



12

Warrens Community Plan

This Community Plan provides additional policy direction for Warrens 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 Warrens to transform the community from a commercially driven Suburban Centre into a mixed-use Emerging Regional Centre.

DRAFT
February 2017

12.1

Introduction to the Community Plan

Warrens is designated as an Emerging Regional Centre in the Physical Development Plan Amendment. It was previously designated a Suburban Centre in the Physical Development Plan Amended 2003, recognizing that it already played an important role as an industrial and office centre for Greater Bridgetown and had potential to evolve into a full commercial centre, incorporating a mix of shops, offices and light industrial uses. The PDP Amendment provides direction for Warrens to make the next step in its evolution into an Emerging Regional Centre and more complete community.

This is the first Community Plan for Warrens to be included in the PDP. It builds upon policy for Warrens as a Suburban Centre in the PDP Amended 2003, five background reports prepared for a Warrens Community Plan in 2004, and recommendations for Warrens in the Urban Growth Study for the Greater Bridgetown Area done as part of the Emerging Sustainable Cities Initiative.

This Community Plan provides policies for Warrens related to sustainable development, natural heritage, the green economy, mobility and accessibility, and national infrastructure. It identifies an opportunity to reurbanize the community, providing a mix of uses and enhanced mobility options. Policies in this Community Plan are to be read in conjunction with the national policies.

The Community Plan includes the following sections:

- 12.1** Introduction to the Community Plan
- 12.2** Warrens Today: Context and Challenges
- 12.3** Vision, Goals and Objectives
- 12.4** Strategic Policies
- 12.5** Land Use and Built Form Policies
- 12.6** Open Space System
- 12.7** Special Policy Areas



Key Directions

1. Create a **street and block pattern** to structure future development.
2. Create a more **walkable environment** through the creation of pedestrian links through large parking lots, at extensions of key streets, and at important crossings of the Errol Barrow Highway.
3. Extend an **open space connection** through Warrens Industrial Park to create a more walkable environment. Plan for a new open space in the Mixed Use Precinct.
4. Locate a **Transport Terminal** near Warrens Tower II, in proximity to the retail and services in the south portion of Warrens.
5. Encourage **mixed-use redevelopment** in the south portion of Warrens, adjacent to existing residential development, including seniors housing.

Warrens Today: Context and Challenges

Warrens, an Emerging Regional Centre in the Island Settlement Structure, has developed into an important industrial, retail and office centre surrounding the Everton Weekes and D’Arcy Scott Roundabouts. Formerly designated as a Suburban Centre, it has developed in a auto-dominated manner and does not represent a sustainable form of development for Barbados.

There is a considerable amount of employment in the portion of Warrens to the north of the Errol Barrow Highway. The Warrens Industrial Park in the northeast of the Community Plan area contains largely light industrial and warehousing uses, but like much of Warrens has been undergoing a transition with more office uses moving in. The northwest of the site contains a number of large car dealerships as well as the relatively new ITC tower. Large office towers have also been developed north of the Everton Weekes Roundabout and west of Highway 2, including the First Caribbean Bank Head Office and Baobab Tower. The adaptively reused Warrens Great House also provides offices. While the trend has been towards office development, a considerable amount of light industrial/warehousing remains. Office towers in Warrens are up to 10 storeys in height, resulting in the most significant cluster of density outside of central Bridgetown.

South of the Errol Barrow Highway there is one of the largest retail areas in Barbados, encompassing the Massy complex, Warrens Dome Mall and Pricemart. Office development has also been taking place in the south part of the Community Plan area, driven both by government and the private sector. There is considerable vacant land remaining in this area for future development. The largest vacant parcel in Warrens is located west of the D’Arcy Scott Roundabout, bordering a residential neighbourhood. A significant vacant parcel also remains east of the Everton Weekes Roundabout.

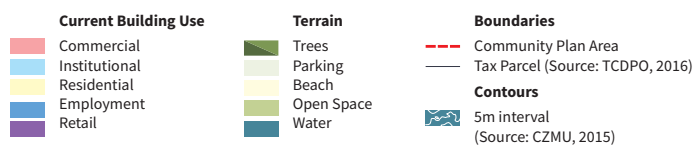
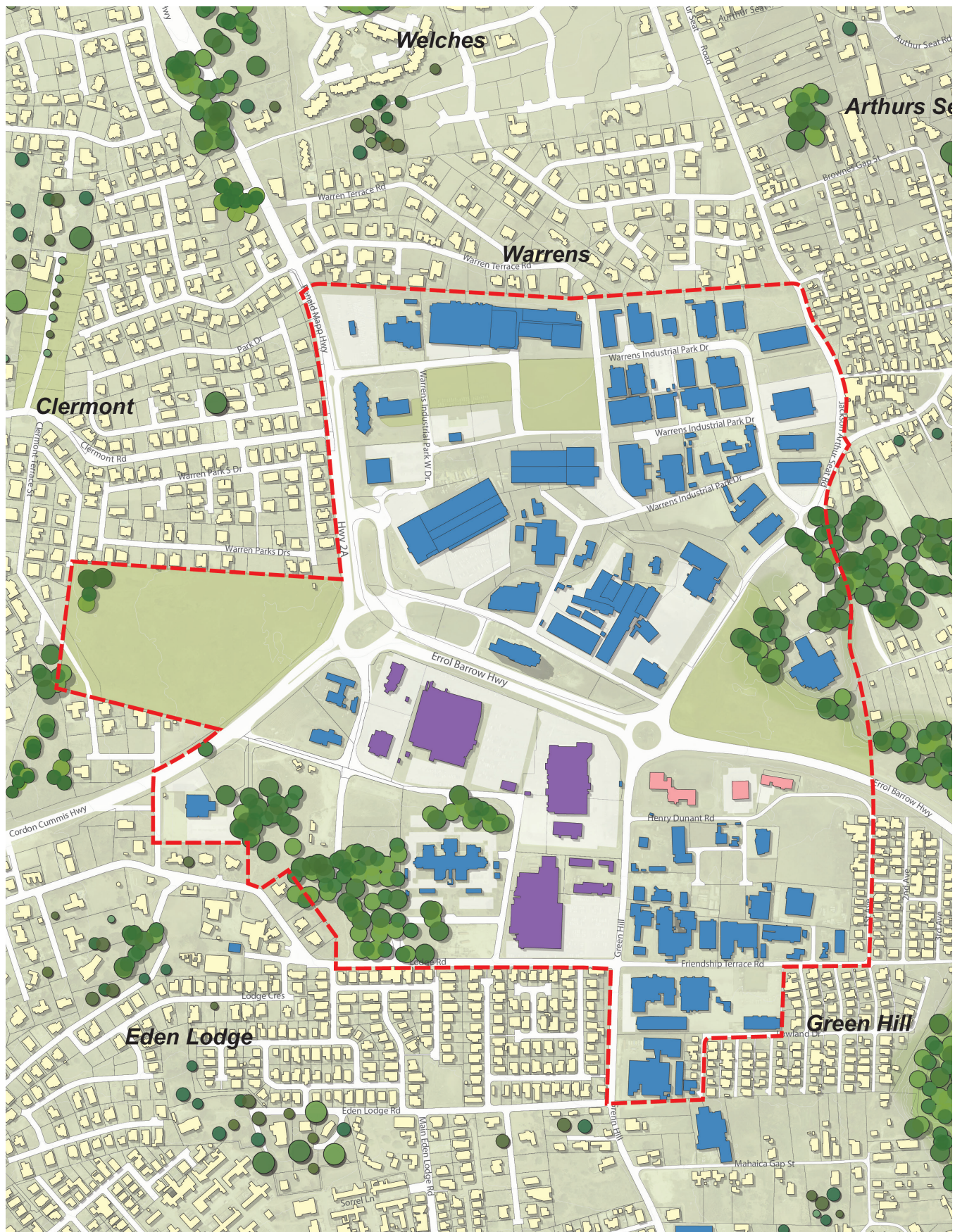
A gully runs through the northwest portion of the

Community Plan area. Warrens falls within the Constitution River South Gully Catchment, which connects back all the way to the Consitution River in Bridgetown.

Warrens is primarily bounded by residential areas, however there is little porosity between these areas and the employment opportunities and amenities in Warrens, meaning that even local residents are forced to commute to Warrens by car.

Warrens’ public realm is typical of suburban employment and retail areas, in that it is characterised by extensive surface parking lots. The environmental education mural by the First Caribbean office and nearby giant Baobab tree form a notable exception. Today, Warrens faces a number of challenges primarily related to the auto-centric way in which it has developed. The challenges in the Warrens Community Plan area include:

- A lack of pedestrian connectivity across the community, resulting from major infrastructure barriers and disconnected internal street networks.
- A lack of pedestrian connectivity to surrounding residential areas.
- A haphazard development pattern with extremely large blocks.
- A segregated pattern of uses.
- A failure to respect the natural heritage of the area.
- A poor quality public realm, characterized by vast areas of parking and a dearth of open spaces.
- Insufficient public transport infrastructure given the volume of workers who commute to Warrens, resulting in a very high mode share for automobiles.
- High levels of traffic and congestion, particularly at rush hours.



MAP 12A:
Existing Conditions

➔ 12.3

Vision, Goals and Objectives

12.3.1 Vision

Warrens will continue to develop as an Emerging Regional Centre with a nationally significant cluster of retail and office employment. Future development will take place within a planned community structure that emphasizes sustainability, connectivity and a high quality public realm. A mix of uses including higher density residential and community facilities will be introduced into Warrens to create a more complete community.

12.3.2 Goals and Objectives

Reurbanize the community by creating a local street and block pattern to facilitate urban, higher density development.

- As further development and redevelopment takes place, connect existing streets across the Community Plan area and introduce new streets to create smaller blocks.
- Encourage Warrens to develop as a high density node and one of a select number of places on the island where height is appropriate.

Support medium and high density residential uses in Warrens.

- Encourage the development of the large vacant parcel west of the D'Arcy Scott Roundabout as a residential area with integrated community facilities and daily amenities.
- Develop a mixed-use area in the southern portion of Warrens with multi-unit residential housing and seniors' housing.

Promote sustainable and resilient development.

- Demonstrate how suburban employment landscapes can be reurbanised to become denser, more connected, more mixed use environments.
- Design buildings to withstand severe weather events and demonstrate best practices in renewable energy and low impact development.

Reduce the visual and physical barrier of the highway corridor.

- Introduce formalized and safe crossings.
- Green either side of the Errol Barrow and Gordon Cummins Highways with additional landscaping.

Invest in creating a high quality public realm.

- Introduce new open spaces to support the employment and residential populations.
- Use streetscaping including generous sidewalks, seating, lighting, landscaping and other amenities to create a comfortable pedestrian experience.

Enhance the transportation choices to and from Warrens.

- Introduce a Transport Terminal with associated Park and Ride as an anchor for a pilot High Occupancy Vehicle link with Wildey.
- Improve pedestrian connectivity within Warrens and between Warrens and its surroundings.



➤ Warrens Tower, looking west from Warrens Tower II

➔ 12.4

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 Warrens.

12.4.1 Promoting Sustainable Development

Today, Warrens exhibits many of the characteristics of other suburban communities. Its street and block patterns are haphazard, promote auto-dependency, and create an unpleasant pedestrian environment; it lacks porosity into the surrounding residential neighbourhoods; and primarily supports commercial, retail, and institutional activities. There are opportunities to retrofit Warrens' suburban fabric in a way that promotes sustainability and resiliency.

Policies

1. Warrens' role as an Emerging Regional Centre will be reinforced, and new development will seek to expand it from a commercially-focused centre to a mixed use centre.
2. Vacant and underutilized parcels in Warrens will be prioritized for infill and reinvestment.
 - a) Low density industrial and warehousing areas north of Errol Barrow Highway will be encouraged to redevelop as higher value employment uses.
 - b) As development or redevelopment occurs, a finer-grained street and block pattern will be introduced.
3. A greater mix of uses will be introduced in Warrens.
 - a) Medium and high density residential uses will be encouraged, particularly in the large vacant parcel west of the D'Arcy Scott Roundabout and the mixed-use district in the south of the Community Plan area. Further guidance on these key opportunity sites is provided in Section 12.7 below.
 - b) Ancillary uses such as restaurants and shops will be encouraged in Employment Areas to provide greater amenity for workers, subject to the provisions of Section 3.9 Employment Areas.
 - c) Community facilities such as community centres and additional medical facilities will be encouraged.
4. Development and investment will enhance Warrens as a complete, healthy and age-friendly community. This will include:
 - a) Improving walkability;
 - b) Encouraging seniors' housing;
 - c) Introducing further community and health facilities in the area;
 - d) Ensuring that all new development is accessible to persons with disabilities;
 - e) Promoting local food;
 - f) Developing multi-modal transportation options.
5. Surface parking in Warrens will be reduced to promote efficient utilisation of land and dense and compact development.
 - a) New development will be encouraged to provide multi-storey car parks, potentially as shared facilities between several developments.
 - b) Where multi-storey car parks are not possible, shared surface car parks will be encouraged.
6. New parks and open spaces will be created to support residents, workers and visitors and create a high quality public realm.

12.4.2 Protecting Core Assets Cultural Heritage

The Warrens Great House is the main link to the cultural heritage of Warrens.

Policies

1. The Warrens Great House will be conserved as a cultural heritage asset.

Protecting Core Assets Natural Heritage

The natural heritage of Warrens is not very apparent across most of the Community Plan area, however a gully does run through the northeast of the site which connects Warrens to the Constitution River in Bridgetown.

Policies

2. The Community Plan area is within the Constitution South River Gully Catchment Area. The gully segment north of Errol Barrow Highway will be conserved to support its stormwater management role.
 - a) Landscape treatment will be encouraged along the gully.
 - b) A formalized pedestrian route will be maintained along the gully.
3. The Government will work to increase the resiliency of the community to climate change. This will include:
 - a) Ensuring that new development is designed to withstand the impact of severe weather events.
 - b) Encouraging and incentivizing the reduction of impervious cover, including the increase of soft landscaping and installation of permeable cover for parking and driveways to improve stormwater infiltration.

Protecting Core Assets Food and Agriculture

Integrating opportunities for local food into Warrens will both contribute to its development as a healthy community and support the local agricultural industry.

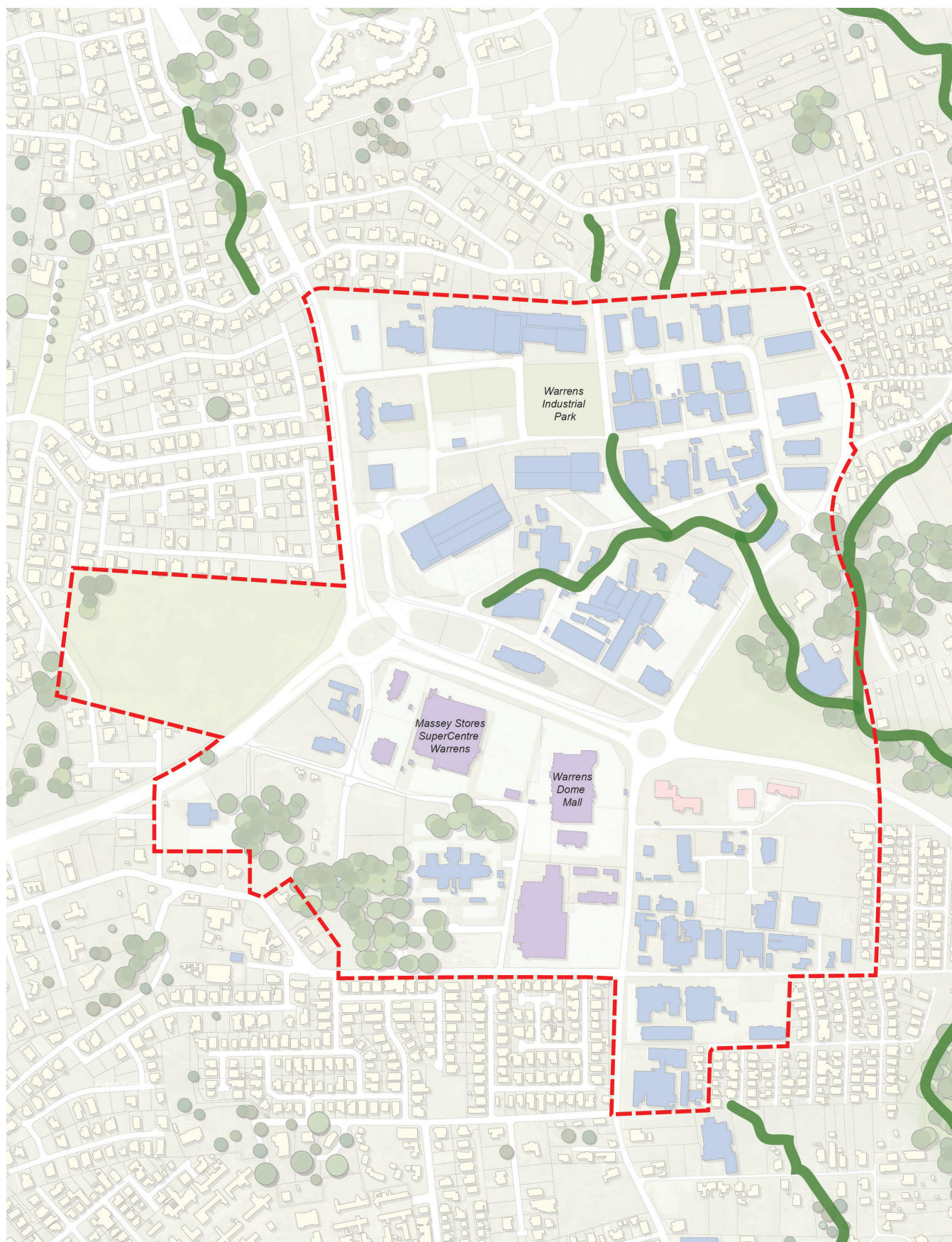
Policies

4. Local food vendors will be encouraged to locate in Warrens community core, in particular in an integrated manner at the Transport Terminal.

12.4.3 Greening the Economy


Although designated a Regional Centre, Warrens has a nationally significant economic role. It is home to a number of important government buildings and corporate headquarters, prestige office buildings and one of the largest concentrations of retail in Barbados. As Warrens' role as a hub of commerce and enterprise continues to expand, sustainable and resilient practices will be critical to realizing the overall government objective of transitioning to a green economy.

1. New Government buildings in Warrens will demonstrate sustainable and resilient site and building design.
2. The Government will pursue public private partnerships with existing corporate and private entities to create pilot projects that enhance resiliency and sustainability.

**Hazards**

 Status 1 Gullies (Source: GEMS, 2005)

Boundaries

 Community Plan Area

Contours

 5m interval (Source: CZMU, 2015)

MAP 12B:
Natural Heritage and
Natural Hazards

12.4.3 Advancing Mobility and Accessibility

One of the objectives of this Community Plan is to ensure that the employment and retail activity in Warrens is more easily accessible via different modes of transport. At the same time, Warrens' internal mobility network is in need of significant retrofitting to ensure it fosters walkability and connectivity. Warrens is positioned at one end of a potential pilot High Occupancy Vehicle project along the ABC Highway to Wildey, an exciting new mobility initiative for Barbados that could be one part of a solution to the chronic congestion issues in the Greater Bridgetown area.

Policies

1. New development and investment in Warrens will support walkability and multi-modal transportation choice.
2. Warrens' community fabric will be reurbanized by rationalising the street and block pattern.
 - a) A grid network will be introduced by way of new streets and street extensions to reduce traffic pressures, create appropriately scaled development blocks, and increase overall connectivity across the community.
 - b) Walkability and connectivity will be enhanced by introducing pedestrian connections to the surrounding residential neighbourhoods.
3. A pedestrian route will be created along the existing gully in a manner that protects the gully's ecological integrity.
4. The Errol Barrow Highway between the two roundabouts has been identified as a priority pedestrian linkage on Map 12C: Mobility. The Government will improve the public realm and crossings on Errol Barrow Highway to reduce its barrier effect.
 - a) Landscaping should be enhanced, preferably between sidewalks and lanes of vehicular travel in order to protect pedestrians from vehicles.
 - b) New pedestrian crossings should be introduced to facilitate safe movement across Warrens and increase accessibility to the proposed Transport Terminal.

- i. The Government will explore the feasibility of pedestrian bridges at certain points along Errol Barrow Highway to enhance connectivity and reduce the incidence of pedestrian/vehicular interactions.

5. Pedestrian improvement areas have also been identified on Map 12C. These areas provide connections to the proposed Transport Terminal and should also be improved.
 - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
 - b) The streetscape should be enhanced with new lighting, furniture and vegetation.
6. A Transport Terminal with associated Park and Ride should be developed in the southern portion of Warrens, as identified on Map 12C, to support commuters to Warrens. See Section 12.7 Mixed Use Opportunity Site for further guidance on this key opportunity.
 - a) Existing bus routes through Warrens will be routed to the Transport Terminal.
7. The potential for an HOV lane on the ABC Highway, connecting Warrens and Wildey, will be explored through a pilot initiative to encourage carpooling and public transport ridership and reduce traffic in the area.

12.4.4 Planning for National Infrastructure

The critical mass of both government and private sector offices in Warrens provides an opportunity for partnerships to demonstrate best practices in sustainable infrastructure, including stormwater management and renewable energy.

Policies

1. The Government will establish partnerships with private sector organisations in Warrens to demonstrate use of renewable energy and sustainable technologies in future development.
2. The Government will promote the use of renewable energy in Warrens by:
 - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
 - b) Providing electric vehicle charging stations in car parks.



Roads

- Primary Road
- Secondary Road
- Existing Crosswalk
- Improved Crosswalk

Pedestrian

- Priority Pedestrian Linkages
- Pedestrian Improvement Areas
- Existing Pedestrian Routes
- Proposed Pedestrian Routes

Mobility

- Transport Terminal

MAP 12C:
Mobility

12.5

Land Use Policies

Land use in Warrens is, for the most part, insular and segmented. Commercial and residential areas are especially segregated, with no residential currently within the Warrens Community Plan area. The overall direction of the Warrens Community Plan is to introduce a greater mix of uses.

These Land Use policies build on the the national policies set out in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and this section, the policies of this section apply.

12.5.1 Design Strategies

Design strategies for Warrens are intended to ensure compatibility of new development with the existing fabric and promote a high quality public realm that supports walking, public transport and quality of place.

Policies

1. Enhanced landscaping will be introduced along Errol Barrow Highway between the Everton Weekes and D'Arcy Scott Roundabouts to create a gateway and buffer pedestrians from vehicles.
2. As development occurs, landscaping and streetscaping improvements to the pedestrian environment will be made.
3. New development will contribute to creating an increased sense of place in Warrens by:
 - a) Fronting directly onto a road.
 - b) Providing sidewalks and internal pedestrian circulation where appropriate.
 - c) Locating parking in shared multi-storey car parks where possible.
 - d) Where surface parking is necessary, locating on-site parking at the side or rear of buildings wherever feasible.

- e) Providing landscaping strips to buffer the parking surface from the street where parking abuts public streets.

4. Taller buildings are appropriate in Warrens and applications for taller buildings will be considered subject to the following criteria:
 - a) The development does not unduly shadow public open spaces.
 - b) An appropriate transition in height is made to predominantly residential areas.

12.5.2 Mixed Use

Policies

1. Uses related to the Transport Terminal will be permitted, including a parking lot used for the purposes of a Park and Ride.
2. Integrated vertical and horizontal mixed use will be encouraged.

12.5.3 Shopping Centres

Policies

1. Improvements to internal pedestrian circulation will be made as part of further development.

12.5.4 Employment Areas

The policies of Section 3.9 Employment Areas apply.

12.5.5 Predominantly Residential

Policies

1. The following uses will be permitted in the West Development Parcel, outlined in Section 12.7.1:
 - a) Medium and high density residential uses.
 - b) Resident-supportive community facilities.
 - c) Small-scale retail uses.
2. An appropriate transition in height will be made to surrounding residential areas.





> Baobab tree, Highway 2, Warrens

➔ 12.6

Open Space System

Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity and enhancing overall health and wellness. These policies build on the Parks and Open Space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and this section the policies of this section apply.

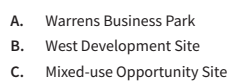
12.6.1 OS4 Public Parks and Open Spaces

Recreational Park

There is a large informal recreation space in the northern part of the Warrens Community Plan area, adjacent to the Warrens Industrial Park.

Policies

1. The existing playing field will be maintained and improved to serve the recreational needs of the local residential and employment population.
 - a) Improvements may include lighting, seating and additional recreational amenities.
2. As development occurs additional open spaces will be located in Warrens community core.



MAP 12B: Public Realm

12.7

Special Policy Areas

12.7.1 Key Opportunity Sites

Policies in this section provide additional guidance for three key opportunity sites that have been identified in Warrens.

Warrens Business Park

Policies

The Warrens Business Park key opportunity site has begun the transition from industrial/warehousing uses to office uses. As this continues to occur, the site has the opportunity to become a showcase for reurbanization in a suburban landscape, creating a sustainable prestige office area of national significance.

1. A rationalised block and street pattern will be established to promote urbanized redevelopment and infill.
 - a) New buildings should front main roads where possible.
 - b) New streets should be designed in a grid network pattern to relieve pressure on existing streets and provide better connectivity.
 - c) New streets should be designed with generous sidewalks, street furniture, vegetation and lighting.
2. Warrens Industrial Park Drive will be extended to, and across, Errol Barrow Highway in order to provide vehicular access to retail and residential uses and reduce traffic pressure on the Highway network.
 - a) The Government will explore the feasibility of pedestrian bridges across Errol Barrow Highway that connect to the new streets extending between the Highway and Warrens Industrial Park Drive.
3. New prestige office uses will be encouraged, with worker-supportive retail and amenities located at grade.
4. A buffer will be maintained between the uses in the Warrens Business Park and then industrial activity in the Warrens Industrial Park.

5. All new development will be used to demonstrate resilient and sustainable building practices.
6. The Government will consider locating new civic buildings in this key opportunity area.

West Development Parcel

The West Development Parcel, currently a vacant tract of land, represents an opportunity for the introduction of new residential uses in Warrens. Although designated a Predominantly Residential area in Map 12D, supportive elements including community facilities and small-scale retail activity will be encouraged to ensure residents can meet their daily needs within the community.

Policies

7. Community facilities and small-scale retail uses that serve the local population will be encouraged.
8. An appropriate transition to the adjacent low-rise residential lands will be provided.
9. An urban street and block pattern, organized in a grid network, will be developed to promote dense residential development.
10. Affordable housing will be encouraged.
11. New pedestrian infrastructure will connect to existing sidewalks on Highway 2A, and provide generous widths to support walkability and active transportation.
12. The Government will explore the feasibility of introducing pedestrian bridges over Highway 2A to enhance accessibility to the Transport Terminal in the Mixed Use Opportunity Site.

Mixed Use Opportunity Site

The Mixed Use Opportunity Site is the focal point of policies to transition Warrens into a more complete community that allows residents to live, work, shop and play. Vertical mixed-use development, a Transport Terminal and new public spaces can be created here.

Policies

13. A *Transport Terminal* with *Park and Ride* facilities will be built to support commuters into and out of Warrens.
 - a) Connections to the new Park and Ride should be strengthened to encourage the use of public transportation.
 - b) New development adjacent to the terminal should provide generous setbacks to create an accessible, pedestrian friendly public realm.
 - c) The terminal should provide places to linger and interact, including benches and landscaped areas.
14. The Transport Terminal will support an HOV lane that connects Warrens to the adjacent Wildey community.
15. Secure bicycle parking will be provided at the Transport Terminal to facilitate last mile connections.
16. A new greenway will be developed adjacent to the Transport Terminal, creating a buffer between residential and retail development.
 - a) The new greenway should provide pedestrian connections between the Transport Terminal the Eunice Gibson Polyclinic, linking up with the improved pedestrian routes established throughout the community.
 - b) The new green space should provide pedestrian connections into the Transport Terminal.
 - c) The new green space should be programmed for a range of uses that support residents, visitors, and workers in Warrens.
17. High-density residential development will be encouraged, and will be supported by:
 - a) Creating smaller development blocks organized in a grid network.
 - b) Improving the public realm, including street furniture, trees and streetlighting.
 - c) Retail and community uses at grade.
 - d) Generous sidewalks and building setbacks.
18. The residents of the Mixed Use Opportunity Site will be supported by:
 - a) Introducing community services and facilities.
 - b) Curating a diverse retail offering.
19. The Government will consider developing seniors' housing in the Mixed Use Opportunity Site.
20. All new development will be used to demonstrate resilient and sustainable building practices.



> West Development Parcel, looking north from Warrens Tower II