development will be located on the land side of Bay Street. Land side development should limit shadowing and overlook impacts and consider the relationship to the established neighbourhoods to the east, including the impact taller buildings will have on breezes to these neighbourhoods.
- x) Parking will be accommodated in rear or side yards; where it abuts Bay Street, it will be landscaped to provide separation from the public sidewalk.

**25. The parcel of land at Bay Street and Jemmott's Lane stretching from Bay Street to Lower Collymore Rock may be a site for sensitive infill development.**

- a. The Jemmotts Lane Site is currently the location of a UWI building, the Ambulance Service and the former Community College (currently vacant). A number of other structures are vacant and there are some large trees on the property.
- i) Any new redevelopment will undertake a Heritage Impact Assessment to identify any heritage resources on the site to inform future development.
- i) The mature trees and open spaces will be preserved as much as possible.



> Government Headquarters

## Government Headquarters Precinct

The Government Headquarters Campus on Bay Street is a unique architectural expression in a campus landscape. The quality of this landscape as a public place along the shore is enhanced by the waterside park across the street at Brown's Beach. The addition of this location to the National Register of Historic Places should be considered, including both the buildings and the landscape. This site would make an excellent location for a design competition.

**26. The Government Headquarters Precinct should be advanced from a design perspective into a significant public place on the coast in Bridgetown.**

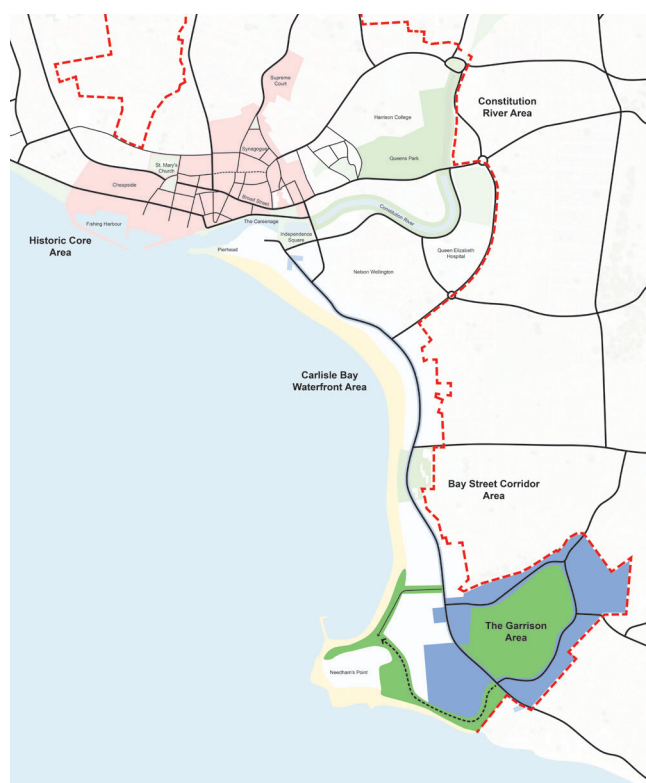
Consideration will be given to:

- a. Expanding the size, and improving the landscape of the adjacent beachfront park and the government campus to an internationally significant standard including moving the surface parking from the front of the buildings and rationalizing the vehicle movement system to a single access from Bay Street.
- b. Increasing the legacy tree canopy and the development of a plan to expand and upgrade the site gardens.
- c. Creating a building assessment of the complex and a plan to maintain and improve the complex as a nationally significant architectural building campus.
- d. Considering the site for a program of national monumentation and recognition of important national milestones through public art on the grounds.



## 7.8.4 The Historic Landscape and Streetscape of The Garrison

The Garrison Savannah and the surrounding urban context represent the core of the important Historic Garrison's sense of place. The urban design of this historic location is unique to the island, recognized internationally through UNESCO. This sense of place and its physical integrity is reliant on the combination of building placement, connective landscapes, the race track and the ancient street trees. There is also a unique relationship between St Anne's Fort and the lower level below the fort, at the sea, along Drill Hall Beach. In order for this area to remain an important place, it is critical that the landscape and plantings maintain both a spacial integrity and a high quality landscape.







> George Washington House, Garrison Road



> The Garrison Savannah

## 27. A landscape Master Plan should be prepared for this area that will:

1. Identify missing sections of the mahogany street trees and create a street tree replacement program that both monitors existing trees and replaces those that are lost.
2. Identify the special characteristics of the general streetscape and the adjacent yards and gaps between buildings to maintain the spacial characteristic of the landscape in this area.
3. Review the specific site plans for the various publicly owned buildings and installations to ensure the highest level of landscape design and maintenance of those sites.
4. Reestablish a larger public realm and park plan to reconnect Needhams Point, Pebbles Beach and Drill Hall Beach back to Bay Street and the Garrison Savannah including the integration of the Needham's Point Opportunity site.



> The Garrison Savannah

## 28. Bay Street at Garrison Road: Create a gateway to the Garrison Precinct through improved streetscaping

- a. Safe crossing opportunities will be created, and sidewalks and shade trees provided where possible to foster a positive pedestrian experience along Bay Street.
- b. A signage programme will be implemented along Bay Street that directs people to Garrison Road and Garrison Savannah and describes the important features of the area.

## 29. Garrison Savannah: Focus for major recreation and informal active uses

- a. The Savannah is the largest urban green space in the urban corridor and is the focus of recreational uses including the Turf Club (horse racing) and informal use as a track for running and walking. The use of the space as a track for public use will be encouraged, and the area linked to the South Coast Boardwalk through clear connections.









# Urban Design and Public Realm Directions

## Historic Core of Bridgetown

- Cheapside Precinct**
  - 1. Cheapside Bus Terminal
  - 2. Hincks Street Pedestrian Routes
  - 3. Fishing Harbour and Market
  - 4. Princess Alice Parking Structure

- Suttle Street Precinct**
  - 5. Suttle/James Street Area

- Institutional Precinct**
  - 6. Synagogue Block
  - 7. Montefiore Fountain
  - 8. Police Block/Carnegie Library
  - 9. Coleridge Street to Supreme Court

- Market Precinct**
  - 10. Swan Street, High Street, Palmetto Street and Alleys

- Broad Street Precinct**
  - 11. Broad Street
  - 12. Old Town Hall

- 13. Taxi Stands

- Careenage Precinct**
  - 14. National Heroes and Independence Square
  - 15. Wharf Road Open Space
  - 16. Hincks Street Opportunity Site

## The Landscape of the Constitution River

- Lower Constitution River Precinct**
  - 17. Fairchild and River Street Terminals
  - 18. Elsie Payne Complex
  - 19. Queen Elizabeth Hospital Field

- Queen's Park Precinct**
  - 20. Constitution River

## Shoreline and Beaches of Bridgetown

- Pierhead Precinct**
  - 21. The Pierhead
- Needhams Point Precinct**
  - 22. Needhams Point Opportunity Site
- Carlisle Bay Beach**
  - 23. Carlisle Bay Beach

## Urban Design of Bay Street

- Bay Street Precinct**
  - 24. Bay Street
  - 25. Jemmots Lane Opportunity Site
  - 26. Government Headquarters

## The Historic Landscape of The Garrison

- The Garrison Precinct**
  - 27. Barbados Light and Power Area
  - 28. Garrison Savannah
  - 29. Garrison Cultural Heritage Landscape





## Land Use Policies

The following land use policies apply within the boundaries of the Bridgetown Community Plan as shown on Map 7d: Land Use Policies. The policies are intended to guide development in a manner which supports the Strategic Policies and promotes reinvestment and improvements to the public realm, urban fabric, mobility and economic vitality of Bridgetown. These policies build on the Land Use and Built Form policies in Chapter 3 of the National Plan and are to be read in conjunction with those policies. Where there is a discrepancy between the policies of Chapter 3 and this Chapter, the policies of this section shall apply. Where no Land Use policies are included in this section the policies of Section 3 apply.

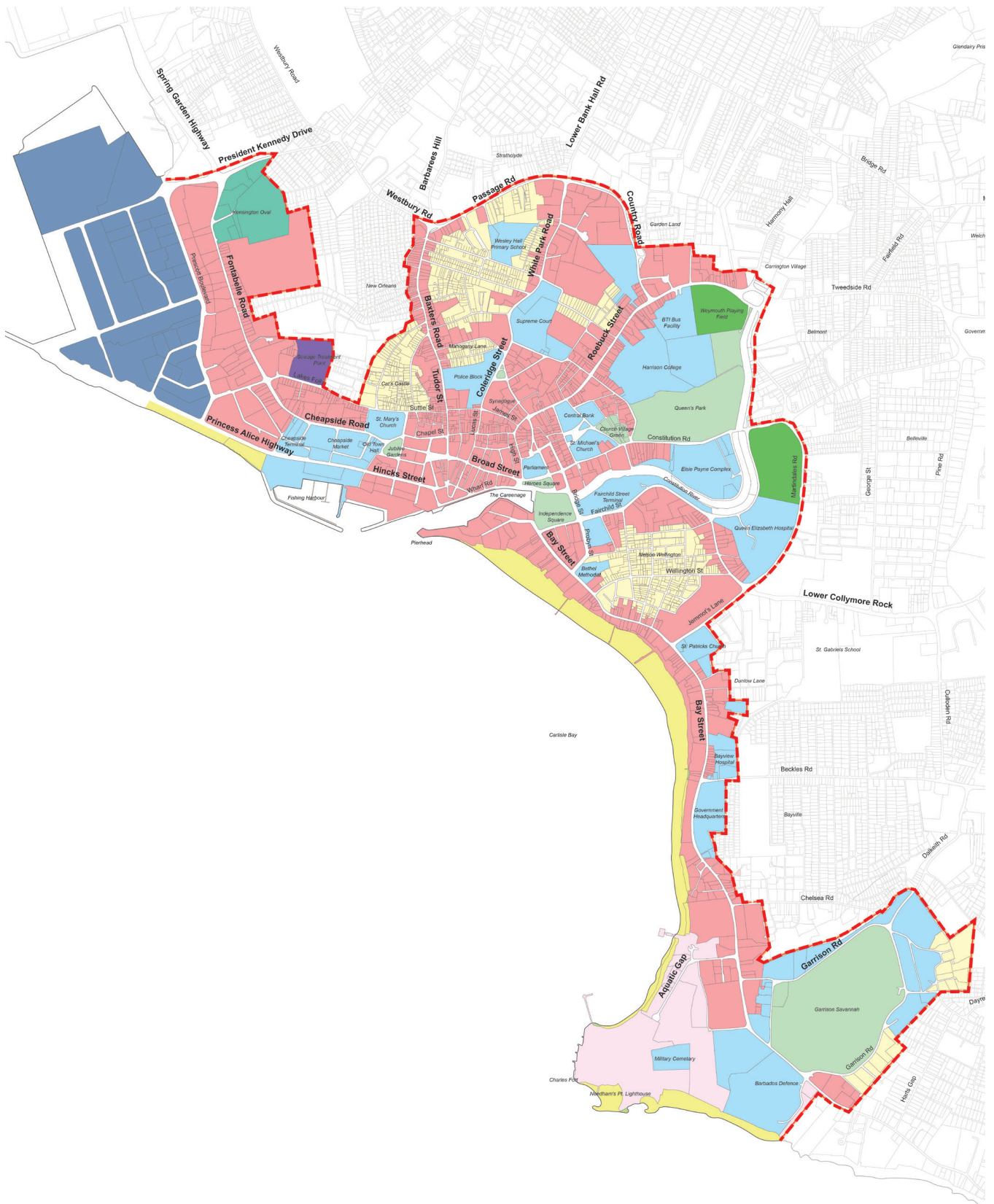
### 7.7.1 Predominantly Residential

1. Every effort will be made to preserve and protect the cultural heritage of neighbourhoods by ensuring new development or renovations respect existing historic buildings and streetscapes.
2. The Government will, where appropriate, acquire and facilitate redevelopment of underutilised or vacant lots or structures.
3. The Government shall encourage the formation and management of local community gardens.

### 7.7.2 Mixed Use

4. The Government shall support and enhance small shops and commercial businesses along Lower Broad Street, Swan Street, Prince William Henry Street, Coleridge Street, Milk Market/Tudor Streets, High Street, Hindes Street and Bay Street, by implementing streetscaping improvements, funding the upgrading of buildings and ensuring provision of sufficient parking supply.
5. Where redevelopment is proposed in these important mixed use shopping streets measures will be taken, wherever possible, to encourage the retention of shop uses at grade with residential or office uses occurring above grade.





#### Land Use

- Mixed Use
- Predominantly Residential
- OS4 - Public Parks and Open Spaces
- Coastal/Beach Park
- Historic Urban Park
- Recreational Park
- Special Industry
- Employment
- Tourism

#### Boundaries

- Community Plan Area
- Tax Parcel (Source: TCDPO, 2016)

**MAP 7D:**  
**Land Use**

### 7.7.3 Mixed Use Corridors

There are six mixed use corridors within the Bridgetown Community Plan. Where these corridors extend beyond the Community Plan area, the National Policies of section 3 apply.

- Lower Collymore Rock
- Tudor Street/Baxters Road
- Bay Street
- Fontabelle
- Coleridge/Whitepark Road
- Roebuck Street

These corridors play a key role in the urban economy by providing opportunities for shopping, working, playing and living. While each is distinct in character, current condition and concentrations of uses, they all support both their surrounding local neighbourhoods as well as the urban region.

The purpose of this designation is to promote and support corridors of predominantly commercial character which will:

- increase the economic offering of Bridgetown as the urban centre of Barbados;
- create interesting, attractive and viable concentrations of commercial activity;
- support and enhance the surrounding neighbourhoods and communities;
- encourage an intense mix of uses in medium to high density built form;
- maintain and enhance the high quality architectural character of the existing development along these corridors.

### 7.7.4 Tourism

6. In considering development proposals the following objectives will be addressed:
  - The integration of additional tourism related development on Needham's Point in a manner which respects the character and function of other uses including Fort Anne, Needham's Point Light House, Barbados Light and Power Facilities and the Military Cemetery.
  - The provision for enhanced public access to the beach and coastal/beach parks.
  - Enhanced pedestrian connections between Carlisle Bay institutional uses and the Bay Street Corridor.
  - The protection and maximisation of view corridors to Central Bridgetown.

### 7.7.5 Institutional

7. The government will ensure that major institutional buildings such as the Parliament Buildings, Public Library, Town Hall, Synagogue and St. Mary's Church are kept in excellent repair and the surrounding grounds provide a landscaped amenity for public enjoyment.

### 7.7.6 Major Recreation

The national policies of Section 3.8 Major Recreation apply.

### 7.7.7 Employment Areas

The national policies of Section 3.9 Employment apply.

### 7.7.8 Special Industry

The national policies of Section 3.10 Special Industry apply.



