

PART VI

THE FUTURE CITY

“We have found Warwick to be a city with a great deal to offer and having a tremendous potential to improve upon its existing amenities.”—WARWICK RESIDENT

Ten Key Concepts and Strategies to Preserve Quality of Life and Competitiveness for Warwick's Future

- 1 Make City Centre Warwick a new city center of growth and economic development.** Promote mixed-use, transit-oriented development, make improvements in the public realm, and advocate for more frequent commuter rail service.
- 2 Make historic village centers into hubs of walkability, amenities, events, and mixed use development.** Continue Apponaug Village improvements and establish Village District zoning in additional historic villages.
- 3 Promote compact development options to preserve open space.** Establish the option of conservation subdivision design for the few large open space parcels that remain available for residential development.
- 4 Promote walkable Neighborhood Activity Centers.** Establish zoning to incentivize mixed-use redevelopment of neighborhood shopping areas at major intersections.
- 5 Intensify efforts to make Warwick a “green” community.** Plant more trees, protect and enhance Warwick’s streams, ponds, and coastal waters by implementing measures to reduce nonpoint source pollution, make the city energy- and resource-efficient, and work on climate change resilience with the state.
- 6 Create the Warwick Innovation District.** Revitalize and refresh the city’s economic base by creating the Innovation District to attract technology, advanced manufacturing, and office development with appropriate zoning and economic development initiatives.
- 7 Maintain the city’s role as a regional retail center.** Establish the Bald Hill Enhancement Corridor Design Overlay District to bring improvements in design and function, so that this important tax base for the city remains competitive.
- 8 Enhance connectivity throughout the city.** Connect neighborhoods to parks, schools, villages, shopping areas, and other city destinations by “green corridors” of designated routes for walking and bicycling.
- 9 Continue efforts to include a signature public open space at Rocky Point and enhance other open space areas.** Pursue funding to enhance places like Chepiwanoxet and Barton’s Farm.
- 10 Monitor airport impacts and agreements.** Continue to work with the Rhode Island Airport Corporation to mitigate the environmental and other impacts of T.F. Green and monitor implementation of previous agreements.





Future Land Use, Zoning and Urban Design

FROM A WARWICK RESIDENT

“ I want to see more ‘Main Street’ areas where people can walk, bike, eat and shop.”

“ There should be walkable neighborhoods with small attractive retail shops nearby with lots of street trees.”



GOALS AND POLICIES

GOALS

Warwick has sufficient diversity of land uses to support a strong and stable tax base.

Mixed-use centers provide walkable environments and new housing options.

City Centre Warwick (the Warwick Station Development District) is a major center of compact, higher-density, transit-oriented development.

Warwick's neighborhoods are safe, attractive, well-maintained, and stable.

Major streets mix clusters of neighborhood-serving retail and services with housing.

Public and private development meets high standards of design.

Warwick's environmental and open space networks are respected by new development.

Warwick has a systematic approach to airport land use issues.

POLICIES FOR DECISION MAKERS

- Continue to balance land uses, particularly between regional retail and non-retail commercial uses.
- Direct regional retail to the Route 2 Corridor.
- Support additional Village District zones.
- Encourage neighborhood activity centers at major intersections combining retail, services and multi-family residences in a walkable environment.
- Implement the Warwick Station Development District Plan to become a major center of urban activity within Warwick and the region.
- Develop City Centre Warwick as a Growth Center.
- Protect and support existing residential neighborhoods.
- Minimize land use conflicts and limit development of undersized lots.
- Use the Comprehensive Plan and the zoning ordinance to guide infill and redevelopment.
- Provide regulatory options to balance retail, commercial uses and housing along major corridors.
- Avoid commercial encroachment on residential areas except for mixed-use as proposed in the Plan.
- Establish design standards for public and private development.
- Promote infill and redevelopment of outmoded/blighted commercial or industrial properties.
- Ensure that proposed new residential, business and industrial uses are compatible with the character and surrounding area.
- Support development options that enhance networks of open space, recreation, and environmentally sensitive land.
- Encourage new businesses and industries to locate in areas where adequate public facilities already exist.
- Support development of land use agreements with RIAC.



B FINDINGS AND CHALLENGES

findings

Warwick is close to built-out and older non-residential areas will need to be redeveloped to meet the city's goals.

With few exceptions, development patterns in Warwick are auto-oriented.

There is retail development pressure on land adjacent to I-95 and the airport that is not in the Route 2 regional retail corridor.

Shopping centers and neighborhood retail east of I-95 need redevelopment to meet contemporary needs.

Warwick is beginning to create walkable neighborhood centers through the designation of City Centre Warwick (Warwick Station Development District) and Village Districts in Apponaug and Conimicut.

Warwick's zoning ordinance is based on conventional separation of land uses, with additional special districts and overlay districts.

The zoning ordinance needs to be modernized with illustrations and other elements to make it more user-friendly.

The official zoning map is available only in a zoning plat book in the Planning Department, making it difficult for property owners or prospective property owners to easily ascertain their zoning.

The growth of T.F. Green Airport and expansion of its uses "outside the fence" has problematic impacts on the city's land use pattern, neighborhoods, traffic, tax base, housing, and the environment.

challenges

Modernizing the zoning ordinance and upgrading the GIS-based unofficial zoning map created for this plan to a citywide GIS zoning map with legal force.

Providing more compact mixed-use, walkable, neighborhood centers.

Reducing the amount of low-density, low-value retail and services along major corridors.

Preserving continuity of neighborhoods and high quality of life with an expanding airport use.

Supporting economic development without adverse impacts on residential neighborhoods and traffic.

Directing commercial, industrial, and office development to appropriate areas of the city to promote implementation of the Comprehensive Plan and City Centre Master Plan.

Protecting environmental resources in a densely-developed community.

Limiting growth of traffic congestion in the context of constrained east-west circulation.



WHAT THE COMMUNITY SAID

- Over eighty percent of survey respondents said that promoting mixed use, transit-oriented development at Warwick Station, and village development with housing, restaurants and shops in a Main Street-style setting is “very important” or “somewhat important.”
- A majority of respondents said that more land should be devoted to village, Main Street development. Most respondents saw the amount of land dedicated to all other land uses as “about right,” except for natural areas, recreational facilities, and boating and waterfront businesses, of which they felt the city needed more.
- When asked what kind of development they would like to see more of in the city, with multiple selections possible, most respondents indicated commercial/residential mixed use, single-family homes, and neighborhood retail.
- Over 60% of survey respondents indicated that improving the appearance of major roads and commercial corridors is “very important.”
- In public meetings, attendees also supported making village centers into hubs of walkability, amenities, events and mixed-use development; and working with the state to implement open space uses at Rocky Point.



EXISTING CONDITIONS

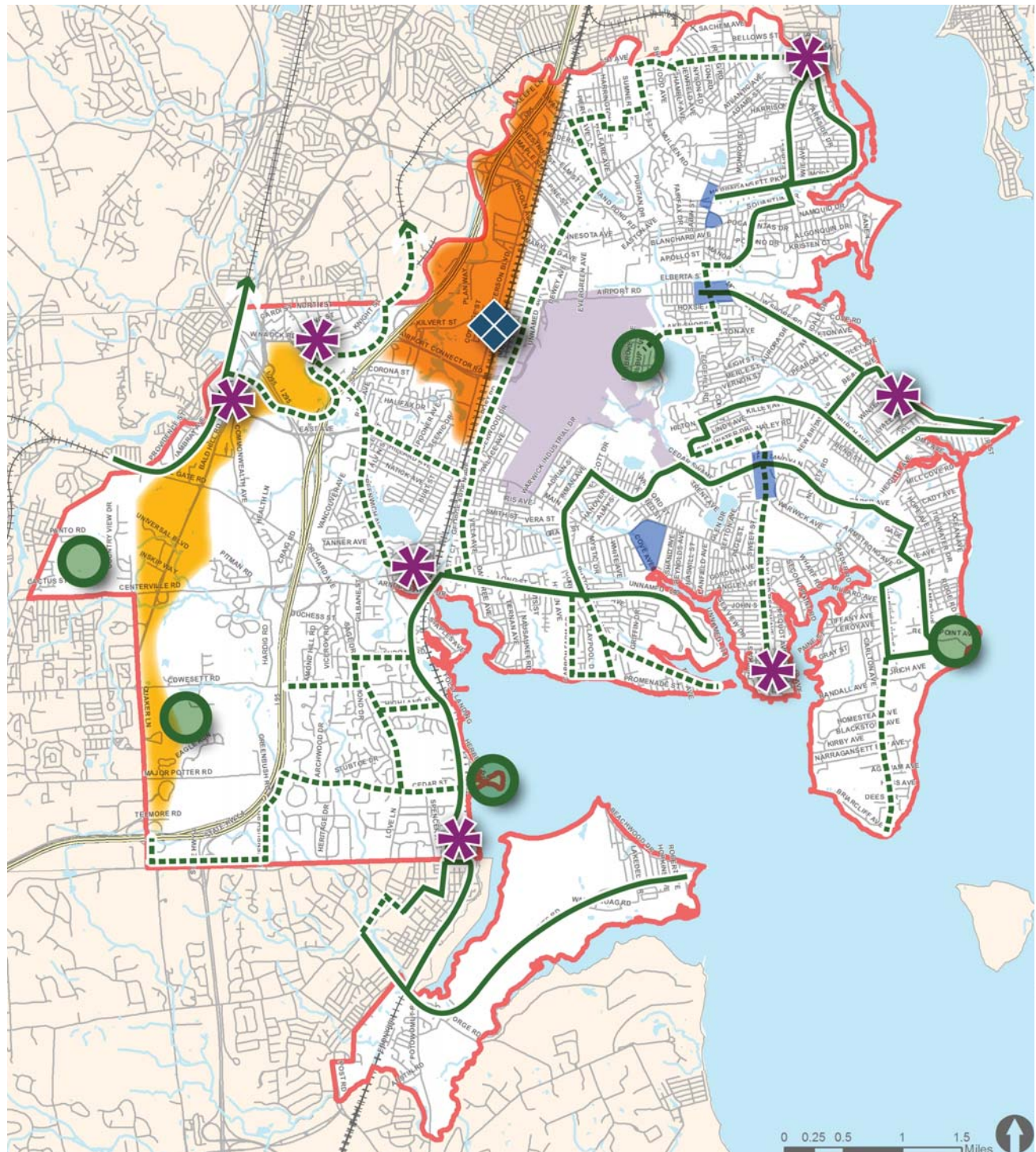
Land use patterns and decisions are influenced by population and economic growth (which both create market demand), transportation access and opportunities, the availability of infrastructure, environmental constraints, and the quality of life potential reflected in school quality, parks and recreational opportunities, and cultural amenities. Most development decisions are made by the private sector, but those decisions occur within a land use framework created by the comprehensive plan, the zoning ordinance and other development regulations, and influenced by public investments, incentives and disincentives. These regulatory and incentive frameworks will not, by themselves, cause development of a specific type to happen, but they can encourage it.

Every community comprehensive plan or comprehensive plan contains a Future Land Use section and map. This chapter and map sets forth a policy framework for the physical development of the City of Warwick, directing the pattern, distribution, density and intensity of land uses that will, over time, best achieve the comprehensive plan's goals:

- Development of walkable mixed use centers in historic village locations and important commercial intersections
- City Centre Warwick (the Warwick Station Development District) as a robust transit-oriented development area
- Maintenance of a balance of regional retail and business/light industry land uses for stable tax revenue and jobs
- Support for stable single-family neighborhoods
- Encouragement of multi-family housing in walkable environments and affordable to households across the income spectrum
- More connectivity and alternatives to the car
- An open space network for recreation and preservation of environmentally sensitive areas.



Strategic Priorities



MIXED-USE CENTERS
 Warwick Station Transit-Oriented Development

Village Districts
 Neighborhood Activity Centers

CORRIDORS
 Bald Hill Enhancement Corridor
 Technology/Industry Innovation Corridor

OPEN SPACE
 Enhanced Public Open Space

CONNECTIVITY AND GREEN CORRIDORS
 Existing Bicycle Routes
 Conceptual Pedestrian/Bicycle Network



The plan aims to direct the most efficient, functional, cost-effective and aesthetically pleasing way to provide sufficient land to meet demand for various land uses in the future. Because Warwick, like other Rhode Island cities, does not have a large amount of land that has not been previously developed, land use changes in the future will increasingly involve redevelopment of previously used lands.

1. Existing Land Use

The pattern of existing land uses in the City of Warwick was discussed earlier in this plan in Chapter 3 and exhibits these features:

- Warwick's original villages, with some exceptions, have lost some of their original character over time. Pawtuxet Village retains a characteristic village environment and other historic village such as Apponaug, Conimicut, Natick, and Pontiac have retained a small-scale, historic feel to various degrees.
- A majority of Warwick's land is occupied by residential uses, with single-family dwellings the predominant residential land use. About two-thirds of the residential uses are at medium densities of two to five units per acre. Multi-family apartment and condominium developments are scattered around the city and mostly garden-apartment style. Most are located in pods off main roads and lack connections to adjacent land uses.
- Warwick hosts a major regional retail cluster in the Route 2/Bald Hill Road corridor with two malls, numerous big box-anchored shopping centers, auto dealerships and national chain restaurants. Internal connections among the developments are lacking and each development has its own curb cuts, resulting in traffic congestion. Changes in shopping preferences are endangering this twentieth-century model of suburban retail.
- East of the Route 2 corridor and I-95, retail and service uses are typically found in one of two configurations: 1) auto-oriented commercial strips and neighborhood shopping centers at major intersections; and 2) small-scale development along major streets, sometimes in buildings originally used

as residences. Commercial corridors such as Post Road, West Shore Road, Warwick Avenue, and Airport Road may be accessed from nearby neighborhoods by walking, but they were not designed to provide safe and convenient pedestrian access. The neighborhood retail corridors and clusters have not been upgraded in decades and have numerous vacancies.

- Offices uses lie predominantly west of the airport in a few locations: the southern portion of Route 2, where the regional headquarters of Metropolitan Life Insurance can be found; close to Kent County Memorial Hospital, where a cluster of medical office uses is located along portions of Tollgate and Centerville Roads; Apponaug Village; and scattered along major roads in small buildings.
- Warwick's industrial areas reflect their origin in the late nineteenth and early twentieth centuries, when access to rail and to water was important. The major concentration of light industrial and warehouse uses is along Jefferson Boulevard, with smaller light-industrial neighborhoods southwest of Apponaug Village and northwest of Pawtuxet Village at the northern edge of the city.
- Open space uses are distributed throughout the city but are not well-connected or networked.
- Transportation uses include the approximately 1,120 acres of T.F. Green Airport, as well as railroad and interstate rights of way.

2. Corridor Land Use Issues

The arterial roads in Warwick link the city's historic villages and the many subdivisions developed over the last 60 years. Many of these road corridors exhibit a mix of land uses, some of which are obsolete and no longer be optimal for the future from functional, design, environmental and market points of view. It is along these corridors and intersections that Warwick needs to consider new approaches to land use. The character and potential land use issues in sixteen road corridors are discussed below.



A. POST ROAD

Post Road is the longest stretch of highway that runs through the city (US 1A north of Elmwood Avenue to Pawtuxet Village, and US 1 south of Elmwood Avenue). From Pawtuxet Village at the Cranston line, it proceeds southerly through the entire city and is the only road which extends through Warwick proper into Potowomut. Six segments of Post Road, from north to south, are as follows:

1. Post Road Pawtuxet Village to Warwick Avenue:

This area is characterized by commercial development at each end, in historic Pawtuxet Village and at the intersection with Warwick Avenue, with residential uses predominating along most of the segment. Strip commercial development, common elsewhere in the city, is not evident here.

Land use issues:

- Preservation of residential uses and avoidance of commercial sprawl
- Historic preservation and compatible changes in and around Pawtuxet Village
- Potential impacts of any expansion of Warwick Industrial Park (north of the corridor on Warwick Ave)
- Existence of many small lots (less than 7,000 square feet)

2. Post Road Warwick Avenue to State Route 37:

Single family development, mostly high- and medium-density, can be found in the northeastern portion of this segment of Post Road between Warwick Avenue and the Aldrich School site and Wal-Mart Plaza, with intense commercial development at the southwesterly end of the segment. The Cranberry Bog area includes a mix of office, retail, multi-family, and a small number of single family homes. Similarly, the area adjacent to Sand Pond contains a mixture of residential and well-worn dense commercial strip development. Large expanses of impervious surfaces and multiple curb cuts characterize the commercial and multi-family development sites.

Land use issues:

- Preservation of residential character between Warwick Ave and Aldrich School
- Upgrade and modernize obsolete commercial strip development uses and design with design and development standards to be applied to redevelopment projects
- Implementation of green design and green infrastructure
- Traffic and access management to eliminate excessive curb cuts

3. Post Road—State Route 37 to Greenwood Bridge:

This segment is overwhelmingly non residential in character with retail, office and large scale commercial uses and large expanses of impervious surfaces. There is also a small pocket of single and multi family residences south of Strawberry Field Road West bounded by T.F. Green Airport, Main Ave., and Post Road/New England Institute of Technology on the east, to the south, and at the west, respectively. Traffic counts in this area, particularly at and around Airport Road, are the highest in the city. This Plan recommends that the City study and consider an amendment to the Warwick Zoning Ordinance to establish a “floating zone” which is a tool that would provide residents an opportunity to rezone certain areas from residential to an airport convenient or dependent use should the residential community decide that they want to proceed in that manner.

Land use issues:

- Future land use in the residential enclave and potential change to non-residential, airport-related uses
- Implementation of the City Centre Warwick Master Plan with consistent land uses to make Centre City Warwick a walkable, mixed-use growth center
- Land Use impacts, such as traffic, parking, lack of pedestrian connections and pollution from airport expansion.
- Reuse of New England Institute of Technology properties
- Discouragement of big box retail in this location



4. Post Road—Greenwood Bridge to Veterans’

Memorial Drive: This segment is characterized by a variety of land uses:

- Intensive commercial activity along the west side of the roadway heading south to Potters Avenue
- Highly developed commercial and medical uses on the east side to Myrtle Avenue
- Mix of office, residential, retail and open space.

Land use issues:

- Preservation of non-commercial character south of Potters Avenue and Myrtle Avenue
- Potential commercial encroachment into residential areas (particularly the Greenwood neighborhood)
- Integration of green, walkable, and high quality design and development standards for redevelopment of non-residential properties and property near Gorton’s Pond

5. Post Road—Apponaug (the circle and Veterans’

Memorial Drive) Post Road in Apponaug exhibits a heavy concentration of almost all kinds of land uses, including industrial. Although the area is described as a village center, in 2013 it is unfriendly to pedestrians because of an auto-dominated, outmoded and congested circulator system. In 2014 the RIDOT will begin construction of the Apponaug bypass a roadway project that will bypass the Apponaug Business District significantly reducing average daily vehicle trips in the village center, allowing for construction of additional on street parking and a new bike lane, creating a dramatically more efficient, safer, accessible, and sustainable transportation facility. This project, along with a new village-zoning district, is intended to help the City and the State realize the long-term socioeconomic revitalization goals for the area. Myriad land use and transportation issues and a new village concept in Apponaug discussed in detail in the 1982 Apponaug Village Study will be addressed with the implementation of the circulator project and village zoning.

Land use issues:

- Potential expansion of village zoning to extend to the nonresidential areas on Veteran’s Memorial Drive, the Apponaug Cover waterfront, and the Apponaug Mill site
- Establishment of a civic plaza
- Establishment of greater internal connectivity and waterfront access

6. Post Road Centerville Road to Division Street

including Potowomut: Except for commercial development clustered at major intersections (Apponaug Four Corners, Cowesett Road, and Division Street), residential uses are predominant. Most of the non-residential land uses are located along the east side of Post Road. The west side of Post Road between Cowesett Road and two lots south of Corey Avenue is entirely residential. As of 2013, there is no continuous linkage of commercial development along either side from Centerville Road (Apponaug Four Corners) to Division Street. This area of Post Road contains more vacant parcels than other segments so there may be pressures to develop remaining tracts. Some of the tracts have been approved for multi-family and some zoning variances have been granted for small-scale office uses.

Land use issues:

- Preservation of residential character
- Limits on small scale office use
- Implementation of green and high quality design and development standards to ensure new development is compatible with existing in terms of impacts and design
- Potential impacts of potential institutional expansion of the Trudeau Center
- Development impacts land abutting the sensitive Mary’s Creek, Thatch Cove, and Mary’s River
- Historic preservation in the Arnold’s Neck Drive vicinity
- Avoid expansion of car dealerships, gas stations and auto repair



- Explore options for senior housing and senior care facilities
- Potential to apply mixed-use zoning along Post Road at the East Greenwich border to extend the East Greenwich *Main Street* concept

B. WARWICK AVENUE

Warwick Avenue is an intensely developed arterial road characterized by long rows of commercial strip development and high traffic counts, particularly at Airport Road. It is also known as State Route 117 up to Airport Road and, south of Airport Road moving southerly to West Shore Road, it is known as State Route 117A. For the purposes of this discussion, Warwick Avenue will be divided into three sections:

1. Warwick Avenue Cranston line to Airport Road:

Continuous commercial development of all types including retail, office, heavy commercial and light industrial land uses in obsolete designs with expanses of impervious pavement, multiple curb cuts, obtrusive signage and few green areas is characteristic of this corridor segment. One portion of the corridor, around and across from Posnegansett Lake, is residential. There are three environmentally fragile water systems in this area, the Pawtuxet River, Posnegansett Lake, and Spring Green Pond. There is limited developable vacant land.

Land use issues:

- Deteriorating conditions—disinvestment and blight—in the strip between the Cranston line and Post Road require updated design and development standards
- Establishment of access management, design and development standards
- Potential impacts of development and redevelopment abutting the lake
- Proximity of airport noise near Spring Green Pond
- Potential impacts of development on sensitive wetlands and Spring Green Pond
- Reduction of traffic conflicts and establishment of higher quality development, especially at intersections with Airport Road and West Shore Road

- Preservation of residential district from commercial intrusion

2. Warwick Avenue Airport Road to Sandy Lane:

This is an area comprised of dense commercial strip development at the northern end near Airport Road and smaller, less concentrated commercial activity near Sandy Lane. The central portion is a rather hazardous, narrow roadway containing a variety of land uses at fairly high densities. This stretch is comprised of single and multi family residences, retail, office and institutional uses. Except for the established commercial pattern at either end, the remaining interior land uses are not linked in strip development fashion. However, the lots between Church Avenue and Old Warwick Avenue hold substantially residential development. Vacant sites are limited.

Land use issues:

- Potential development impacts on Buckeye Brook
- Preservation of predominantly residential character between West Shore Road and Old Warwick Avenue
- Establishment of access management, design and development standards

3. Warwick Avenue Sandy Lane to West Shore Road:

Large-scale retail uses—Warwick Plaza and the Super Stop and Shop—occupy sites on Warwick Avenue between Sandy Lane and the intersection with Oakland Beach Avenue. South of this location a mixture of single and multi family, school, industrial and commercial uses eventually change to rural farmland up to West Shore Road, represented by the 44-acre Morris Farm which has been preserved for rural uses by the purchase in 2000 of development rights (with state and city funds). This preservation effort implemented a priority of the city's last comprehensive plan.

Land use issues:

- Potential development impacts on Warner and Parsonage Brooks wetland ecosystems and associated water bodies.



C. WEST SHORE ROAD

West Shore Road (State Route 117) is an important east/west access road in Warwick. For the most part, it is a highly developed arterial with identifiable residential and commercial segments, with the exception of the Conimicut Village zone, which offers a mixture of various land uses. A description and analysis of West Shore Road is presented below in four separate divisions.

1. West Shore Road Warwick Avenue to Church Avenue:

Except for the commercial use around the intersection of West Shore Road and Warwick Avenue, residential land use dominates the streetscape up to Conimicut Village at Cambridge Street on the east side. The village contains a high density clustering of many different uses and has Village Center zoning. Toward the southern end of the village, residential uses begin to outnumber other uses up to Church Avenue. There are also a few vacant lots.

Land use issues:

- Preservation of residential land uses and limits on commercial intrusion
- Enhanced concentration of retail, office, and other small scale commercial uses in Conimicut Village
- Potential development impacts on Lockwood Brook and Spring Green Pond
- Establishment of commercial design and development standards

2. West Shore Road intersection at Warwick Avenue to Oakland Beach Avenue:

This segment of West Shore Road offers a scenic residential atmosphere for the most part. Some of these residences are at low densities, especially south of Sandy Lane. The area has one of the more picturesque and valuable wildlife, brooks (Buckeye), and marshland habitats in the city (located between Bend Street and Sandy Lane on east and west sides, some of the lots are city owned). Parsonage Brook runs parallel to West Shore Road in this section as well. There are small pockets of commercial activity at the intersections of Warwick Avenue and Oakland Beach Avenue. There are some vacant lands particularly between Warwick Avenue and Oakland Beach Avenue.

Land use issues:

- Preservation of residential character and limits on commercial intrusion
- Impacts of potential development on the brooks
- Design standards for commercial uses

3. West Shore Road Oakland Beach Avenue to Wilde's Corner at intersection with Sandy Lane:

Intense strip development consumes almost the entire length of this segment of West Shore Road. There is a single-family residential between Taplow Street and Hawksley Avenue on the south side. In general, the strip contains many large parking lots, often without curbs, allowing some cross-parcel travel by motorists.

Land use issues:

- Limit commercial intrusion in residential areas
- Establishment of modern green, development and design guidelines for redevelopment
- Establishment of access management, design, and development standards

4. West Shore Road Wilde's Corner to Post Road in Apponaug:

This end of West Shore Road is essentially residential with the exception of Wilde's Corner, intersections with Buttonwoods and Nausauket Avenues, and Apponaug. Much of Wildes Corner is characterized by old-fashioned commercial development including used car sales and a gas station. New development at the Sandy Lane and West Shore Road intersection brought upgrades including use of low-impact development design principles, significant landscaping, and streetscape and traffic circulation improvements. There are several vacant properties in this segment of West Shore Road. Wilde's Corner west of Tuscatucket Brook to Post Road in Apponaug is mainly residential with a number of home operated and some small businesses along this heavily traveled way. There are very few vacant sites.



Land use issues:

- Establishment of green and high quality design and development standards for new development and redevelopment
- Potential development impacts on Tuscatusket Brook

D. CENTERVILLE ROAD

Known as State Route 117, this heavily-trafficked arterial runs from Apponaug Four Corners in a due westerly direction to the West Warwick line. Traffic is steady and can be very heavy at the Four Corners, Bald Hill Road and Quaker Lane intersections, and the Route 95 interchange. Except for concentrations of commercial activity near Apponaug Four Corners, Interstate 95, Bald Hill Road and Quaker Lane, and to a lesser extent New London Avenue, land uses are essentially residential.

Over the years, this arterial from the RT 95 interchange east to 115 has been subject to several zone changes to office. Given this transformation remaining residentially zoned parcels located along the northern border of this section of Centerville Road may be considered for office use. Due to major traffic along this roadway expansion of medical office, uses in this area need careful design to share parking and drive access onto Centerville Road. As a sub category of office, medical office tends to generate additional vehicle trips per day than a typical professional office and as such the latter is preferred as being more compatible. Innovative mixed-use scenarios whereby the site design includes interior roadways, shared parking and limited access onto Centerville Road present practical alternatives.

1. Centerville Road from I-95 to Hardig Road: Office uses can be found north of Route 117 on Centerville Road, with residential neighborhoods behind the corridor lots.

Land use issues:

- Highway exit land uses are inappropriate for the context
- Potential impacts of nonresidential uses on residential character and traffic

2. Centerville Road from Hardig Road to West

Warwick: This segment of Centerville Road to Bald Hill Road is predominantly residential to Scott Elementary School where it transitions to a mix of residential and office/educational uses. Approaching the Bald Hill Road overpass the land use transitions to retail. Further west, the surrounding land uses are commercial to Quaker Lane, followed by a transition to residential uses on the Warwick side of Centerville Road to the West Warwick line.

Land use issues:

- Access management (limit curb cuts)
- Potential impacts on residential areas of additional nonresidential development
- Single lane roads and traffic congestion

E. BALD HILL ROAD AND QUAKER LANE

Once a rural highway connecting Providence and “South County,” Bald Hill Road/Route 2 has evolved into a major regional commercial corridor. In Warwick, the northern part of the corridor, from the Cranston line to the water tanks at Bald Hill contains two regional shopping malls, several shopping plazas and other smaller retail establishments. The second half, from the water tanks south to Division Street has been transformed by the establishment of three major commercial developments. These developments are characterized by “super stores:” large-scale retail operations that specialize in high-volume discount sales and new car dealerships.

1. Bald Hill Road—Cranston line to and including

the water tanks at Bald Hill: This part of Bald Hill Road embraces the largest concentration of large-scale shopping centers in the city and the state. In addition, there are numerous mid size and some smaller commercial developments. With only a few scattered residences and virtually no vacant lots, the area has high traffic counts.



Bald Hill Road from Route 113 to Route 115 is anchored by the Rhode Island Mall and has older retail strips in need of renovation. A series of undersized, disjointed lots and physical constraints associated with slope, high water table, and stony soils present challenges to redevelopment.

Warwick Mall is located in flood hazard areas and suffered significant flooding in 2010.

Land use issues:

- Revitalization, expansion, and continuation of the commercial corridor without adversely affecting traffic and the adjacent residential zoning district.
- Access management and cross-parcel access
- Opportunities for more pedestrian-friendly shopping areas
- Flood hazard

2. Bald Hill Road South of water tanks at Bald

Hill including Quaker Lane to Division Street: The remainder of Bald Hill Road runs from south of Target (on both east and west sides) to the intersection with Quaker Lane just south of the Kent County Courthouse site. Vacant land on this end of Bald Hill Road is rapidly being consumed by large-scale commercial development such as new car dealerships. That this development is a significant traffic generator is evident from the increasing traffic congestion centered on the intersection of Route 2 and Pace Boulevard as well as at the entrance to Target Plaza to the north. Quaker Lane runs from Centerville Road south to Division Street, with the centerline of the road as the boundary with West Warwick. Development consists largely of office, new car dealerships, and heavy commercial activity. Vacant lands exist primarily in the north central section.

Land use issues:

- Access management, design and development standards for high quality commercial development and redevelopment and mixed-use opportunities
- Physical constraints including slope, high water table, stony soils, open space loss

F. JEFFERSON BOULEVARD

The most dominant and visible industrial corridor in Warwick is Jefferson Boulevard and adjacent areas. With municipal sewerage, good access to Interstate 95, and vacant parcels, the area includes many industrial enterprises and a growing number of office uses, and to a lesser extent, wholesale developments. Small residential enclaves include single family homes between Illinois and State Avenues (both the west and especially the east side), several single and two family dwellings on the west side just north of Kilvert Street, and a row of historic duplex style mill houses south of the Elizabeth Mill site up to Airport Access Road (both east and especially west side). This area is adjacent to the intermodal zoning district comprised of City Centre Warwick, the mill house, and Elizabeth Mill, with potential for expansion of the intermodal district. In addition, the Pawtuxet River at the far north and the Three Ponds in the mid southern section are located in this area.

Land use issues:

- Promotion of technology/innovation/light industrial businesses with business park atmosphere/amenities
- Limit other commercial land uses to avoid expansion at the expense of desired technology/light industry uses.
- Historic preservation of the Elizabeth Mill
- Implementation of the master plan for City Centre Warwick (Warwick Station Development District)
- Expansion of City Centre Warwick

G. GREENWICH AVENUE AND LAMBERT LIND HIGHWAY

Lambert Lind Highway begins at the Cranston line and continues south about 300 feet past where the Pawtuxet River crosses under said highway. At this point, the name changes to Greenwich Avenue and runs southerly into Apponaug. This arterial primarily contains highly developed retail and other commercial uses north of Main Avenue. There is also a clustering of



multi family buildings (for the elderly) in this section just south of the Pawtuxet River. The land south of Main Avenue encompasses primarily single family dwellings. Commercial activity is located at both ends of this stretch and several office uses (some of the customary home occupation varieties) are situated between these points. Traffic along this section of Greenwich Avenue is light compared to other major arterials.

Land use issues:

- Potential impacts of nonresidential uses on neighborhoods
- Potential impacts of development on Gorton's Pond, Little Gorton's Pond, and the Pawtuxet River

H. MAIN AVENUE

Main Avenue, also known as State Route 113, is an important east/west arterial for motorists. The section between West Shore Road and the Greenwood Bridge is almost completely non commercial in nature, with single family residences, the airport runway, and the airport runway protection zone, and the next segment, between Greenwood Bridge and Greenwich Avenue, is predominantly single family residential. There are commercial uses at the intersections of Post Road and Greenwich Avenue, and the interior portion along the north side includes several office uses (including some customary home occupations).

Land use issues:

- Preservation of residential uses
- Potential for non-residential uses on limited area of Main Avenue with design compatible with the neighborhood
- Proposed commercial rezoning shall be flexible to allow for unknowns related to final re-configuration of Main Ave for Airport runway expansion.

I. TOLLGATE ROAD

This street can be considered a secondary arterial road. It runs from its intersection with Centerville Road in a northwesterly direction to the West Warwick line and is

increasingly characterized by medical office buildings because of the proximity of Kent County Hospital. However, residential uses persist along with farmland and some vacant parcels. The corridor west of Bald Hill Road is primarily residential with some office and heavy commercial use.

Land use issues:

- Potential medical uses to be designed to avoid adverse effects on traffic or residential areas

J. AIRPORT ROAD

Although a comparatively short stretch of road (about one and one half miles), this corridor is heavily traveled and developed, serving as one of City's important east/west traffic corridors. The eastern edge contains a rather intense mixture of retail, office and residential use. The central portion is dominated by airport property, a farm and industrial plat (north), and the western side near Post Road is entirely non residential.

Land use issues:

- Potential traffic impacts of future development or redevelopment
- Design and development standards to update the function and appearance of the area
- Avoid big box development incompatible with City Centre

K. DIVISION STREET

Division Street, also known as State Route 401, is the boundary between Warwick (north side) and East Greenwich (south side), running from Greenwich Cove at the east west to Quaker Lane. This arterial is a moderately to somewhat heavily traveled and provides direct access to Interstate Route 95 and State Routes 2 and 4. The small section to the east of Post Road is almost entirely non residential, including marina, industrial and heavy commercial uses. Between Post Road and State Route 4, Division Street is low-density residential. Some of the dwellings east of Love Lane and west of Post Road are historically significant. The area between Route 4 and Route 2 (Quaker Lane) consists



mostly of heavy commercial and retail uses. There are a limited number vacant parcels with potential constraints brooks and wetlands in the vicinity.

Land use issues:

- Potential impacts of nonresidential development on residential areas, historic resources, and environmentally sensitive areas
- Impacts of high traffic speeds

L. SANDY LANE

Sandy Lane is a secondary east-west arterial road that intersects West Shore Road in two locations: near Draper Ave at the east and at Wildes Corner at the west. Except for commercial development around the Warwick Avenue and Wildes Corner intersections, Sandy Lane is entirely residential. There are several small sized vacant lots.

Land use issues:

- Preservation of residential character

M. ELMWOOD AVENUE

Approximately a mile in length, Elmwood Avenue (U.S. Route 1) runs from its intersection with Post Road to the Cranston line. At best, the area can be described as a mixture of multiple uses (many incompatible with one another), including auto repair, used car sales and service, industrial and office uses and basically lacking any site design considerations. Like that portion of Warwick Avenue north of Post Road, it is an older section of the city that would greatly benefit from a facelift and major renovations.

Land use issues:

- Design and development standards to upgrade the function and appearance of the street through redevelopment
- Impacts of auto-oriented uses in shallow lots on residential districts

N. EAST AVENUE

East Avenue (State Route 113) proceeds from its intersection with Main Avenue west to the West Warwick line. The section between Main Avenue and Bald Hill Road is dominated by interstate highway property, large scale retail, and school properties. The remaining segment includes mostly high density one, two and multi family residences as well as some businesses (some of which are located in residential structures). Some of the dwellings can be considered historically valuable and are similar to the mill homes identified along Jefferson Boulevard.

Land use issues:

- Design and development standards to upgrade the function and appearance of the street through redevelopment
- Historic preservation where appropriate

O. WEST NATICK ROAD

Because it borders the Pontiac neighborhood and provides access to the Warwick Mall, Lambert Lind Highway, and Route 2, West Natick Road it merits review. Almost entirely commercial, it runs from the intersection of Old Greenwich Avenue west, past Lambert Lind Highway, to the West Warwick line.

Land use issues:

- Design and development standards to upgrade the function and appearance of the street through redevelopment
- Limits on commercial intrusion in residential areas
- Preservation and enhancement of the historic village of Pontiac

P. OAKLAND BEACH AVENUE

The segment of Oakland Beach Avenue north of West Shore Road to Warwick Avenue is a short stretch of road with a mix of vacant lots, heavy commercial uses, and a few residences.



Land use issues:

- Limits on expansion of Warwick Avenue’s intensive commercial uses.
- Design and development standards to upgrade the function and appearance of the street through redevelopment

municipal taxes and expansion of RIAC property has an impact on the City’s budget.



FUTURE LAND USE

3. City-Airport Land Use Issues

The Rhode Island Airport Corporation (RIAC) master plan for T.F. Green Airport has resulted in the airport buying additional lands to accommodate runway expansion and accompanying impacts. The Winslow Athletic Fields have been relocated. In addition to the runway expansion plan, RIAC from time to time has acquired properties that are not adjacent to the airport and which RIAC leases to non-airport businesses. The City is concerned about this expansion of RIAC ownership because it takes taxpaying property off the rolls, since RIAC, as a state entity, does not pay

The Future Land Use Map (Map 12.1) shows the distribution of general land use categories (residential, commercial, industrial, mixed-use, open space, and so on) that will set the framework for achieving the goals of the Comprehensive Plan. It is not a zoning map and should not be treated as a zoning map. The Future Land Use Map for the most part shows general, consolidated land uses. The consolidated land uses on the map take two forms: a) consolidation under one category of land uses with similar impacts, for example, a “Commercial” designation for areas where retail, service and office uses already exist or where they would be appropriate; or b) consolidation under a predominant use—for example, where an area is predominantly residential but also includes schools, churches, and a few scattered retail or office uses.

General Principles to Guide Future Land Use

- Preserve existing predominantly single-family residential neighborhoods.
- Preserve environmentally-sensitive lands and park lands and connect them in a network when possible.
- Preserve public open space access to the waterfront.
- Promote land use configurations that increase connectivity and walkability.
- Promote mixed-use, transit-oriented development at City Centre Warwick (Warwick Station Development District).
- On the model of the Apponaug and Conimicut centers, promote mixed-use development in historic village centers including Pawtuxet, Natick, and in Oakland Beach.
- Create compact, mixed-use neighborhood centers at important commercial intersections, such as Lakewood, Hoxsie, and Wildes Corner that are located east of Route 2, combining walkable residential and retail development, including opportunities for senior housing.
- In general, locate multi-family development in mixed-use centers, on collector or arterial streets, or where there is nearby access to retail, services, and public transportation.
- Maintain residential uses on major streets and discourage expansion of commercial uses on these corridors in order to promote consolidation of commercial uses in neighborhood centers, historic villages, City Centre and Route 2.
- Limit commercial intrusion into residential neighborhoods.
- Preserve land in the Route 2/Bald Hill Road corridor for regional commercial uses while enhancing function and appearance.
- Preserve land between the airport and the river for a technology and light industry innovation district adjacent to the City Centre Warwick that can serve advanced manufacturing, research and development, office and similar uses.



1. General Principles for Land Use

The “General Principles to Guide Future Land Use” provide a set of policy principles to guide decision making about land use changes and associated zoning amendments. These principles are based on community discussions during the planning process, the land use patterns necessary to support other goals (such as transportation, connectivity and environmental goals), and economic development considerations. An additional principle shall include that the City and RIAC shall work cooperatively to address outstanding land use issues by and between both parties.

One of the most important land use issues in Warwick is the condition of the city’s arterial corridors. While a variety of viable neighborhoods of different vintages, housing types, and economic levels remain in Warwick, the majority of the non-residential development along the city’s arterials is out of date, unattractive, functionally obsolete, and environmentally problematic. Ugly, auto-dominated, old-fashioned commercial development surrounded by wide expanses of parking and sometimes with “curb cuts” as wide as the entire lot is too common in Warwick. The land use issues identified in the discussion of Warwick’s arterial corridors highlight over and over the need for a new set of design and development standards to be applied to new and redeveloped non-residential and multi-family development all over the city. In addition, many of these corridors currently have “General Business” zoning that encourage sprawling, low-density commercial development with the accompanying multiplication of curb cuts and traffic congestion. Many of the corridors continue to have residential segments, and preservation of those segments is desirable, in order to promote consolidation of commercial uses in walkable environments or the city’s regional commercial center.

The Principles to Guide Future Land Use focus on preserving single family neighborhoods; environmentally sensitive resources and open space; increasing connectivity and walkability wherever possible; promoting centers of activity appropriate to conditions, whether a

mixed-use transit oriented City Centre, historic villages, or new mixed-used neighborhood centers; and providing districts for economic transformation and growth in a new Innovative District and a 21st century, regional commercial center at Bald Hill. Keeping these principles in mind when making regulatory changes will create a framework for redevelopment and new development that, over time, will transform the tired commercial corridors and attract new development to compact, walkable, mixed-used centers.

Any land use map for the future is inevitably based on the existing uses. Some land uses are less susceptible to change once they have been established. For example, occupied single-family neighborhoods tend to stay in place over long periods, with limited change or encroachment from other uses. Similarly, heavy industry, once located, does not tend to move if it continues in operation because it is difficult to find new locations. In contrast, retail and light industrial land uses are more likely to change, and to change in more rapid cycles. Multi-family development is less susceptible to change than retail uses, but more so than single-family neighborhoods, with condos and other ownership models less likely to change than rental developments, which are particularly susceptible to change if they are small, older, or run down.

In many cases, the land use locations in the Warwick Future Land Use Map reflect existing land uses, but there are some changes. The State of Rhode Island requires that changes in land use category be reflected in changes in zoning. The areas where zoning will need to be changed to reflect the Future Land Use Map are shown in Map 12.2 Future Zoning Change Areas. For example, the Commercial land use category can have zoning districts that feature different types of retail or office uses as the predominant land use and limit other uses.

A new land use category found in this Comprehensive Plan is the Mixed-Use category. The separation of land uses was viewed as desirable for the forty years after World War II as a way to protect neighborhoods from the undesirable impacts of other land uses. However,



since the 1990s, communities have increasingly understood the benefits of walkable, mixed-use centers that in many ways resemble the town, village and neighborhood commercial centers of the nineteenth and early twentieth centuries. Warwick is part of this movement to revive its historic village districts as mixed-used walkable centers and to create new ones.

2. City Approach to Airport Land Uses

The City recognizes the opportunities that T. F. Green Airport brings to Warwick, but also wishes to see the airport contain its operations “inside the fence” and confine non-noise related property acquisition to properties adjacent to properties inside the fence and for uses that are related to airport operations. Similarly, the City believes that both the City and RIAC would benefit from a more systematic approach to communication about RIAC planned acquisitions and the reuse of “outside the fence” airport property. To the extent practicable “outside the fence” airport-owned property that does not have a specific aeronautical, safety, or operational purposes should be rezoned and reused as taxable property by the host community consistent with the City’s Comprehensive Plan and compatible with RIAC’s Noise Land Inventory and Reuse Plan. There are three aspects to this more systematic approach: 1) a simple goal to guide the City in its discussions with RIAC, and 2) an annual meeting to discuss future plans 3.) Development of a land inventory and reuse plan that is acceptable to the City and RIAC.

The City’s goal for airport land use. The City of Warwick would like to agree with RIAC on an “Airport Line” for acquisition of property unrelated to any major change in airport operations, the ongoing noise mitigation program, runway safety and/or runway expansion. The “Airport Line” would confine new acquisition of property by RIAC to properties that are adjacent to existing airport land inside the fence if the said property is to be used for a specific airport operation. RIAC would not cross public streets or “leapfrog” non-airport properties to buy and hold properties for “future” use, or as a real estate holding to gain revenue or to prevent what RIAC considers are competitive land uses.

Annual Airport report and discussion. The City of Warwick would like to establish with RIAC that there will be an annual “Airport Report” in a public meeting of the Warwick Planning Board and or the City Council to provide information to the City on airport operations, issues related to land use, environmental, traffic or other potential impacts on the City, and general plans expected for the next five years. The Planning Board and or the City Council will develop a list of questions it would like RIAC to address at this annual meeting.

State Guide Plan 640: Airport System Plan: It is important to note that the State Guide Plan incorporates goals and Policies for the state airport system. Goal 5 states that RI’s airports will exist compatibly within their communities while providing air services appropriate to their roles. Goal 6 states that all airports will meet federal, state and local environmental regulatory requirements. Sections 4.3-4.7 and 6.5-6.9 of the Plan contains specific benchmarks and criteria for meeting the above goals of operating compatibly with the surrounding community and the ability to meet environmental compliance.

3. Future Land Use Categories

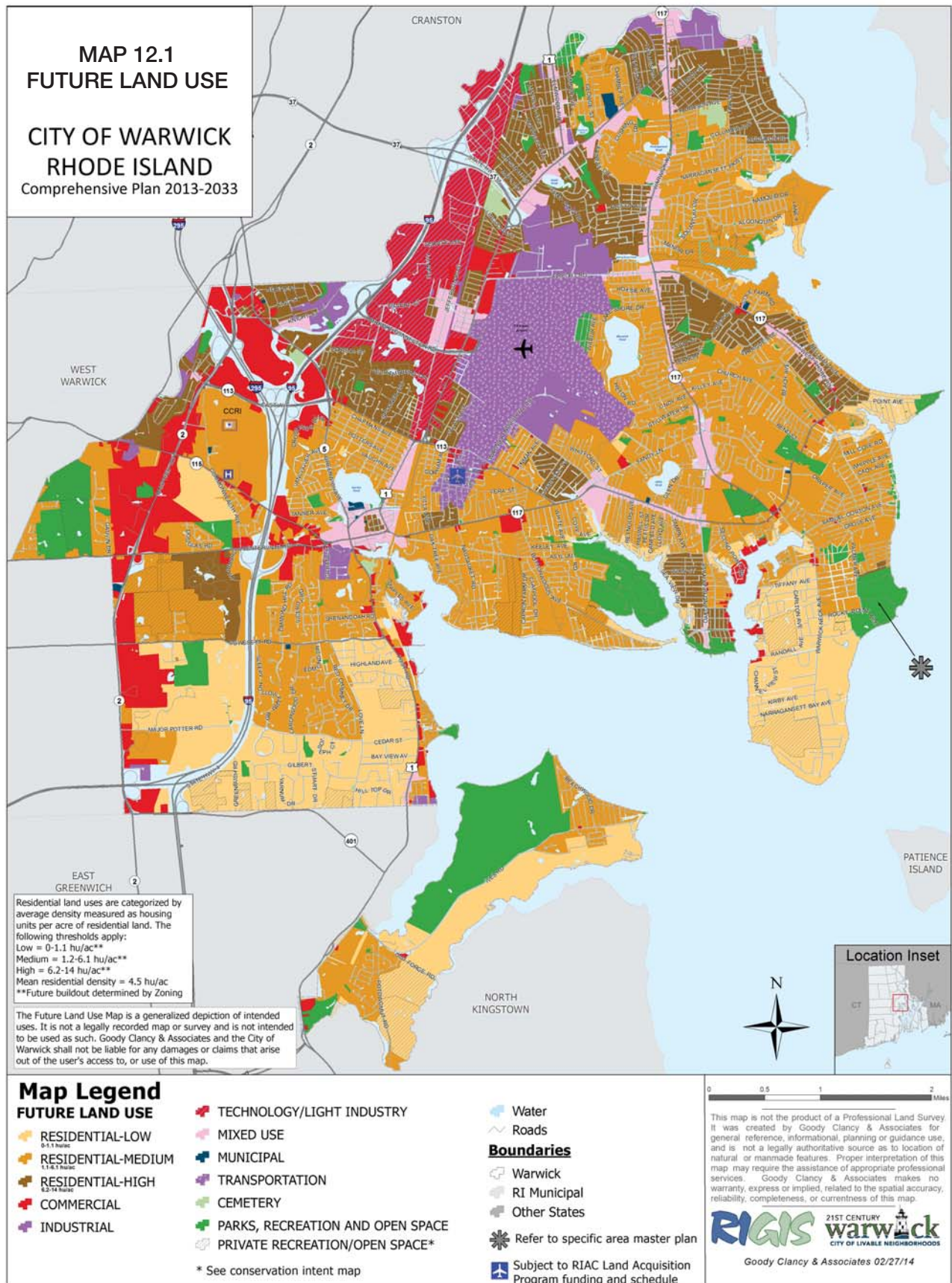
RESIDENTIAL

Low-Density. Residential land uses of 1 to 2 dwelling units per acre are located primarily on Warwick Neck, south of Ives Road and across from Goddard Park in Potowomut; between Division Street, Major Potter Road, and Post Road; and between Cowesett Road, Post Road, Major Potter Road, and Love Lane.

Medium-Density. Residential land uses of 2.1 to 5 dwelling units per acre are found throughout the city.

High-Density. Residential land uses of 5.1 to 14 dwelling units per acre are found in older parts of the city including Apponauag Village, Oakland Beach, Conimicut, Pawtuxet, Spring Green, and Norwood, and where there are multi-family developments.

Changes to Residential land uses. No new exclusively Low-, Medium- or High-Density Residential areas were identified for this plan.





COMMERCIAL

Commercial. The Commercial land use category, which includes office uses, is located along Route 2; in specific lots along Post Road south of Centerville Road; in specific lots along Tollgate and Centerville Roads; and in scattered locations elsewhere in the city.

Changes to Commercial land uses. There is less General Commercial land use on the Future Land Use Map than shown on the Existing Land Use Map, because major corridors and commercial intersections are shown as mixed use areas. Airport acquisitions and the Main Avenue realignment have created future locations for commercial uses east and west of the airport's Runway Protection Zone. Residential uses will not be permitted in those areas.

Considerations for future zoning of commercial land uses. The Commercial land use category can include a variety of commercial land use types, such as regional retail, office, neighborhood commercial, commercial water-dependent uses (such as marinas), and so on. The type of commercial use permitted in areas designated with the Commercial land use category will be controlled by the zoning, not the broader land use category. For example, within the Commercial land use areas designated on the Future Land Use Map, the city may zone certain areas for office uses, limiting or denying other types of commercial land use.

INDUSTRY

Light Industry. The Light Industry land uses are small scale manufacturing, warehousing, and similar uses that have limited impacts on adjacent properties.

Technology/Light Industry. The Technology/Light Industry category is a type of mixed use category intended to include research and development, office, and technology uses in addition to light industrial uses.

Changes to Industrial land uses. The Existing Land Use map shows an undifferentiated industrial category. The Future Land Use Map eliminates heavy industrial uses

and designates a general light industry category and a business/light industry category.

MIXED USE

Mixed Use. The Existing Land Use Map shows mixed use in three locations: Apponaug Village, Conimicut Village, and City Centre Warwick (Warwick Station Development District). The Future Land Use Map expands mixed use in Apponaug and extends the mixed use category to other historic village areas, to neighborhood commercial intersections, and to important commercial corridors east of I-95. In addition, the Mixed Use land use designation is used for the state-owned portion of Rocky Point. At the time of completion of this comprehensive plan, the ultimate mix of open space with other uses on this land was not yet known.

Considerations for zoning of mixed use areas. The mixed use designations on the Future Land Use Map will be expressed according to the goals for the particular type of location in different types of zoning: Village District zoning for historic villages, zoning to promote mixed use neighborhood centers at commercial intersections, and allowance for multi-family development along corridors that currently are predominantly commercial. Zoning for the land use mix at Rocky Point will be put into place as appropriate.

MUNICIPAL

Municipal. These municipal land uses include city facilities and schools.

Changes to Municipal land uses. Where there is a Mixed Use land use category, municipal facilities, like other land uses, are subsumed under the overall Mixed Use category.

INSTITUTIONAL

Institutional. The Institutional land use category primarily includes the lands of the Community College of Rhode Island and Kent County Memorial Hospital.



Changes to Institutional land uses. There are no changes to institutional land uses in the Future Land Use Plan.

TRANSPORTATION

Transportation. The major transportation land use is the airport and the land it recently acquired. Highway rights of way are also designated as transportation land uses.

Changes to Transportation land uses. The airport acquired land as part of its master plan process. As noted earlier, future locations for commercial uses east and west of the airport's Runway Protection Zone are expected to be released after the realignment of Main Avenue is completed.

OPEN SPACE

Open Space land uses. The Open Space land uses indicate public and private land intended for open space, though not all of it is permanently protected.

Changes to Open Space land uses. Changes include the transfer of the Winslow Softball Fields from south of the airport to the Cedar Swamp Road area east of the airport and the expected mix of uses on the state-owned portion of the Rocky Point property.



ZONING

1. Approaches to zoning

Land use zoning first appeared in the United States in 1916. The zoning system that emerged in the early twentieth century is now called conventional or “Euclidean” zoning (after *Euclid v. Ambler*, the 1926 Supreme Court case that validated zoning as a proper exercise of municipal police power). As some of the disadvantages of conventional zoning became evident by the second half of the twentieth century, new zoning approaches emerged, including performance zoning and form-based zoning. Conventional zoning remains the basis of most zoning systems today, but many jurisdictions have added aspects of performance zoning and form-based zoning,

particularly as communities have begun to see zoning as one of the tools of placemaking.

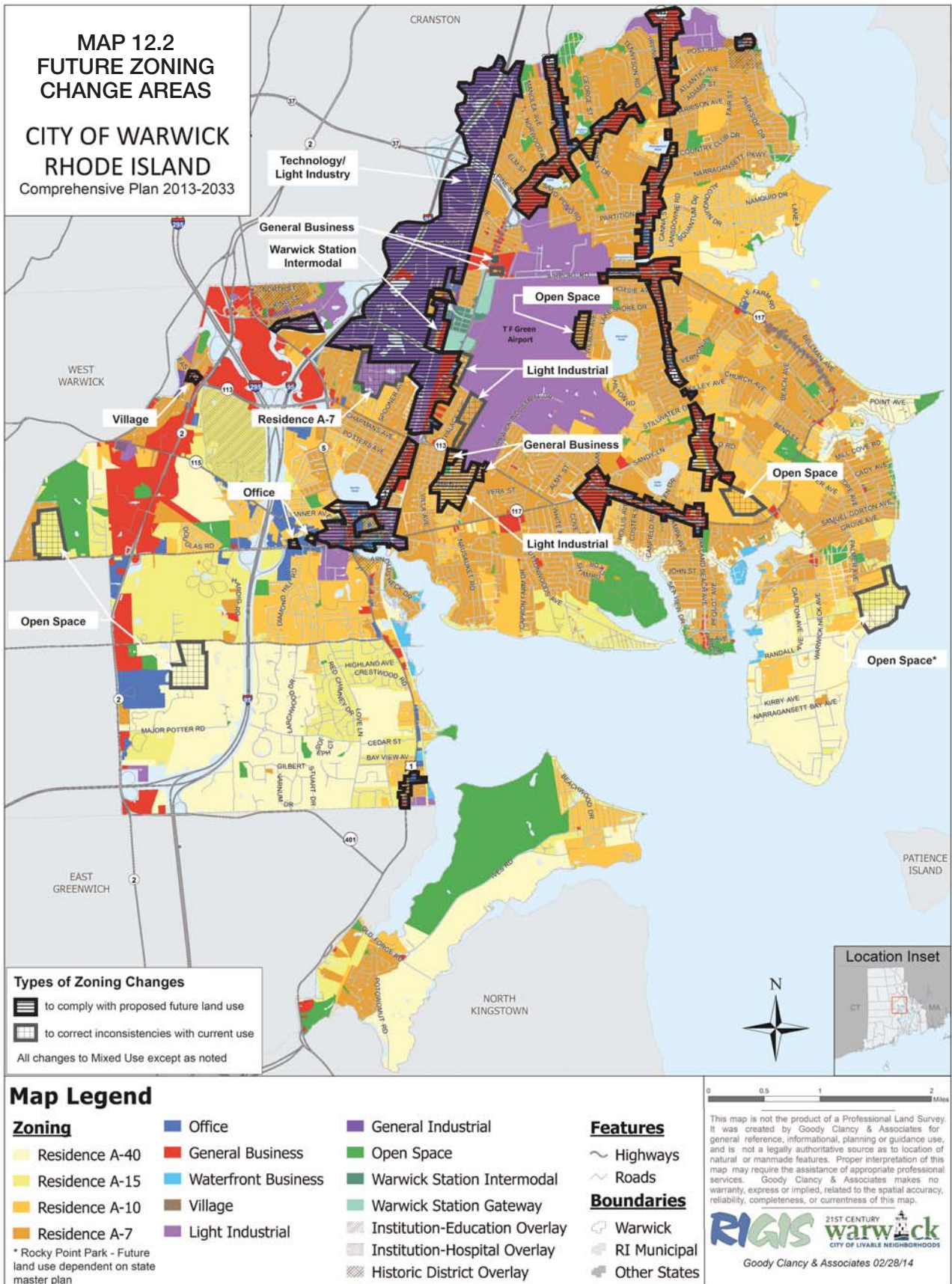
Conventional Zoning. Conventional zoning was originally created to separate industrial and other noxious land uses from residential areas, and particularly to preserve quality of life and property values in single-family neighborhoods. Conventional zoning regulates the uses and dimensions of development, for example:

- Type and mix of land uses
- Size and dimension of lots
- Type, size and height of buildings
- Distance of front, side and rear setbacks
- Width and length of streets and sidewalks
- Amount and size of off-street parking

Conventional zoning separates land uses deemed incompatible and is prescriptive, in that it specifies land uses and required maximum or minimum dimensions, parking, and so forth. This prescriptive character makes it easy to implement both by governments and by property owners, because there are no judgment calls when the zoning says, for example, that a building must be ten feet from the front lot line. However, conventional zoning also focuses on proscription, that is, it focuses on what is not allowed rather than articulating what is actually desired. Conventional zoning provides some certainty about development outcomes and, because it is long-established, it is familiar to everyone, but it is inflexible and inhibits design creativity. It is one, though not the only, source of the “Anywhere, USA” landscape of buildings that lack distinctiveness and sense of place.

The homogenizing and inflexible outcomes of conventional zoning have resulted in an array of strategies to get around that inflexibility. Variances, conditional uses, special exceptions, bonuses and incentives, planned unit developments, and similar devices are intended to allow development to be more closely tailored to particular conditions and desired results.

Performance Zoning. Performance zoning has its origins in industrial performance standards that identify





limits on measurable industrial impacts such as noise, vibration, light, dust, smells, and so on, and that are often incorporated into zoning codes for industrial land uses. This idea was expanded in performance zoning to regulation of the impacts of the built environment. Unlike conventional zoning, which assumes certain uses are incompatible and separates them, pure performance zoning assumes virtually any use can be made compatible if impacts are properly managed. Because it provides flexibility to developers and designers to present their own solutions to mitigate impacts for administrative review, the specific outcomes are not always predictable. Generally speaking, performance zoning requires highly-trained administrators who have the confidence of both residents and developers. Performance zoning emerged in the 1970s and 1980s. Few locales have a pure performance zoning system, but some aspects of performance zoning are incorporated into many communities' zoning codes.

Form-Based Zoning. Form-based zoning focuses more on building form than on land uses. Form-based codes are based on the concept of a transition from low densities and building forms at the periphery to high densities at the center—of a city, a district or a neighborhood. This transition is called “the transect” in form-based zoning. These codes are a reaction to conventional zoning's separation of land uses, which made it impossible to build mixed-use neighborhoods and districts, and its neglect of the public realm, which resulted in visually- and functionally-impoverished environments that are often ugly, and often functional only for one type of user. Form-based codes are very detailed and prescriptive about certain aspects of design and use many visuals to give a positive vision of what is desired, rather than focusing on what should be excluded. They require a design-focused community process in advance of writing the zoning. In existing communities, these kinds of codes have generally been applied in specific districts, such as downtown or in commercial corridors, rather than citywide.

Hybrid Zoning. Conventional, performance, and form-based zoning codes all have advantages and disadvantages. Because of its familiarity and long institutional history, conventional zoning is likely to remain the foundation of most zoning codes. However, performance standards and form-based elements represent effective tools for increasing the flexibility of conventional zoning. For example, conventional zoning is organized in separate-use districts on a citywide basis but is not effective in mediating impacts at the edges of districts—which is precisely the strong point of performance zoning. Form-based codes are organized around the street and the neighborhood and are particularly good at conveying what is desired in terms of the relationship between private buildings and the public street.

2. The Warwick Zoning Ordinance

The current Warwick Zoning Ordinance was adopted in the early 1990s, with changes and additions made in the last two decades. Like all zoning ordinances that are changed over time, it has become more complex with a number of additions designed to overcome the rigidities of the conventional zoning that underlies the ordinance. There are several types of overlay districts, with four overlays operating as “floating zones” that do not appear on the zoning map until a specific project has a site plan approved by the City Council, and four overlay districts protecting historic and environmental resources and flood hazard. Section 500 of the ordinance, “Special Regulations,” is an amalgam of diverse regulations on cluster development, coastal regulations, freshwater wetlands regulations, telecommunications facilities, the City Centre Warwick, landscaping, and additional village district regulations to address design standards. This section is followed by Section 600 for yet more “Supplementary Regulations,” another compendium of regulations, including environmental performance standards for the village district zone. There are no graphics or illustrations in the zoning ordinance to guide project proponents on what is desired. While the zoning ordinance text is available online, there is no zoning map online. The City's official zoning map is a zoning plat book. The GIS zoning map prepared for this plan (which maps



base zoning, not the overlay districts) is the only citywide map showing zoning, but is not the legal zoning map.

Because of the accretion over time of new and changed regulations, older zoning ordinances can become difficult to understand, becoming barriers to the development that the community desires. For that reason, many communities are completely rewriting their zoning ordinances and other development regulations to create a Unified Development Code or ordinance. A Unified Development Code combines in one code all the regulations and administrative procedures affecting land development, including zoning, subdivision regulations, design and development standards, environmental standards, and so on.

Modern development codes are written to be user-friendly. They contain a single, uniform set of definitions and terminology; integrated procedures with step-by-step details on the sequence of development approvals; illustrated design guidelines and standards; a detailed table of contents and index to make it easy to find regulations on different topics; an electronic version online with hyperlinks to code sections and site design standards; page design and layout that are easy to use. Completely rewriting a zoning ordinance and creating a Unified Development Code is a project that takes time and expense. While Warwick may not be ready to launch a zoning rewrite project immediately, new regulations should be written and inserted into the zoning ordinance to be as user-friendly as possible.



URBAN DESIGN

Urban design focuses on the physical character of spaces in three dimensions. It is not, as sometimes thought, simply about visual appearance or style. Urban design affects many aspects of how we experience places, including how the different elements of spaces, such as buildings, sidewalks, roads, parking lots, and parks, relate to one another; how spaces function in facilitating, directing or obstructing people's activities; and how spaces express aesthetic values. Although urban design can be practiced both in publicly-owned and privately-owned places, the focus here will be on the public realm

and on private places that are commonly open to the public, such as retail developments.

Many aspects of Warwick's vision for the future can be informed by enhanced urban design standards: development and redevelopment that reflects sense of place and community; connected networks of open spaces; creation of mixed use and walkable historic villages and neighborhood centers; preservation of historic resources; and a more pedestrian- and bicycle-friendly community. Warwick's historic villages and some of its older neighborhoods exhibit the more human-scaled design of an older era: connected grids of streets with small blocks, sidewalks and tree-lined streets, parks and schools as the center of neighborhoods, shops clustered together and built to the sidewalk, and streets that accommodate cars without being dominated by cars. However, much of the suburban development in Warwick in the 1950s–1980s was laid out in subdivisions as “pods” connected to one arterial road requiring driving for almost all daily needs. During recent decades, newer development has been laid out in bigger blocks, with fewer connecting streets, limited or no facilities for pedestrians, and a general orientation to accommodate vehicles over people.

With the establishment of the City Centre Warwick and the Village District zones, Warwick has begun to include design guidelines in its zoning. The City Centre Warwick Master Plan and the City Centre Warwick Design Manual are included by reference in the zoning ordinance to provide guidance for development in the City Centre Warwick. Basic site design standards are included in Village Districts to ensure a pedestrian-friendly environment.

URBAN DESIGN PRINCIPLES

A few basic, interrelated urban design principles can be applied to public projects and to guide private development projects:

- **Create human-scaled environments.** Places should be designed primarily at a scale that is comfortable for people, rather than at a scale primarily focused on vehicles. This is true even for the Route 2/Bald Hill corridor. Although it may be difficult to imagine Route



2 changing, retail areas redevelop in more rapid cycles than other land uses because retailers need to keep consumers' interest with new formats. As consumers increasingly shop on line, the need to create more functional, attractive and interesting retail environments becomes more important.

- **Design for streets as three-dimensional shared spaces.** Streets are the most important public spaces in any city and are made up of the travel right-of-way (including sidewalks) and the land, landscaping, and buildings that line the travel way. Space for all modes of travel plus street trees and other landscaping make up “complete streets.” Except for limited-access highways, the travel way in city and suburban environments should be shared and accessible to vehicles, bicyclists and pedestrians, as much as is feasible. The vertical elements at the edge of the street—buildings and street trees—should create a sense of enclosure. Researchers have found that the optimum relationship of the vertical (height of buildings) to horizontal (width of street) dimensions in a street corridor should approximate no more than 1:4 (e.g., a street that is 80 feet wide should be lined with buildings at least 20 feet high). Street trees spaced no more than 35 feet can also create this sense of enclosure, even when the height-to-width ratio cannot.
- **Create walkable environments and connections.** Everyone is a pedestrian at some point during every day, at a minimum at the beginning and end of every vehicle trip. Walkable environments—connected, safe, comfortable, appealing—are important in both the public and semipublic realms and have been emphasized throughout this plan. In the public participation process, residents made clear their desire for more walking opportunities. Although many older Warwick neighborhoods have elements that promote walkability, such as small block sizes, their connections to other neighborhoods are limited to a few major roads such as Post Road, West Shore Road, Warwick Avenue, and Cowesett Road. These roads are heavily traveled and have poor and unsafe pedestrian facilities. The village districts and neighborhood mixed use centers recommended in this plan can be made more walkable with visual interest, safe crossings and sidewalks, human-scaled lighting, landscaping, and public art.
- **Plant trees.** Planting trees along streets and roads and in parking lots is one of the easiest ways to enhance the public realm, create comfortable environments, and reduce heat and stormwater impacts. In many Warwick commercial areas, parking lots dominate the streetscape, but very few have trees, and those that do often have trees only along the periphery of the lot. Trees should be chosen for their suitability to the task. For example, street trees along sidewalks should be chosen to have canopies sufficiently high and broad to provide shade to pedestrians. Parking lots should be broken into small parking fields shaded by trees.
- **Bring buildings to the street.** Buildings should be located at the sidewalk, behind a small landscaped or hardscape setback, or, in a few cases along major arterials, behind limited, single-loaded parking. Locate building entries to promote safe pedestrian movement across streets; to relate to crosswalks and pathways that lead to public transportation stops; and to encourage walking, biking and public transit use for employment and other travel around the city.
- **Put parking to the side, to the rear, in structures or underground, with clear signage to direct motorists.** Parking is necessary but should not dominate street frontage. Rear parking should not, however, result in buildings that turn their backs on the street frontage. Parking structures should have active ground-floor uses on the street frontage, if possible, or design elements such as screens and vines to give the ground floor more aesthetic appeal.
- **Use more pedestrian-friendly site design within retail centers.** Designated pedestrian pathways along buildings and through parking lots toward building entrances, pedestrian precincts, and pedestrian connections from sidewalks directly to stores can make retail centers more attractive. In large centers, a common rule of thumb is to create designated pedestrian paths at least every 300 feet to connect with entrances.
- **Create visual interest in buildings by avoiding blank facades.** Articulated and modulated façades, windows and transparency attract interest by providing a sense



of activity within. Screens and vertical plantings, also improve on facades that otherwise offer little interest.

- **Design new development to be integrated into existing street grids.** Conventional zoning that separates land uses depends on “buffers”—landscape setbacks, fences, and other treatments often deployed in a unthinking way to isolate developments from one another. Preserve or create connections by establishing transitions in scale, density, and appearance from surrounding areas, rather than relying on buffers.

H RECOMMENDATIONS

GOAL 1

Warwick has sufficient diversity of land uses to support a strong and stable tax base.

POLICY

- Continue to balance land uses, particularly between regional retail and non-retail commercial uses.

STRATEGIES

A. Establish a new Technology/Light Industry land use category and Innovation District Zoning.

Actions

1. **Create a Technology/Light Industry Innovation District in the zoning ordinance.**
Located between the Pawtuxet River and Jefferson Boulevard, and surrounding the City Centre Warwick, this district will be designed to provide an area in the city for an urban business, technology and light industry park environment, with only accessory retail or services to support the dominant uses. Retail uses that might otherwise find this area attractive will be directed to the Route 2 corridor. Economic sectors appropriate to this zone with opportunities for Warwick include educational services, back office financial services, medical device

and instrument manufacturing, pharmaceutical manufacturing, logistics, advanced manufacturing and assembly.

2. Prepare a district master plan for the Innovation District.

The plan should include recommendations for public improvements to enhance the area and make it more competitive for the market segments identified in the 2013 “Warwick Station Development District Market Segmentation Analysis” study.

3. Create development standards and design guidelines for both public and private investment in the Innovation District.

Public realm standards and guidelines for the Innovation District will provide a framework for public investment in streets, streetscape, and infrastructure and set the bar for private investment through standards and guidelines for sites and buildings. While preserving light industry needs for parking and loading of trucks and other vehicles, the design standards should promote pedestrian- and bike-friendly circulation, buildings oriented to public streets and without extensive blank facades, and landscaping and green infrastructure to manage as much stormwater as possible on site. Where multi-building, campus-like development is desired, consistent site design, consolidated signage and form-based regulations should be included.

B. Establish a Bald Hill Road Enhancement Overlay District.

An overlay district covering the commercial areas adjacent to Route 2/Bald Hill Road should be developed with design guidelines for redevelopment of properties along this corridor.

Actions

1. **Prepare a district master plan for the Route 2/Bald Hill Road corridor that focuses on improving corridor function, attractiveness, and competitiveness to maintain this area as a regional retail center.**
The plan should include attention to access management from Route 2; cross-parcel connections; pedestrian and bicycle connections, conditions,



and facilities both in the public and private realms; control of parking as a dominant visual feature; high performance stormwater management using permeable surfaces and green infrastructure; building orientation and design; landscape design; and energy-efficiency features.

2. Based on the plan, establish design and development standards for the Enhancement Overlay District and adopt the plan and the new overlay district. Standards and guidelines to improve the area's environment at the human scale are needed.

C. Amend commercial zoning to specify office development where it is appropriate.

Actions

1. Establish a Medical Office Zoning District on Toll Gate and Centerville Roads in the vicinity of Kent Hospital where there are existing medical offices. Other uses can be permitted in this district, but the regulations should be written to promote medical office uses, and mitigate their impacts (such as traffic) on the corridor and other land uses.

GOAL 2

Mixed-use centers provide walkable environments and new housing options.

POLICIES

- Support additional Village District zones.
- Encourage neighborhood activity centers at major intersections combining retail, services and multi-family residences in a walkable environment

STRATEGIES

A. Expand the Apponaug Village District and designate additional Village District Zones.

The Village District Zone in Apponaug is currently very small and exists only along Post Road. Expansion of the zone and accompanying design and development standards will, over time, provide an opportunity to improve the gateway to the historic village district. In addition, the inclusion of the Apponaug Mill area and other underutilized lots would provide an opportunity for multi-family housing that could bring more critical mass to Apponaug and provide support for the walkable retail and town center vision that the City has for Apponaug. In addition to Apponaug and Conimicut, Village District Zoning can be appropriate for some of the city's other historic villages. Residents, property owners, and business owners in the historic villages should be consulted about any changes to Village District zoning. By promoting mixed-use multi-story infill development with pedestrian connections, the City can strengthen the village's "main street" character.

Actions

1. Expand the Apponaug Village District zone.
2. Designate additional Village District zones in Pawtuxet and Natick Villages, and at Oakland Beach after consultation with stakeholders.

B. Establish Neighborhood Center Mixed-Use Zones at neighborhood commercial district intersections.

The purpose of these mixed-use zones is to promote redevelopment of the old-fashioned neighborhood shopping centers common in Warwick into residential-commercial mixed-use centers. Medium-density multi-family housing developed above stores or adjacent to retail in a walkable environment could be highly attractive to senior citizens and to young adults if designed correctly.

Actions

1. Study varied mixed-use zoning options and define specific land use composition and performance standards.



Transforming Hoxsie with a neighborhood activity center



WHAT IT WOULD LOOK LIKE

- Establish pedestrian-friendly neighborhood centers by locating buildings close to street intersection.
- Facilitate greater activity on the street in the evening and on weekends by increasing the residential presence in mixed-use buildings.
- Encourage 2- to 3-story, mixed-use building types that are compatible with or make a transition to adjacent building heights.
- Screen large surface parking lots from the street by locating them behind retail/mixed-use buildings. Employ effective signage so shoppers can locate rear parking lots from streets.





Transforming Hoxsie with a neighborhood activity center

APPLYING AN UPDATED APPROACH TO DESIGN OF PARKING AND RETAIL



Surface parking lots converted to landscaped plazas for outdoor dining and nighttime retail uses



Deeper front setback transformed into an active pedestrian zone using existing mature trees and limited landscape improvements



Wide sidewalks with distinct planting and outdoor dining zones



All mixed-use zones will not be identical and the amount of residential and other uses will need to be adjusted to specific conditions.

2. **Designate Neighborhood Center Mixed-Use Zones at shopping center intersections on West Shore Road, Warwick Avenue, and Post Road.**

The neighborhood shopping intersections that could be suitable for redevelopment as mixed-use centers include Lakewood, Hoxsie, and Wildes Corner. Pages 12.26 and 12.27 provide an illustrative example for Hoxsie.

3. **Develop development and design standards for Neighborhood Centers.**
Standards should ensure that the various uses in the Neighborhood Centers are integrated and connected, not simply adjacent. (The garden apartments adjacent to Warwick Mall are not the model to be emulated.) The design should minimize the impacts of parking, provide pedestrian-friendly circulation on and off the site, minimize stormwater runoff, and provide trees and other landscaping.
4. **Amend subdivision development review regulations and the zoning ordinance to reflect different types of mixed use conditions desired.**

GOAL 3

City Centre Warwick (the Warwick Station Development District) is a major center of compact, higher-density transit-oriented development.

POLICY

- Implement the Warwick Station District Master Plan to become a major center of urban activity within Warwick and the region.

STRATEGIES

- A. **Ensure that public improvements and private development in City Centre Warwick will be designed for a live-work-play environment, based on the district master plan.**

Actions

1. Create a design manual for public improvements.
2. Create a design manual for private site and building design.
3. Continue to work within the collaborative that includes RIDOT, FHWA, RICC and the Central RI Chamber of Commerce to coordinate the distribution of resources to grow transit options with appropriate land use that in turn creates economic development.
4. Continue to identify the types of businesses and market segments best suited to the City's economic, land use and urban design goals for City Centre.
5. Continue to inventory and market sites available for development.

GOAL 4

Warwick's neighborhoods are attractive, well maintained and stable.

POLICY

- Protect and support existing residential neighborhoods.

STRATEGIES

- A. **Protect the character and quality of existing residential neighborhoods as houses are modified and redeveloped to mitigate flooding or for other reasons.**



Actions

1. **Create design guidelines to assist property owners and contractors seeking to raise houses above base flood elevation (BFE).**
Building or raising houses so that the first floor is above BFE can sometimes result in houses that seem ungainly and out of scale with surrounding development. Property owners and contractors need assistance in finding the best design solutions for their situation. The City could work with the architecture program at Roger Williams University to develop a studio project to create a brief guidance document.
2. **Discourage the creation and development of undersized non-conforming lots, except as provided for in the Warwick zoning ordinance.**
3. **Prevent commercial intrusion in to residential neighborhoods.**

GOAL 5

Major streets mix clusters of neighborhood-serving retail in neighborhood centers with housing and commercial uses.

POLICY

- Provide regulatory options to balance retail and housing along major corridors.

STRATEGIES

- A. Create a Corridor Mixed-Use zoning district for segments of major streets in order to promote redevelopment of underutilized commercial properties into small- and medium-scaled multi-family housing.**

Actions

1. **Develop a mixed-use zoning district that expands allowed uses in these corridors to include multi-family development.**

Warwick has too much commercial development located on small lots along major corridors east of I-95, as evidenced by properties in need of a face-lift as well as multiple vacancies. Redevelopment of these lots into multi-family housing—if possible through assembly of several adjacent lots—would promote the desired concentration of retail uses in Neighborhood Center Mixed-Use Districts, Village Districts, and the Route 2/Bald Hill Corridor. The diversification of Land Uses within the mixed-use zones shall vary depending on surrounding land uses and/or corridor study.

2. **Include urban design standards for all commercial and multi-family development and redevelopment in these corridor segments.**

The standards should be required for “new development,” “substantial redevelopment” (change to 50% or more of the structure) and “substantial addition” (expansion by 20% or more of gross floor area). The focus should be on promoting connectivity and a pedestrian-friendly environment, for example by:

- Placing parking to the side or rear, except for one single-loaded parking area in front of commercial development
- Orienting building entrances to the street
- Prohibiting blank walls at the street
- Providing windows and transparency in commercial buildings
- Minimizing stormwater runoff through green infrastructure and landscape treatments

In addition, a reduction in the number of curb cuts should be encouraged, in order to promote better access management and traffic patterns.

3. **Make the zoning changes on the following road segments, up to where proposed Mixed-Use Neighborhood Center zoning begins:**

- Post Road from Warwick Avenue to Route 37
- Post Road from Main Avenue to the proposed expanded Apponaug Village District
- Elmwood Avenue from Post Road to the Cranston border



- Warwick Avenue from West Shore Road to the Cranston border
- West Shore Road from Sandy Lane to Warwick Avenue

GOAL 6

Public and private development meets high standards of urban design.

POLICY

- Establish design standards for municipal and private development.
- Promote infill and redevelopment of outmoded/blighted commercial or industrial properties.
- Ensure that proposed new residential, business and industrial uses are compatible with the character and surrounding area.

STRATEGIES

- A. Incorporate basic urban design and performance standards in zoning, and use form-based zoning where appropriate, so that new by-right development and redevelopment meets city goals.**

Actions

1. Develop suitable design and performance standards for different kinds of development, not otherwise subject to design and performance standards, and incorporate them, with graphics, in the zoning ordinance.

Although this plan recommends that design standards be enhanced or developed for specific districts such as the Route 2/Bald Hill Road Corridor, the Innovation District, City Centre Warwick, Mixed Use Neighborhood Centers, and Village Districts, other areas where commercial and multi-family development is allowed also can benefit from enhanced requirements for design and performance.

2. Consider using form-based zoning in mixed-use districts, and amend the zoning ordinance to include form-based zoning principles such as building placement and size to ensure compatibility with the surrounding community and natural environment.

Form-based zoning can be very successful in mixed-use districts where the use is less important than creating a safe, functional and attractive environment for a living, working, and playing. Form-based zoning requires a plan and substantial public participation and education to be successful.

For example, a zoning overlay for business park districts can establish visual continuity with unified landscaping and infrastructure improvements designed to create a gateway to a business park, attracting new business development.

3. With guidance from the future land use map, maintain appropriate transitional uses and buffering between commercial and residential districts.
4. Discourage zoning variance requests and strengthen regulations to protect wetlands and water quality.

GOAL 7

Warwick's environmental and open space networks are respected by new development.

POLICY

- Support development options that enhance networks of open space and environmentally sensitive land.
- Encourage new business and industries to locate in areas where adequate public facilities already exist.

STRATEGY

- A. Promote preservation of open space in networks by incentivizing the use of conservation subdivisions in development of any remaining large parcels.**

Most of the large land parcels remaining in Warwick, including private clubs and golf courses, are not expected to be developed. However, this land is not



protected and may become available for development through unforeseeable circumstances. Warwick should put appropriate zoning in place.

Actions

1. Develop a conservation-subdivision zoning option for large parcels with a small density bonus as an incentive to encourage their use.

Warwick's zoning ordinance contains regulations for single-family cluster development. Conservation subdivision zoning is a particular type of cluster zoning that employs a four-step process that begins with evaluating the open space and conservation values of the development site in order to preserve the best areas as open space. If any of Warwick's remaining large parcels were subject to development, the developer could choose to develop as a conservation subdivision rather than a conventional one-acre subdivision. The conservation subdivision language should also include elements to encourage connecting to existing protected open space, and to minimize impervious surfaces through the use of narrow streets and natural drainage. In addition to a small density bonus, the developer would have the advantage of spending less money for infrastructure.

-
- B Develop new robust design and performance standards for development within environmentally sensitive areas of the city and for structures seeking deviation from dimensional standards before the zoning board of review.**
-

Actions

1. Require incorporation of low-impact design and green infrastructure in environmentally sensitive areas affected by development seeking exceptions to dimensional standards.

GOAL 8

Warwick has a systematic approach to airport land use issues

POLICY

- Support development of land use agreements with RIAC.

STRATEGY

-
- A. Work with RIAC to create agreements on property acquisition and enhanced communication.**
-

Actions

1. Identify and agree on an "Airport Line" to limit RIAC acquisition of property and land use.
The City wishes to see the airport contain its operations "inside the fence" and confine non-noise related property acquisition to properties adjacent to properties inside the fence and for uses that are related to airport operations. The City would like to agree with RIAC on an "Airport Line" for acquisition of property unrelated to any major change in airport operations, the ongoing noise mitigation program, runway safety and/or runway expansion. The "Airport Line" would confine new acquisition of property by RIAC to properties that are adjacent to existing airport land inside the fence if the said property is to be used for a specific airport operation. RIAC would not cross public streets or "leapfrog" non-airport properties to buy and hold properties for "future" use, or as a real estate holding to gain revenue or to prevent what RIAC considered are competitive land uses.
2. Develop and agree on a land inventory and reuse plan.
To the extent practicable "outside the fence" airport-owned property that does have a specific aeronautical, safety or operational purpose should be rezoned and reused as taxable property by the City of Warwick consistent with the City's Comprehensive Plan and compatible with FAA land use principles.



Continue to participate in future FAA required Noise Land Inventory and Reuse Plan updates.

3. Schedule an Annual Airport Report and discussion with the City.

The City of Warwick would like to establish with RIAC that there will be an annual “Airport Report” in a public meeting of the Warwick Planning Board and/or the City Council to provide information to the City on airport operations, issues related to land use, environmental, traffic or other potential impacts on the city, and general plans expected for the next five years. The Planning Board and or the City Council will develop a list of questions they would like RIAC to address at this annual meeting.

Similarly, the City believes that both the City and RIAC would benefit from a more systematic approach to communication about RIAC planned acquisitions and the reuse of “outside the fence” airport property.

4. Work with RIAC to identify and address Airport Hazard Areas(AHA) that are consistent with PVD approach plans and RIGL Title 1, Chapter 3, Airport Zoning.

Airport Hazard areas are intended to limit obstructions that may impair the safe use of navigable airspace in the vicinity of airport runways. Airport zones would specify permitted land uses and regulate and restrict the height to which structures and trees may be allowed to grow. Any requested AHA rezoning must consider the adverse impact that glide slope height restrictions may have on the use and enjoyment of privately held properties.

5. Work with RIAC to help RIAC seek zoning amendments to bring Airport Property into conformance with local zoning.

The airport (T.F. Green Airport) is located within a light industrial district, which falls under the nonconformance provisions of the RIGL TITLE 45 Towns, and cities, CHAPTER 45-24 Zoning Ordinances SECTION (51) as well as the City’s Zoning Ordinance Section 404 entitled “Land Nonconforming by Use”. Proposed commercial rezoning of properties abutting the reconfigured Main Avenue , as depicted on the Future Land Use Map and re-zoning map, shall be flexible to accommodate final reconfiguration and build out as approved by RIAC, scheduled to be 2015-2016.

Over the years, the expansion of the nonconforming airport land use has posed user conflict with neighboring residential properties that predated airport expansion and as such, the light industrial zone remains the preferred

zone should the airport cease its operations in the City. Furthermore, the growth of airport as well as its noise compatibility program has left many RIAC controlled properties located “outside the airport fence” with land uses that are incompatible with the underlying zoning district most often commercial land use on residentially zoned property.

Therefore, history has shown the airport land use maintains a dynamic boundary that can be more effectively addressed with the use of an overlay district as opposed to amending the future land use map. To this end, precedent to establishing an overlay for the airport “proper” (inside the fence operations) it’s essential that RIAC first obtain zone changes to accomplish Comprehensive Plan compatibility for all RIAC properties located “outside the airport fence” that do not have an immediate (that being 3 years) operational or safety need.



Stewardship and Implementation

FROM A WARWICK RESIDENT

“If we invest in our city, the city will give back”



GOALS AND POLICIES

GOALS

Regular review of implementation progress is part of the City's annual calendar.

The comprehensive plan appropriately assimilates other local planning initiatives and master plans.

Update the City zoning ordinance to be compatible with the Comprehensive Plan.

Provide modern technology to enhance the effectiveness of the Planning Department.

Update the Comprehensive Plan regularly to comply with state law.

POLICIES FOR DECISION MAKERS

- Establish public review of progress in implementing the Comprehensive Plan.
- Use the plan in preparing and approving other planning and implementation activities by City departments decision making bodies and agencies.
- Support zoning changes that promote implementation of the Plan.
- Support provision of GIS and other tools to the Planning Department.
- Support a public process to update the plan

B FINDINGS AND CHALLENGES

findings

It took a long time to update the last comprehensive plan.

The public is not aware of accomplishments from the last comprehensive plan.

challenges

Providing for timely funding of comprehensive plan updates.

Incorporating consultation of master plan policies in day to day decision making.

Establishing regular events to monitor and support actions to implement the master plan.



WHAT THE COMMUNITY SAID

- Many participants in the public process said that the Comprehensive Plan should be an implementation guide for future public activities and investment in Warwick.



CURRENT CONDITIONS

1. The purpose of a plan is to organize for action

The Warwick Comprehensive Plan expresses Warwick residents' twenty-year vision for quality of life and prosperity, a vision that emerged from an unprecedented community participation process encompassing many meetings across the city and a survey with nearly 700 respondents. Following State of Rhode Island requirements, the plan has a twenty-year vision but the strategies and recommendations are primarily focused on the next ten years. This chapter of the Comprehensive Plan discusses overall stewardship of the Plan to keep it useful and current and the specific activities that are needed to implement the Plan. It includes methods to incorporate the Plan into day-to-day decision making and to assess progress and make needed revisions so that the plan remains relevant. The last section of this chapter is a matrix of action plans corresponding to each of the Plan elements. Although there is more focus on actions that the City of Warwick government can take to implement the Plan, many actions may also need the participation of state, federal, private sector, and non-profit partners.

2. The Comprehensive Plan and the State Guide Plan

This Comprehensive Plan meets the requirements of Rhode Island General Law Chapter 45-22.2, the Rhode Island Comprehensive Planning and Land Use Act, as amended.

As the Warwick Comprehensive Plan is being completed, the State is launching a new statewide planning process funded by a federal Sustainable Communities grant. Called "RhodeMap RI," this Project will advance the vision embodied in the existing statewide land use, transportation and water plans by developing new state economic development, housing, and growth centers plans. Key components of the initiative include (but are not limited to) establishing criteria for designating growth centers throughout the state; advancing fair housing strategies; identifying future development and redevelopment opportunities; and developing performance measures for future implementation.

The recommendations of this Comprehensive Plan are also aligned with the priorities of the federal government, particularly the six "Livability Principles" jointly adopted by the U.S. Departments of Transportation and of Housing and Urban Development, and the Environmental Protection Agency:

- Provide more transportation choices.
- Promote equitable, affordable housing.
- Enhance economic competitiveness.
- Support existing communities.
- Coordinate and leverage federal policies and investment.
- Value communities and neighborhoods.

This alignment enhances funding potential for implementation of the Comprehensive Plan. Moreover, the Plan's extensive community participation process brings legitimacy to the consensus on goals and policies. Representatives of diverse interests, from elected officials to



business owners to residents, aligned around the same message can have a powerful effect in bringing local concerns into decisions by the state and federal governments. Effective monitoring and implementation of the Plan will also help Warwick attract public and private investment and financing to achieve the vision and goals of the Comprehensive Plan.

STEWARDSHIP OF THE PLAN

Successful implementation of the Warwick Comprehensive Plan will require communication, collaboration and coordinated activity from many government departments, from elected leaders, and from partners in the private and nonprofit sectors. It is important to create systems and procedures to make sure that the plan is used to guide decision-making, that it is evaluated regularly to see if strategies are working and if it continues to reflect community goals. The Planning Board and the Planning Department are the stewards of the Comprehensive Plan, but, the more that the Plan is understood and used by other city departments and by the City's partners, the more successful it will be.

RECOMMENDATIONS

GOAL 1

Regular review of comprehensive plan implementation progress is a regular part of the City's calendar.

POLICY

- Establish public review of progress in implementing the Comprehensive Plan on a regular schedule.

STRATEGY

- A. Make regular review of the Comprehensive Plan a public process.**

Actions

- 1. Establish an annual public hearing before the Planning Board to review implementation progress on the Comprehensive Plan.**

Planning staff should prepare an annual public review of implementation progress, ideally on a schedule that allows the review document and the public hearing to inform budget decisions. The public hearing should review how the plan is being used, the way the Vision and Goals have shaped decision-making, successes and obstacles to implementation, and new circumstances that may affect the plan's goals. This annual process will keep the plan current as officials and the public are reminded of its contents and discuss any needed changes.

- 2. Schedule a public process every five years to confirm or revise the Vision and Goals and review progress on implementation before filing the five-year informational report with the State Office of Planning.**

A Comprehensive Plan must reflect the needs and aspirations of community residents. It must be a flexible document that can change according to circumstances. One or two public meetings in conjunction with public surveys and/or web-based opportunities for public input should be held every five years to review the Vision and Goals of the Plan. The process should include a summary of progress made on implementing the plan and any unforeseen circumstances—both opportunities and obstacles—that affect implementation. After a review of the Vision and Goals of the plan, the public should then be asked to confirm, revise, remove or add to these aspects of the plan.

State law requires that the City file an informational report on the status of the comprehensive plan implementation program with the Office of State Planning “not more than five years from the date of municipal approval.” The public process to review the Vision and Goals should ideally take place in advance of submission of this informational report.



GOAL 2

The Comprehensive Plan is incorporated in decision-making at multiple levels.

POLICY

- Use the plan in preparing and approving other planning and implementation activities by city agencies.

STRATEGY

A. Use the Plan annually in preparing and approving departmental work plans, operational budgets and capital improvement plans.

A number of cities use their Comprehensive Plans in an annual process to develop departmental budgets and work plans and capital budgets. Among other things, this helps to ensure a certain level of understanding throughout City departments of what is in the Comprehensive Plan and how it is being implemented. A statement of how the budget or work plan reflects the priorities of the Comprehensive Plan should be required.

Actions

1. **Develop a user-friendly system or checklist for City departments and agencies to use to compare proposals with the goals of the Comprehensive Plan.**

A user-friendly system that helps departments and agencies easily review consistency with the Comprehensive Plan will make the Plan an integral part of their day to day work.

2. **Use the Plan in preparing and approving One-Year and Five-Year HUD Consolidated Plan documents, redevelopment grant proposals, and similar documents.**

The required plans for HUD formula grants should also be consistent with the Comprehensive Plan and a statement on how the Consolidated Plan documents reflect the Comprehensive Plan should be required.

3. **Identify Comprehensive Plan-related actions on agendas of the City Council and the Planning Board.**

Sometimes citizens are unaware of implementation actions and believe that a plan is “gathering dust on the shelf” when in fact it is being implemented. An icon, color code or identifying note in agendas of decision-making bodies is a systematic way to show how the City is implementing the Comprehensive Plan.

4. **Publicize actions and activities that implement the Comprehensive Plan.**

Actions by the City and by others that implement the Comprehensive Plan should be publicized as such, giving credibility to the planning process. Publicizing the connection between the recommendations of the Comprehensive Plan and implementation actions will require information sharing and communication.

GOAL 3

Update the City zoning ordinance to be compatible with the Comprehensive Plan.

POLICIES

- Support zoning changes that promote implementation of the Plan.

STRATEGY

A. Prepare a program and schedule for rezoning to make the ordinance compatible with the Comprehensive Plan.

Actions

1. **Identify and prioritize zoning changes that change designations based on existing zoning categories or land uses.**

Some zoning changes should be relatively simple to accomplish. For example, certain zoning changes proposed in the Comprehensive Plan are designed to make zoning consistent with existing land uses,



for example, residential uses that now occupy locations that are zoned for industry. Zoning changes that do not require substantive change in the zoning description are also more likely to be relatively easy to accomplish, for example extending Village District zoning to the city's other village environments.

2. **Develop new zoning language and a schedule for pursuing additional zoning changes.**

GOAL 4

Provide modern technology to enhance the effectiveness of the Planning Department.

POLICY

- Support provision of GIS and other tools to the Planning Department.

STRATEGY

A. Establish a Geographic Information System (GIS) for city government.

A GIS manages and allows for digital analysis of information displayed as maps. It can be established incrementally to serve all of city government. It is an invaluable tool of modern planning and municipal government from the planning department to the assessor's office, public works, law enforcement, 911, elections, and many other departments. The return on investment in GIS includes better decision making and accuracy, increased productivity, time savings, cost avoidance and increased revenue. A GIS system includes software, data, and staff. GIS is increasingly web-based, so that citizens can easily access information. For this Comprehensive Plan, the consultant team created GIS files and numerous GIS maps and will make the data layers and map projects available to the Planning Department. The State's recently amended comprehensive plan requirements include a much greater number and array of maps with the expectation that communities of the complexity of Warwick will have GIS mapping systems.

Actions

1. **Establish a GIS program, starting with the data and maps created for the Comprehensive Plan.**

The program will need to include training for at least one existing employee or hiring of a GIS specialist. Expansion of GIS data and capabilities can take place incrementally.

GOAL 5

Update the Comprehensive Plan regularly to comply with state law.

POLICY

- Support a public process to update the Plan.

STRATEGY

A. Develop a schedule and process to update the Comprehensive Plan every ten years.

Although the State requires that municipal Comprehensive Plans have a twenty-year time horizon, it also requires that the plans be updated every ten years.

Actions

1. **Update the Plan every ten years through a substantial public process.**

With annual implementation progress public hearing and a five-year review of the Vision and Goals, the City will be ready to update the plan at the ten-year mark. The update should include a public participation process encompassing public meetings in wards, districts, or neighborhoods and on topical issues, citywide public meetings, and, just as important, opportunities for participation online through surveys or other tools.



IMPLEMENTATION MATRIX

The following implementation matrices for Chapters 4–13 provide guidance about how to put the plan to work and begin transforming ideas into action. The plan has a long-term horizon, looking ahead to 2033, but the implementation plan focuses on short-term (first five years) and medium-term (second five years) actions that are necessary prerequisites to long-term results. Each action plan includes goals, strategies (“what”), actions (“how”), responsible parties (“who”), a target timeline (“when”) and potential resources.

Actions marked with an asterisk (*) are high priority five-year action items.

ORGANIZATION	ACRONYM
Apponaug Area Improvement Association	AAIA
Buckeye Brook Association	BBC
Central RI Chamber of Commerce	CRICC
Conimicut Village Association	CVA
Grow Smart RI	GSRI
Kent County Water Authority	KCWA
Mill Cove Conservancy	MCC
Natick Village Association	NVA
Oakland Beach Association	OBA
Pawtuxet River Authority	PRA
Pawtuxet Village Association	PWVA
Pontiac Village Association	PVA
RI Airport Corporation	RIAC
RI Coastal Resources Management Council	CRMC
RI Department of Transportation	DOT
RI Dept of Environmental Management	DEM
RI Economic Development Corporation	RIEDC
RI General Assembly	GA
RI Historical Preservation and Heritage Commission	RIHPHC
RI Housing	RIH
RI Shellfishermen’s Association	RIS
RI Statewide Planning Program	SPP
Warwick City Council	WCC
Warwick Community Development	CDBG
Warwick Conservation Commission	WCC
Warwick Engineering Dept	ENG
Warwick Fire	WFD
Warwick Harbor Management Commission	HMC
Warwick Historic District Commission	HDC
Warwick Housing Authority	WHA
Warwick Human Services	WHS
Warwick Mayor’s Office	Mayor
Warwick Parks & Recreation	DPR
Warwick Planning/Planning Board	Plan
Warwick Police	WPD
Warwick Public Works	DPW
Warwick School Department	WSD
Warwick Sewer Authority	WSA
Warwick Tourism/Economic Development	TED
Warwick Water Department	WW



Chapter 4—Natural Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Warwick's natural resource systems, sensitive water resources and natural habitat are preserved and protected for future generations.	A. Develop an integrated Green Systems Master Plan that includes natural resources.	1. Develop the natural resources section for a Warwick Green Systems Plan.	Planning Department with consultant	Medium term	Seek grant funding
		2. Empower the Warwick Land Trust to raise revenue and apply for grant funding in order to finance natural resource protection initiatives.	City Council	Medium term	Staff time; grant funding; city budget
	B. Protect, preserve and enhance natural resource areas adjacent to developed or potentially developed areas.	1. Preserve open space through the promotion of conservation subdivisions on larger development sites, open space acquisition, and sensitive siting of competing land uses.	Planning; City Council; Planning Board	Ongoing	Staff time
		2. Identify and prioritize specific parcels of land for acquisition, development rights, foreclosing right of redemption (tax sale properties), conservation easements for farmland preservation, and open space purposes that have the greatest potential for preserving Warwick's natural resources.	Planning; City Council; Land Trust; Conservation Commission; RIDEM	Short term	Staff time; grant funding; city budget
		3. Ensure that all critical natural resource areas with the City are zoned appropriately.	Planning	Short term	Staff time
		4. Amend the zoning ordinance to include stringent performance standards for development within critical natural resource areas.	Planning; Planning Board; City Council	Short term	Staff time
		5. Continue to prioritize acquisition in areas with the most potential for preserving the city's natural resources.	Planning	Ongoing	Staff time
		HIGH PRIORITY 6. Enforce the 2012 MOU by and between the City of Warwick and Rhode Island Airport Corporation entitled "water quality" which requires the construction of a glycol collection and treatment facility by December 31, 2015 as well as establishing a water quality liaison, increased water quality testing and training through the University of Rhode Island Watershed Watch. (see 2012 MOU).	Planning; City Council	Ongoing	Staff time; RIAC; GA (legislature); statewide planning



Chapter 4—Natural Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
	C. Protect freshwater bodies, coastal waters, areas with soil limitations, unique natural features, fish and wildlife habitat, and threatened and endangered species habitat through land use planning and regulatory management programs.	1. Develop a City-wide stormwater management plan and implement Best Management Practices to reduce storm water discharge volume and nitrogen and bacteria concentrations.	DPW	Medium term	Seek grant funding and general fund
		2. Adopt Low Impact Development Standards for new development, substantial renovations, and undersized properties seeking dimensional variances.	Planning; Planning Board; City Council	Medium term	Staff time
		3. Preserve remaining coastal and riparian vegetated buffers, establish them on public lands, and promote the establishment of new vegetated buffers at water edges on private lands.	General Assembly; RIDEM; CRMC; City Council; Planning	Medium term	Grant funding; General Assembly; RIDEM; CRMC; City funding
		4. Seek funding for BMPs and Stormwater Attenuation and Source Reduction Strategies for priority sub-watersheds.	Planning; DPW; RIDEM; CRMC	Medium term	Staff time; grant funding
		5. Increase public awareness of water quality problems, sources and solutions.	Planning; RIDEM; CRMC; other non-profits	Ongoing	Staff time; grant funds; non-profits donations; city funds
		HIGH PRIORITY 6. Manage wastewater systems to improve water quality.	Sewer Authority	Ongoing	Sewer Authority funding
		7. Acquire land and conservation easements to preserve critical wildlife habitat and protect water quality.	Planning; Land Trust; Conservation Commission; City Council	Short term and ongoing	Seek agreements; grants if needed
		8. Continue to support volunteer water quality monitoring programs.	City; Pawtuxet River Watershed Council; BBC; Watershed Watch	Ongoing	Volunteer
		9. Restore and preserve fish and wildlife habitat, especially in Buckeye Brook, Warwick Pond, and the Mill Cove ecosystem that supports anadromous fish runs of river herring (alewife).	City; Watershed Council; State; BBC; Watershed Watch; RIDEM	Medium term	Seek grants
	D. Support the programs of the Pawtuxet River Authority and Watershed Council that mitigate flood damage to low lying areas of the City.	1. Support the programs of the Pawtuxet River Authority and Watershed Council that promote increased access to the River for Warwick's residents.	City	Ongoing	Staff time; grant funding
		2. Collaborate to enhance or restore wetlands to mitigate flood impacts.	Planning; Environmental organizations listed in Chapter 4	Medium term	Staff time



Chapter 4—Natural Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		3. Carefully review proposed developments within the Pawtuxet River flood zone to mitigate or eliminate potential additional future flood damage.	Planning; City Council; ZBR; Planning Board; RIDEM; consultant	Ongoing	Staff time; grants
		4. Continue to work with FEMA as necessary on flood mitigation.	City; Building; DPW; CRMC	Ongoing	Staff time; FEMA
	E. Continue programs to implement the Greenwich Bay SAMP and all city TMDLs to improve the health of the bay.	1. Identify and protect remaining wetlands, open space and shoreline areas within the Greenwich Bay watershed.	Planning; City Council; RIDEM; CRMC	Short term	Staff time; grants
		2. Protect, maintain, and where feasible, restore ecological systems, including submerged lands and shore habitat.	Planning; CRMC; RIDEM; City Council	Long term	State and other partners; grants
		3. Support the environmentally-sensitive, water-dependent economic development on the Bay and its shoreline to maintain the area's unique sense of place.	Planning; CRCC; Tourism	Short term	Staff time
		4. Integrate the CRMC Coastal Buffer Zone management guidance into land development and zoning regulations.	Planning; City Council; CRMC; City Council Zoning Board	Long term	Staff time
	F. Develop protection and management recommendations for sensitive and critical habitat identified by the Rhode Island Natural Heritage Program.	1. Coordinate with the Rhode Island Natural Heritage Program on a regular basis to determine sensitive habitat locations.	Planning	Ongoing	Staff time
		2. Consult with the Rhode Island Natural Heritage Program staff for information on identified sites which may potentially be impacted by a development proposal.	Planning	Ongoing	Staff time
		3. Identify and prioritize acquisition of significant wildlife habitat sites.	Planning; Consultant; RIDEM; CRMC; Land Trust; Conservation Commission	Medium term	Staff time; grant funding
		4. Develop and enforce cluster development regulations that will preserve known and potential wildlife habitats.	Planning; Consultant; City Council; Planning Board	Medium term	Staff time; grant
	G. Protect groundwater resources	1. Support programs that protect the Hunt-Annaquatucket-Pettaquamscutt Sole Source Aquifer.	City; NK; KCWA; Consultant; City Council; Planning Board	Long term	Staff time; grant



Chapter 4—Natural Resources

High Priority **Short-term actions** (2013–2018) **Medium-term actions** (2019–2023) **Long-term actions** (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		2. Encourage the use of advanced treatment and denitrification on-site wastewater systems in the Hunt-Annaquatucket-Pettaquamscutt watershed.	City; GA; RIDEM; CRMC	Ongoing	Staff time; grant funding; public outreach
2. Warwick's urban forest is healthy and provides maximum environmental and economic benefits.	A. Continue policies and programs that protect, enhance, and increase the city's tree canopy.	1. Continue to support and expand the City's tree nursery at Barton Farm and tree planting programs; Create a master plan for Barton Farm	City; DPW; non-profits; private partners/vendors	Medium term	General fund; grant
		2. Promote tree protection and tree planting through review of proposed new development and redevelopment, including in parking lots.	Planning; Zoning Board; City Council	Short term	Staff time
		3. Distribute information to residents on the benefits of trees and tree planting, with suggested species suitable for different types of properties.	Planning with RI Urban and Community Forest Program	Short term	Staff time; grant funding



Chapter 5—Parks and Open Space Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. A preserved and enhanced parks and open space system.	A. Develop a Parks, Open Space, Waterfront, and Recreation section of a Green Systems Master Plan that provides a roadmap for current and future needs at both the neighborhood and city-wide levels.	1. Inventory and evaluate the condition of all parks, open spaces and recreation facilities available for public use, including those not owned by the city.	Parks & Recreation, with consultant	Medium term	Seek grant funding
		2. Use the planning process to develop a schedule of regular meetings for all park and recreation managers in the city so they can easily collaborate.	Parks & Recreation	Medium term	Staff time
		3. Survey park users to determine changing needs and interests, including post-program surveys to gauge satisfaction with programs and events.	Parks & Recreation; consultant	Medium term	Staff and consultant; grants
		4. Identify measures to use existing facilities more efficiently.			
		5. Identify the potential for revenue-producing activities that could help fund higher levels of maintenance, enhanced facilities, more events, and other benefits.	Parks & Recreation; consultant	Medium term	Staff and consultant; grant funding; general funding
		6. Identify how the parks and recreation system can be effectively integrated with an overall green system of environmental health and sustainability.	Planning, Parks & Recreation, consultant	Medium term	Staff and consultant; grant; general fund
	B. Work towards a goal of a park within walking distance of every resident of Warwick.	1. Work with residents to identify the appropriate time and geographic measure for walking distance from home to a park.	Planning; consultant	Medium term	Staff time; grant
		2. Identify both existing municipally owned and privately owned parcels for conversion to parks or permanently protected open space in underserved areas.	Planning with Parks & Recreation; consultant	Medium term	Staff time; grant
		3. Identify and create “walk-to” neighborhood park spaces (playgrounds/playfields), where feasible, in underserved areas.	Planning with Parks & Recreation; City Council	Medium term	Staff time; seek grant funding
	C. Focus on improving facilities and programming at existing parks and develop parks and open space maintenance guidelines that include a scalable annual maintenance budget and identify alternative sources of maintenance income and responsibility.	1. Create a system of maintenance standards to meet public expectations and give guidance to workers.	Parks & Recreation; consultant	Medium term	Staff time; grant



Chapter 5—Parks and Open Space Resources

HIGH PRIORITY High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		2. Partner with businesses, nonprofits, and neighborhood groups to enhance park maintenance through an Adopt-a-Park program or development of “Friends” groups.	Parks & Recreation	Short term	Staff time
		3. Incorporate low-maintenance design and sustainable practices in park and recreation maintenance.	Parks & Recreation; consultants	Medium term	Staff time; general fund grants
	D. Pursue improved connectivity of open space and recreation land through the development of “green corridors” consisting of new and existing bicycle and pedestrian trails and on-street routes.	1. Identify opportunities for “land swaps” to develop systems of contiguous permanently protected open space.	Planning	Long term	Staff time
		2. Develop further refinements to the existing bicycle and pedestrian trail system in locations that currently connect major open space parcels.	Planning; consultants; RIDOT	Medium term	Staff time
		3. Develop new enhancements to the bicycle and pedestrian trail system by identifying potential new routes that can connect major open space parcels.	Planning; consultant; RIDOT	Medium term	Staff time; MPO; RIDOT; grants
		4. Develop improvements for increased neighborhood connections to parks, such as new sidewalks or multi-use paths.	Planning; DPW; consultants; developers	Medium term	Staff time; grants; developers
		5. Work with neighboring communities to form links to regional trails and open space systems.	Planning; consultant	Ongoing	Staff time; grants
		6. Create an easy to use trail/ bike/greenspace map that can be accessed from the City’s website.	Planning with nonprofit partners; RIDEM; CRMC; consultant	Medium term	Seek assistance from Narragansett Bay Wheelmen and Explore RI; grants; general fund
	E. Maintain high standards of urban design, environmental stewardship, and aesthetics in public open spaces to preserve and further enhance the character of the City.	1. Continue and expand the development of the municipal tree farm at Barton Farm.	City with partners; consultant	Short term	DPW or contract with nonprofit group; grants; general fund
		2. Continue and expand the City’s street tree planting program.	DPW; consultant	Ongoing	Grants; general funds
		3. Continue “Adopt-a-Spot” and similar programs to encourage private funding of beautification of the public realm, such as in street medians.	DPW and private partners; RIDOT	Ongoing	RIDOT



Chapter 5—Parks and Open Space Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		4. Enact necessary regulations for sufficient review of development plans for both private and public improvements to ensure that neighborhood and municipal urban character is preserved and enhanced	Planning; consultant	Medium term	Staff time; grants; general fund
	F. Protect, preserve, maintain, and expand Warwick's coastal and fresh water public access points.	HIGH PRIORITY *1. Promote inclusion of recreational and community meeting space uses in the State's portion of the Rocky Point parcel.	Mayor; City Council; Planning; Rocky Point Foundation; RIDEM	Ongoing	Staff time
		2. Maintain and consistently update the inventory of all public rights-of-way to the coastline found in the Warwick Harbor Management Plan.	Planning; Parks and Recreation; HMC; consultant	Short term and ongoing	Staff time; grants; general funds
		3. Clearly demarcate and maintain, wherever feasible and practicable, the public rights-of-way identified in the inventories.	DPW; CRMC	Medium term	General fund; grants
		4. Discourage the abandonment or sale of public rights of way to coastal and inland water access points.	Planning; City Council	Ongoing	Staff time
		5. Identify, retain, and foreclose rights of redemption on all tax title properties within 200 feet of the shoreline and all inland water bodies that provide potential access points and scenic vistas to the shore, freshwater ponds, and rivers.	Planning; Legal; City Council	Ongoing	Staff time; grant funding; general fund
		6. Develop a recreational Blueway Trail Initiative to map and enhance recreational opportunities in local waterways and adjacent open space and create an interactive water trail map that can be accessed from the City's website.	Planning with Explore RI; consultant	Short term	Expand Explore RI information; donations; grants
		7. Improve existing and create new access points for canoeing, kayaking, and boating on both rivers and ponds and in the coves and the bay.	Planning; Parks and Recreation; nonprofit partners	Medium term	Staff time; grants; donations



Chapter 5—Parks and Open Space Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
2. Recreation facilities that are state-of-the-art and that meet the needs of all Warwick residents.	A. Evaluate park and recreation needs regularly.	1. Survey Warwick residents periodically to identify changing needs for recreation programs and facilities for youth, adults and seniors.	Parks and Recreation	Medium term and ongoing	Staff time; grant
	B. Seek a variety of funding sources for operational and capital improvements to the park and recreation system.	1. Identify additional funding sources for programs through channels such as higher user fees and private sources.	Parks and Recreation	Short term	Staff time
		2. Encourage neighborhood associations to adopt and maintain neighborhood recreational facilities and open spaces.	Parks and Recreation	Short term	Staff time
		3. Provide funding for capital improvements to the Mickey Stevens Athletic Complex.	Mayor and City Council	Short term	Bond funding; public-private partnership
	C. Ensure the availability of park and recreation resources to persons of different abilities and different preferences.	1. Establish and implement a plan to make all of Warwick's public recreational facilities fully accessible to persons with disabilities.	Parks and Recreation	Short term	Staff time; CDBG
		2. Ensure that spaces for both active and passive uses are available in all parks.	Parks and Recreation	Short term	Staff time



Chapter 6—Historic and Cultural Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. The City's historic resources, including structures, natural features, and character areas, are protected and preserved.	A. Maintain an accurate inventory of historic resources in the city, including photographs, and make it publicly accessible.	1. Determine eligibility criteria for inclusion in the inventory of historic resources.	Planning; Historic District Commission; consultant	Medium term	Staff time; grant
		2. Create a rating system to identify priority properties for preservation.	Planning; Historic District Commission; consultant	Medium term	Staff time; grant
		3. Identify additional historic and archaeological resources.	Planning; Historic District Commission; consultant	Medium term	Staff time; grants
		4. Make the inventory available to the public on the City website.	Planning; consultant; MIS	Long term	Staff time; grant
	B. Provide incentives for historic preservation.	1. Continue to support the State Historic Tax Credit.	Mayor and City Council; consultant	Short term and ongoing	Staff time
		2. Consider a city tax credit or property tax abatement for approved work to high-priority historically significant properties.	Mayor and City Council; Historic District Commission	Medium term	Staff time
	C. Enhance the review process in local historic districts with more focused design guidelines.	1. Create more detailed design guidelines for local historic districts.	Planning; Historic District Commission; consultant	Medium term	Staff time with small consultant contract; grant
	D. Promote adaptive reuse of historic buildings.	1. Establish a demolition-delay ordinance.	Planning; City Council; consultant	Medium term	Staff time; grant
	E. Promote protection of historic resources outside local historic districts	1. Explore creating neighborhood conservation districts.	Planning; consultant	Medium term	Staff time; general fund grant
		2. Create design principles or guidelines for areas with high-priority unprotected historic resources.	Planning; consultant	Medium term	Staff time; grant
		3. Continue to advocate for the preservation of historical cemeteries through the continued efforts of the Warwick Historical Cemetery Commission.	Warwick Historical Cemetery Commission	Ongoing	Commission members' time
		4. Work with RIHPHC to develop procedures to protect hidden archaeological resources.	Planning	Short term	Staff time
		5. Establish a program to accept and acquire historic easements.	Planning; legal; consultant	Medium term	Staff time; grant
	F. Provide resources for information and guidance to property owners on historic preservation issues.	1. Make the historic preservation office a "one-stop shop," in person and online, for information on historic preservation.	Planning; Historic District Commission; with state and nonprofit partners	Long term	Staff time and seek grant funding



Chapter 6—Historic and Cultural Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
2. Residents' and visitors' experience of Warwick is enhanced by a sense of the City's history.	A. Provide user-friendly information on historic and cultural assets.	1. Inventory, improve, standardize, and expand existing interpretative signage for historic resources.	Planning; consultant	Medium term	Staff time and seek grant funding
		2. Create self-guided digital tours and/or website and make them digitally available.	Planning with Warwick Historical Society	Short to Medium term	Assist Historical Society to seek grants or assistance from student groups
		3. Continue to promote awareness of residential historic preservation including strengthening the Historic Plaque program and establishing events like historic house tours.	Planning with Warwick Historical Society; MIS; consultant; WHDC	Medium term	Staff time and volunteers
		4. Make local history a part of the school curriculum and offer programs for children and adults at the library and elsewhere.	School system; library	Medium term	Staff time and volunteers
3. Warwick's art community is vibrant and growing.	A. Improve promotion of arts and cultural activities and initiatives as part of the city's economic development strategy.	1. Use the arrival of Ocean State Theater to attract other arts organizations to City Centre Warwick area and create an Arts and Culture District there.	Planning; Tourism; EDC; City Council; Planning Board	Medium term	Staff time; general fund grants
		2. Explore the opportunities for arts-oriented housing, studio spaces, and retail spaces in Warwick's closed school buildings, in Village environments, and in vacant or underutilized industrial space.	Planning; City Council; Planning Board	Medium term	Staff time



Chapter 7—Housing and Neighborhoods Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Warwick has a wide range of quality housing choices to meet the diverse needs of households at all income levels and all stages of the life cycle.	A. Promote a mixture of housing choices in the city as well as mixed income housing in City Centre Warwick within walking distance to commuter rail.	1. Allow compact, higher-density housing options in and adjacent to Village Districts and City Centre Warwick, including appropriate design standards.	Planning; City Council; RIDOT; RIEDC	Short term	Staff time; grant
		HIGH PRIORITY 2. Create a mixed-use Neighborhood Center zoning district to promote redevelopment of older shopping centers at major intersections.	Planning; City Council	Short term	Staff time
		HIGH PRIORITY 3. Establish an option for multi-family, townhouses or similar housing options along major corridors through mixed use zoning.	Planning; City Council; Planning Board; consultant	Short term	Staff time; grant
		4. Amend the zoning ordinance to support minimum mixed-income housing within the WSDD	Planning; consultant; Planning Board; City Council	Medium term	General fund; grants
	B. Provide for conservation subdivisions by right, and consider making them mandatory, with appropriate design standards, in remaining open areas that may be developed some time in the future.	1. Revise the zoning ordinance to create a conservation subdivision with a limited density bonus to promote use.	Planning; City Council; consultant	Medium term	Staff time; Planning Challenge Grant
	C. Consider single-level aging in place friendly housing option as a way to diversify housing types for seniors and affordable housing.	1. Create a special regulation zoning district for single-level aging in place friendly housing option.	Planning; City Council; Planning Board	Medium term	Staff time
	D. Refine and implement an affordable housing plan.	1. Continue the partnerships between the Warwick Housing Authority, nonprofit agencies, and for-profit developers to provide project-based Section 8 certificates for transitional housing, supportive housing, and mixed use housing.	Warwick Housing Authority	Ongoing	Staff time
		2. Promote creation of service networks for senior citizens that help them stay in their homes for as long as possible.	Senior Center and volunteers	Medium term	Staff time and volunteers
		3. Continue to work to identify city-owned land and foreclosed properties that could be made available for affordable or mixed-use housing.	Planning; Community Development; Housing Authority	Ongoing	Staff time
		4. Consider acquisition of foreclosed properties for rehabilitation and use as scattered site affordable housing.	Housing Authority; housing nonprofits; Community Development	Ongoing	Staff time; state and federal funding



Chapter 7—Housing and Neighborhoods Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		5. Continue to facilitate access to housing counseling programs for those at risk of foreclosure or homelessness.	Community Development and nonprofit groups	Ongoing	Staff time
		6. Explore the establishment of affordable housing zoning incentives or inclusionary zoning for mixed-use districts, such as the Village Districts and City Centre.	Planning; City Council	Medium term	Staff time
		7. Study the establishment of a Warwick Affordable Housing Trust and an inclusionary zoning program.	Planning; City Council; Warwick Housing	Long term	Staff time
	E. Continue and expand, when possible, rehabilitation programs for low- and moderate-income homeowners.	1. Seek additional resources for rehabilitation programs.	Community Development and nonprofit groups	Ongoing	Staff time; state and federal funding; corporate volunteer programs
2. All neighborhoods have retained or enhanced their character and livability.	A. Establish a robust, proactive and coordinated code enforcement program and property standards system that will facilitate the resolution to code issues that threaten the use and enjoyment of neighboring properties and the general quality of life of the surrounding community.	HIGH PRIORITY 1. Establish responsibility in an existing or new position for coordination of code enforcement and property standards.	Mayor's office; Building	Short term	Staff time; General fund
		HIGH PRIORITY 2. Create a code enforcement program and/or ordinance designed to address stewardship and public safety issues for single-family structures operated as rental properties within residential neighborhoods.	Planning; Building Department; Police Department; Legal; City Council	Short term	Staff time
		3. Explore a ticketing system for quality of life violations.	Planning; Police Dept.	Medium term	Staff time
		4. Establish an online/mobile system for receiving and responding to citizens' concerns about quality of life violations.	Mayor's office; DPW	Medium term	Staff time; use free apps; general funds
		HIGH PRIORITY 5. Consider an ordinance for registration and periodic inspection of rental housing.	Planning; Community Development; Building Department; City Council; legal; consultant	Short term	Fund through fee for registration and inspections; grant
	B. Create Sustainable Neighborhood Livability Plans and Projects.	1. Building on existing neighborhood plans and working with neighborhood residents, develop neighborhood-focused plans.	Planning; Community Development	Short term and ongoing	Staff time and grants



Chapter 7—Housing and Neighborhoods Resources

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
3. Villages have a mixture of uses and have become more walkable.	A. Make Apponaug Village into the city's civic center and establish additional Village District zones.	1. Implement the Apponaug Village Master Plan and expand the area of Village District zoning to include the mill site and areas surrounding the residential core of the village.	Planning; Planning Board; City Council; Zoning	Medium term	Staff time; grants; general fund
		2. Consider Village District zoning in Pawtuxet, Pontiac, and East Natick Villages and in the Oakland Beach village area.	Planning; Planning Board; City Council	Medium term	Staff time
	B. Give high priority to connecting Village Districts with surrounding neighborhoods and community destinations through pedestrian and bicycle routes.	1. Identify opportunities for pedestrian and bicycle routes radiating from Village Districts and important community destinations.	Planning; consultant	Short term	Staff time; grant
	C. Explore establishment of a Main Streets program to organize merchants and promote improvements for Village Districts.	1. Start Main Streets programs in Village Districts.	Planning; consultant	Medium term	Staff time; National Main Streets Center; grants
	D. Provide incentives for appropriate development in Village Districts.	1. Offer incentives such as limited tax abatements or creation of a TIF district for public improvements for development in Village Districts.	Planning; City Council	Medium term	Staff time; grants
	E. Establish a regular series of cultural events in Village Districts.	1. Work with arts and culture organizations, the schools, and others to create events that encourage repeat visits and enhance business for local merchants.	Parks & Recreation; Warwick Tourism	Short term	Staff time; seek grants
4. Neighborhood commercial areas are modernized and serve residents well.	A. Establish mixed use zoning for Neighborhood Centers to concentrate retail uses at major intersections along commercial strips to create destinations.	See Actions 1.A. 2 and 1.A.3 above.	Consultant; Planning board; City Council	Medium term	General fund; grant
	B. Establish design standards and incentives for substantial renovation and new construction in neighborhood commercial districts, including sustainability measures.	1. Create a Mixed-Use Neighborhood Center zoning district and a Mixed-Use Corridor zoning district with appropriate standards and incentives.	Planning; consultant; Planning Board; City Council	Medium term	Staff time; general fund; grant



Chapter 8—Economic Development

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Attract and retain business in key existing and emerging economic base industries.	A. Promote Warwick as a home for expanding life sciences, marine technology, and other technology firms, capitalizing on Warwick's location midway between Providence's Knowledge District and the University of Rhode Island in Kingston, and its ample inventory of commercial and industrial space.	1. Build relationships with the technology community through engagement with organizations such as the Rhode Island Center for Innovation and Entrepreneurship, Rhode Island Science and Technology Council, Rhode Island Manufacturing Extension Service, and Slater Technology Fund.	Tourism/Economic Development Department with RIEDC	Short term and ongoing	Staff time
		2. Identify technology firms transitioning from startup to expansion phase and develop targeted marketing approaches including personal outreach, promotional materials, and information on available properties.	Economic Development Department with RIEDC	Short term and ongoing	Staff time
		3. Monitor trends in development of technology-based industries and communicate with property owners and developers about opportunities for targeted marketing and property improvements.	Economic Development Department	Short term and ongoing	Staff time
	B. Target marketing to other industries in which Warwick has competitive strengths, including regional retail, professional and technical services, financial services, and distribution.	1. Develop marketing materials highlighting the city's assets and advantages relevant to target industries and expanding the marketing, branding and identity of City Center Warwick (formerly WSDD).	Economic Development Department, with consultant	Short term and ongoing	Staff time; seek grants or general fund
		2. Create an industries section on the city's economic development website and use social media to market to target industries.	Economic Development with MIS	Short term	Staff time
		3. Attend state and regional industry trade shows.	Economic Development	Short term and ongoing	Staff time
		4. Coordinate marketing efforts with Rhode Island EDC.	Economic Development	Short term and ongoing	Staff time



Chapter 8—Economic Development

High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
	C. Strengthen and expand the tourism industry.	1. Identify tourism market segments most likely to experience growth and focus on their development.	Tourism Office; RIEDC	Short term	Short term
		2. Selectively develop additional attractions, including the development of Rocky Point for a combination of active and passive recreation activities, full restoration of the Aldrich Mansion in collaboration with the Providence Diocese, and further development of sports tourism.	Tourism Office with partners; RIDEM	Long term	Staff time; need funding grants (?)
		3. Develop partnerships with local businesses and civic groups that support and build on the area's natural assets, history and culture in order to provide a distinctive, genuine visitor experience.	Tourism Office; Environmental groups; Historical Society; Chamber	Medium term	Staff and volunteer time
		4. Establish a visitors' ambassadors program that enlists resident volunteers to showcase the city's natural, historical, and cultural offerings through such measures as information kiosks at key entry points and tourism venues, and guided tours.	Tourism Office	Medium term	Staff; volunteers
		5. Provide wayfinding and gateway signage to visitor attractions and retail districts.	Planning; Tourism Office; DPW; RIEDC; RIDOT	Short term and ongoing	Staff time; seek grants or general fund; RIEDC; RIDOT
		6. Organize tourism information by defined districts, "packaging" information on attractions, events, retail, dining, and lodging for each district.	Tourism Office	Medium term	Staff time
		7. Promote the development of food and lodging facilities to increase the city's appeal to targeted markets.	Tourism Office; Planning; Economic Development	Medium term	Staff time; incentives
		8. Improve waterfront circulation through establishment of a water shuttle to connect major waterfront facilities and venues.	Planning; Economic Development; partners; RIDEM; CRMC	Long term	Staff time; seek grants
	D. Preserve the shellfish industry by maintaining needed infrastructure and appropriate land use policies, and advocating for supportive federal and state policies.	1. Ensure implementation of provisions of the new Harbor Management Plan addressing the needs of the local shellfish industry.	Economic Development; Harbormaster; consultant	Short term	Staff time; general funds; grants



Chapter 8—Economic Development

High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		2. Support preservation of waterfront infrastructure that serves commercial fisherman.	Economic Development; Harbor Commission	Short term	Staff time
		3. Promote branding and marketing of local shellfish in cooperation with state efforts.	Economic Development	Short term	Staff time
		4. Develop eco-tourism projects that involve local fisherman and provide them with supplemental income.	Tourism Office	Long term	Staff time
		5. Support industry advocacy for favorable federal and state fisheries policies.	Economic Development	Short term	Staff time
	E. Establish land use and public investment policies that promote the attraction and growth of target industries	HIGH PRIORITY 1. Implement the Warwick Station Development District Master Plan (City Centre).	Planning; Economic Development; City Council; Planning Board; Zoning Board	Short term and ongoing	Staff time
		HIGH PRIORITY 2. Implement WSDD Master Plan, zoning ordinance, and design standards prohibiting uses and designs that are nonconforming with the ordinance and principal objectives of the master plan and design goals.	Planning Board; Zoning Board; City Council; consultant	Short term and ongoing	Staff time; grants
		HIGH PRIORITY 3. Create an Innovation District in the industrial area near I-95 with Technology/Light Industry zoning and design standards; infrastructure improvements; and public realm urban design improvements.	Planning; Economic Development; consultant	Short term	Staff time; seek grants for improvements
		4. Adopt land use regulations that sufficiently provide for the diversity of target industry development and, in particular, preserve a balance between large-scale retail development and other industry development.	Planning, City Council	Medium term	Staff time; general fund; grant
		5. Invest in infrastructure improvements in key commercial/industrial corridors such as Jefferson Boulevard, Warwick Avenue, and Post Road to increase their appeal to property developers and professional and technology businesses.	Mayor, City Council, Planning, DPW; RIEDC	Medium term	Staff time; seek grants for improvements; general fund
		6. Provide targeted incentives for repurposing of vacant and deteriorated commercial and industrial space through tax stabilization and tax increment financing.	Mayor, City Council, Planning	Medium term	Staff time; grant; general fund



Chapter 8—Economic Development

HIGH PRIORITY High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		HIGH PRIORITY 7. Establish an overlay district for urban design and functional improvements to the Route 2/Bald Hill Road corridor.	Planning, City Council; Planning Board; consultant	Short term	Staff time; grant; general fund
2. Preserve and strengthen neighborhood commercial districts that enhance the vitality and quality of life in the City's neighborhoods.	A. Use land use policies, design standards, and public investments incorporated into broader neighborhood plans to enhance neighborhood commercial districts with a mixture of uses.	1. Establish design and maintenance standards for neighborhood commercial districts that incorporate preservation, high-quality design and neighborhood character.	Planning; City Council; consultant	Long term	Staff time; grants; general fund
		2. Encourage high-quality mixed-use development at appropriate densities to integrate housing, transit, and neighborhood businesses.	Planning; City Council; Zoning/Planning Board	Short term	Staff time
		3. Develop a capital improvement plan for each neighborhood commercial district based on a GIS database, including street and sidewalk repair, lighting, street furniture, landscaping, and off-street parking, as appropriate.	Planning, DPW; consultant	Long term	Staff time plus consultants; grants
		4. Consider the use of Tax Increment Financing in neighborhood commercial districts	Planning, City Council	Short term	Staff time
		5. Expand the Apponaug Village Façade Program to other retail or village districts in need of façade improvements	Planning; consultant	Medium term	Staff time; grant
	B. Collaborate with neighborhood businesses to develop business-led initiatives that strengthen the business environment.	1. Establish a Main Streets Program with assistance from the National Trust for Historic Preservation, incorporating all retail districts whose merchants and property owners agree to participate.	Planning; Economic Development	Long term	Staff time; corporate grants
		2. Establish a dedicated website providing more information on each district identified on the "Shop Warwick" map on the city's tourism website.	Tourism Office with MIS	Short term	Staff time
		3. Establish new channels for sale of locally produced goods and services, such as local farmers, seafood and crafts markets.	Economic Development and partners	Medium term	Staff time
3. Improve the business environment.	A. Develop stronger lines of communication with businesses to better identify and respond to business needs and interests.	1. Establish a Warwick Business Interest Group within the Central Rhode Island Chamber of Commerce to work with local government to identify and address business opportunities and challenges.	Economic Development with Warwick businesses	Medium term	Staff time



Chapter 8—Economic Development

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		2. Hold periodic meetings with industries groups to identify and address industry-wide needs and interests.	Economic development	Short term and ongoing	Staff time
		3. Establish a formal business retention program staffed by screened and trained volunteers to conduct periodic outreach to local businesses and provide information, referral and/or direct assistance as needed.	Economic development and volunteers	Long term	Staff time
	B. Make business development regulatory processes more timely and user-friendly.	1. Establish a one-stop information and referral desk that will use a case management approach to assist businesses with all regulatory issues.	Economic development; MIS	Medium term	Staff time; grants (software)
		2. Increase coordination among regulatory agencies to streamline and expedite regulatory approvals.	Economic development and planning; General Assembly; RIDEM; CRMC; etc.	Short term	Staff time
		3. Develop a stronger customer-service philosophy through customer service training, effectiveness metrics and continuous improvement processes.	Mayor's office	Medium term	Staff time
4. Increase access to high-quality employment opportunities for Warwick residents.	A. Leverage relationships with local businesses to promote participation in career education and workforce development programs.	1. Provide local businesses that have workforce training or recruitment needs with information and referral to Rhode Island Department of Labor and Training's Business Workforce Center.	Economic development	Short term and ongoing	Staff time
		2. Link local businesses with the Warwick Public Schools to expand career exploration and exposure opportunities.	Economic development; Public Schools	Short term and ongoing	Staff time
	B. Take labor force skill levels into account in business recruitment efforts.	1. Seek to attract businesses with employment needs consistent with the occupational skills of Warwick residents, particularly professional, management, and business and financial occupations.	Economic development; RIEDC	Short term and ongoing	Staff time
	C. Improve transit access between local residential and employment centers.	1. Advocate for improved intra-community public transit services with RIPTA.	Mayor's office; Planning; economic development	Short term and ongoing	Staff time
		2. Improve alternative transportation options between residential and business areas, including walking and bicycling.	Planning; DPW; RIDOT	Medium term	Staff time; federal state and local funding; grants



Chapter 9—Transportation and Circulation

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. The City of Warwick is a model for efficient and flexible multimodal transportation.	A. Require that pedestrian movement, bicycle transportation, accessibility for the disabled, and streetscape aesthetics be incorporated in the design of roadway construction/reconstruction projects.	1. Identify and prioritize existing corridors for viability as complete streets “vision projects,” such as Route 2, Route 5, and Jefferson Boulevard.	Planning; consultant	Medium term	Staff time; grant
	B. Promote the economic, environmental, and quality of life benefits of mass transit.	1. Advocate for more frequent commuter rail service at the Warwick Station and support initiatives to increase ridership.	Mayor's office; City Council; RIDOT	Short term and ongoing	Staff time
		2. Promote development of the Proposed InterLink/Coronado Street Improvements Project, and evaluate the feasibility of providing enhanced and/or new linkages across the rail corridor at other locations.	Mayor's office; City Council; Planning; RIDOT; RIEDC	Short term and ongoing	Staff time; RIDOT; RIEDC
2. Warwick has an efficient road network that responds to existing and future development patterns while reducing auto congestion and improving circulation.	A. Allocate sufficient resources for maintenance and street repairs.	1. Continue to seek state and federal funding assistance for the maintenance of local roadway infrastructure (through opportunities such as the RI-LEAP program).	Mayor's office; Planning	Short term and ongoing	Staff time
		2. Regularly monitor street conditions and advance projects to address problems before they grow larger and more expensive to fix.	DPW	Short term and ongoing	Staff time; general fund
		HIGH PRIORITY 3. Implement a citywide geographic information system (GIS), asset management system, and/or other technologies to more efficiently and effectively inventory, track, and manage city infrastructure and resources.	Mayor's office; city council	Short term	Staff time; general fund; grants
		4. Coordinate road repairs with other infrastructure improvements to increase efficiency, and preserve roadway quality.	DPW in coordination with other agencies	Short term and ongoing	Staff time
		5. Identify, prioritize, and promote projects to address the transportation infrastructure needs of the city for inclusion in the state's Transportation Improvement Program (TIP).	Planning; Highway department	Short term and ongoing	Staff time



Chapter 9—Transportation and Circulation

High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
	B. Reduce traffic congestion throughout Warwick, particularly along east/west routes and along major commercial corridors.	1. Upon their completion, assess the performance of the modern roundabouts constructed under the Apponaug Circulator and Route 5 projects in increasing safety and alleviating congestion, and identify other locations within the city where the benefits of these facilities could potentially be realized.	RIDOT	Medium term	Staff time
		2. Continue to conduct an open and transparent process for selecting projects to include in the future TIP Proposals, and ensuring that the city's most pressing needs are prioritized accordingly.	Planning	Ongoing	Staff time
		3. Limit multiple access points on the City's major arterial roadways, and where possible, seek to consolidate and/or eliminate redundant accesses and curb cuts.	Planning; Highway department; RIDOT; General Assembly	Short term	Staff time; RIDOT; developer
		4. Ensure that Main Avenue (Route 113) continues to serve effectively as an east-west arterial and a hurricane evacuation site.	Planning; Highway department; RIDOT	Medium term	Staff time
	C. Encourage the use of effective traffic-calming techniques in neighborhoods.	1. Solicit input from the community (residents, neighborhood groups, public officials) as to the specific locations within the city where traffic calming measures are most needed and appropriate.	Planning	Medium term	Staff time
		2. Implement traffic calming measures (e.g., curb bump outs, speed humps) at locations along local and residential roads where speeding is persistently problematic.	DPW; Highway Department	Long term	Staff time and general fund
3. Warwick has improved the pedestrian and bicycling environment with routes that better connect Warwick's neighborhoods.	A. Identify and pursue opportunities for developing dedicated bicycle and multi-use pedestrian rights-of-way to create linkages between residential neighborhoods, parks, commercial areas and other destinations.	1. Continue to work with the state to develop and expand the city's system of signed bicycle routes.	Planning	Short term and ongoing	Staff time
		2. Continue to require sidewalks for all new residential developments and ensure that pedestrian accessibility and circulation are addressed.	Planning; Planning Board; City Council; Zoning Board	Ongoing	staff time
		3. Regularly monitor the condition of sidewalks and provide sufficient funding for repairs.	DPW; City Council	Short term and ongoing	Staff time; general fund



Chapter 9—Transportation and Circulation

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		4. Ensure that redevelopment projects within the city's village districts provide for pedestrian safety and mobility, and address applicable accessibility requirements for persons with disabilities.	Planning; Planning Board; City Council; Zoning Board	Short term and ongoing	Staff time
		5. Require that new development and redevelopment proposals, where applicable, include appropriate amenities for bicyclists (e.g. bicycle racks).	Planning; Planning Board; City Council; Zoning Board	Short term and ongoing	Staff time
		6. Enforce federally-mandated guidelines for accessibility in accordance with the Americans with Disabilities Act (ADA).	Planning; DPW; Highway Dept; Building Dept	Short term and ongoing	Staff time
4. Warwick has a convenient public transit network that better meets the needs of Warwick residents and workers.	A. Discourage the elimination of fixed bus routes providing service to the city and further reductions in service frequency along established routes.	1. Advocate for improved connectivity between RIPTA service, the InterLink, and key points (e.g. Village Districts) throughout the city.	Mayor's office; City Council; Planning;	Short term and ongoing	Staff time
		2. Identify potential new routes, or Providence route realignments, to better meet inter-city transportation needs.	Planning, with RIPTA	Medium term	Staff time
		3. Evaluate the feasibility of implementing demand-based transit services (similar to RIPTA's Flex Service offered elsewhere in suburban and rural "flex zones") for to increase intra-city mobility.	Planning, with RIPTA	Long term	Staff time
		4. Maintain and operate the city's para-transit service (Transwick) in a manner that best serves the mobility needs of the elderly and disabled residents.	Transwick	Ongoing	Staff time
		5. Review all RIPTA proposals for changes to service (routes, frequency) and, where appropriate, submit written comments during the public notice period that represent the concerns and interests of the city and its residents.	Planning	Ongoing	Staff time
		6. Develop and offer recommendations to RIPTA for improved synergy between bus and other modes of transit within the city.	Planning	Short term	Staff time



Chapter 9—Transportation and Circulation

High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
5. Warwick's intercity and intermodal transportation includes improved passenger rail service and airport facilities.	A. Engage with the RIDOT and Amtrak to further leverage the city's key intermodal assets (location and infrastructure) for intercity travel.	HIGH PRIORITY 1. Promote the City Center Warwick (formerly WSDD) as an efficient and sustainable means of providing access between air, rail, automobile, and bus modes of travel.	Mayor's office; Planning; Dept. of Tourism; transportation agencies; RIEDC; RIDOT	Ongoing	Staff time; advertising; RIDOT; RIEDC; grants; general fund
		HIGH PRIORITY 2. Ensure that the redevelopment of City Center Warwick (formerly WSDD) is conducted in a manner that complements and encourages transit ridership.	Planning; Planning Board; City Council; Zoning Board	Ongoing	Staff time
		3. Work with RIDOT and the MBTA to increase the frequency of commuter rail service to and from Providence and Boston.	Mayor's office; Planning; RIDOT	Ongoing	Staff time
		4. Encourage the Rhode Island Department of Transportation (RIDOT) to expand commuter rail services to points south of the city along the Northeast Corridor.	Mayor's office; Planning	Ongoing	Staff time
		5. Work with RIDOT and Amtrak to build a platform at Warwick Station to connect travelers to major destinations along the Northeast Corridor route.	Mayor's office; Planning; RIDOT is the lead; legislature; Governor	Long term	Staff time
	B. Work with the State of Rhode Island, the Rhode Island Airport Corporation (RIAC), and the Federal Aviation Administration (FAA) to mitigate any potential negative impacts of airport development activities on the residents, businesses, and institutions of the City of Warwick.	HIGH PRIORITY 1. Ensure that all mitigation measures committed to in the Final Environmental Impact Statement Record of Decision (ROD) are implemented in a manner that improves east/west circulation, and minimizes traffic, noise and other impacts on adjacent properties, and that the provisions of the Memorandum of Understanding (MOU) between the RIAC and the City of Warwick are upheld.	Mayor's office; Planning; RIAC; Legal; City Council	Ongoing	Staff time
	C. Coordinate the implementation of Transportation and Circulation recommendations with other elements of the Comprehensive Plan and the City Center Warwick (formerly WSDD) Master Plan to ensure the measured and sustainable development of the Station District and its environs.		Planning; RIDOT	Ongoing	Staff time



Chapter 9—Transportation and Circulation

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
6. An accessible, easily navigable marine transportation system.	A. Work with the Rhode Island Coastal Resources Management Council (CRMC) to complete an update to the city's Harbor Management Plan.	HIGH PRIORITY I. Expedite completion of the updated Harbor Management Plan to accompany this Comprehensive Plan update.	Planning; Harbormaster; consultant; Harbor Commission; CRMC	Short term	Staff time; consultant; general fund; grant
	B. Address the need for dredging to restore navigable depths within the city's navigation channels and mooring fields through coordination with the CRMC and U.S. Army Corps of Engineers.	I. Gain support from congressional delegation and CRMC.	Planning; Harbormaster; CRMC; congressional delegation; U.S. Army Corp.	Long term	Staff time; federal funding
	C. Maintain and improve public access opportunities for the use and enjoyment of coastal and marine resources.	I. Enforce the harbor ordinance to prohibit the blocking impeding or private annexing of CRMC rights-of-way, city rights-of-way as well as platted improved and unimproved roadways to the coastline.	Planning; DPW, Parks and Recreation; CRMC; Building Dept.; Legal	Ongoing	Staff time



Chapter 10—Public Facilities and Services

High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Excellent quality and quantities of drinking water to meet all current and future needs of Warwick.	A. Ensure that the potable water delivered to the customers of both the Warwick Water Division and the Kent County Water Authority (KCWA) meets all drinking water quality standards established by the state Department of Health and the U.S. Environmental Protection Agency.	1. Protect existing and potential future water supply sources from contamination and over-withdrawals.	Town of North Kingstown; KCWA	Ongoing	NK; Water; KCWA
		2. Support state planning efforts to identify auxiliary, redundant potable water supply sources to supplement the Scituate Reservoir, which supplies the bulk of the city's drinking water.	Water Division	Short term	Staff time
		3. Coordinate with the KCWA in its efforts to continue implementing and updating supply management and system infrastructure plans.	Water Division	Medium term	Staff time
	B. Continue to implement and update the Warwick Water Division's Water Supply System Management Plan and Clean Water Infrastructure Plan.	HIGH PRIORITY 1. Amend the Warwick Water Division's rate schedule as appropriate to account for expected declines in metered use (through increased conservation efforts) and develop a revenue structure to sustain the city's state-mandated maintenance, replacement, and capital improvement programs.	Water Division; Mayor's office; City Council	Short term	Staff time; consultant
	C. Promote and encourage water conservation efforts to meet the requirements of the state's Water Use and Efficiency Act of 2009.	1. Continue public education to raise awareness about water conservation.	Water Division	Ongoing	Staff time
2. Efficient and reliable sewer service and wastewater disposal throughout the city.	A. Upon completion of regulatory review and public comment processes, implement the Facility Plan Amendment for the Warwick Wastewater Treatment Facility.	HIGH PRIORITY 1. Include programs for the maintenance of and capital improvements to existing system infrastructure (collection, pumping, and treatment facilities) and the prioritized expansion of the collection system to areas not presently served.	Sewer Authority	Short term	Staff time
		HIGH PRIORITY 2. Expedite implementation of the proposed flood protection and mitigation improvements at the WWTF (raising of the levee crest) to better protect the facility and assets from extreme storm and river flow events, and identify other WSA infrastructure (e.g., pump stations) that require enhanced protection from flooding.	Sewer Authority	Short term	Staff time; FEMA Hazard Mitigation Funds



Chapter 10—Public Facilities and Services

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
	B. Ensure that the wastewater system and on-site wastewater systems operate with best practices and at the highest level.	3. Continue to engage with the Town of East Greenwich, residents, and other stakeholders to develop environmentally and economically sustainable strategies for improved wastewater management in the Potowomut section of the city.	Sewer Authority	Ongoing	Staff time
		HIGH PRIORITY 1. Consistent with the findings of a recent comprehensive rate study prepared for the Warwick Sewer Authority (WSA), ensure the balancing of costs of continued maintenance and capital improvements in system infrastructure with equitable revisions of the sewer rate schedule, and ensure the pursuit of program and improvement financing through the state's Clean Water State Revolving Fund (SRF) loan program.	Sewer Authority	Short term	Staff time; Clean Water State Revolving Loan Fund
		2. Support state programs for the protection and restoration of surface and groundwater quality through continued implementation of WSA's Mandatory Sewer Connection Program, including enforcement of connect-capable fees where applicable.	Sewer Authority	Ongoing	Staff time
		3. Where new development or redevelopment projects are proposed in un-sewered areas, require proven, best-practice siting and design of on-site wastewater treatment systems, particularly in locations near environmentally sensitive wetland and coastal resources.	Health Department; RIDEM; OWTS; General Assembly; consultant	Medium term	RIDEM
		4. Continue to implement the Industrial Pretreatment Program (through the issuance, monitoring, and enforcement of wastewater discharge permits) to protect WSA facilities and receiving waters from the discharge of toxic and/or excessive conventional pollutants.	Sewer Authority	Ongoing	Staff time
		5. Develop and distribute educational materials to discourage disposal of harmful materials into on-site disposal systems and the municipal sewer system.	Sewer Authority	Short term	Staff time; grant funding



Chapter 10—Public Facilities and Services

HIGH PRIORITY High Priority **Short-term actions** (2013–2018) **Medium-term actions** (2019–2023) **Long-term actions** (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
3. Stormwater management and drainage systems that are effective and reliable and incorporate best practices.	A. Reestablish compliance with the city's Rhode Island Pollutant Discharge Elimination System (RIPDES) General Permit for Stormwater Discharge from Small Municipal Separate Storm Sewer Systems (Small MS4s)	HIGH PRIORITY 1. Implement and continue adherence to the required minimum measure elements contained in the City's Stormwater Management Program Plan (SWMPP).	Public Works	Short term and ongoing	Staff time
		2. Identify and prioritize existing drainage systems for the construction of appropriate BMPs to improve the quality of runoff discharged to receiving waters.	Public Works; consultant	Medium term	Staff time; grant; general funds
		3. Amend planning and zoning regulations to require reporting and enforce maintenance of privately owned BMPs and drainage systems.	Planning; Public Works; consultant; Building Dept.	Short term	Staff time; grant
	B. Require all new development and redevelopment projects to adhere to the applicable design, construction, and maintenance requirements set forth in the latest edition of the Rhode Island Stormwater Design and Installation Standards Manual.	HIGH PRIORITY 1. Encourage proponents of new development and redevelopment projects to incorporate low-impact development (LID) techniques for the avoidance, reduction, and source management of potential stormwater impacts.	Planning; Planning Board; Zoning Board	Short term	Staff time
4. Continuing to exceed the state's 35% recycling requirement and meeting or exceeding the state's 50% solid waste diversion goal.	A. Operate the city's waste collection and recycling programs (including the automated system for the collection and transport of residential solid waste and recyclables) in a manner consistent with that state's Comprehensive Solid Waste Management Plan.	1. Coordinate with the Rhode Island Resource Recovery Corporation (RIRRC) in continuing to develop and implement initiatives for (a) reducing in the amount of source waste generated per capita and (b) diverting waste material from landfill disposal through effective recycling, composting, and other waste-diversion programs.	Public Works	Ongoing	Staff time
		HIGH PRIORITY 2. Continue to maintain the amount of municipal waste disposed of at the state's Central Landfill within the municipal caps/quotas established under state law.	Public Works	Ongoing	Staff time
		HIGH PRIORITY 3. Support the development of programs to increase recycling and diversion in commercial and other non-residential sectors.	Public Works	Short term	Staff time; grants



Chapter 10—Public Facilities and Services

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
5. City facilities that are state-of-the-art and maintained for long-term use.	A. Acquire and implement a municipal asset management system to improve the capital planning process, as well as support more efficient maintenance.	1. Develop a plan for establishing and implementing an asset-management system.	Mayor's office; DPW; consultant; MIS	Medium term	Staff time; general fund; grant
		2. Determine specific and detailed asset management needs of each municipal department.	Mayor's office; consultant; MIS	Medium term	Staff time
		3. Determine if additional school consolidations are warranted and plan for building reuse.	School Committee; Planning Dept.	Ongoing	Staff time; Facilities Master Plan consultant
		4. Consider augmenting the internally-created schools facilities plan with additional technical assistance.	School Committee consultant	Short term	School Committee funds
6. Police and fire facilities that meet best-practice performance standards.	A. Continue regular review and planning for manpower, service areas, facilities and equipment, and response times to insure adequate protection and adherence to best-practice standards throughout the city.	1. Continue to support Community Policing and other community-based public safety programs.	Police Department	Ongoing	Staff time; grants
7. Effective services that support a growing senior citizen population.	A. Develop a plan for senior services and aging-in-place programs.	1. Survey senior citizens and retirees about their needs and preferences in services.	Senior Center; consultant	Short term	Staff time; grant; general budget
		2. Review existing services and programs in Warwick and the region to see where service and support gaps exist.	Senior Center; consultant	Medium term	Staff time
		3. Explore grassroots service "village" programs to help seniors age in place.	Senior Center; volunteers	Medium term	Staff and volunteer time



Chapter 11—Sustainability and Resilience

HIGH PRIORITY High Priority **Short-term actions (2013–2018)** **Medium-term actions (2019–2023)** **Long-term actions (2024 and beyond)**

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. The City implements practices to conserve energy and use renewable energy.	A. Develop a five year capital plan for adopting energy efficient systems and practices for municipal buildings and equipment to aim for a 25% reduction in energy use by 2033.	HIGH PRIORITY 1. Prioritize recommendations from the Whole Building Assessment Initiative reports for the pool and arenas and the Honeywell Energy Audit based on energy efficiency benefits and capital costs.	Parks and Recreation; Mayor's office	Short term	Staff time; capital program
		2. Develop a timeline for implementing the recommendations included in these plans.	Mayor's office; Parks and Recreation	Short term	Staff time
		3. Develop a plan for converting the municipal fleet to fuel efficient and alternative fuel vehicles.	Mayor's office; DPW	Medium term	Staff time
		4. Identify an appropriate location for electric vehicle charging stations.	Planning; DPW; Police Dept; Fire Dept; Building Dept	Short term	Staff time
	B. Develop and implement an energy demand reduction campaign.	1. Develop an energy efficiency campaign for the public in conjunction with National Grid.	Mayor's office	Medium term	Staff time
		2. Use state, federal and non-profit sources to promote energy efficiency.	Mayor's office	Ongoing	Staff time; grants
		3. Create a program to recognize businesses that adopt energy efficient/conservation techniques	Mayor's office	Medium term	Staff time
	C. Adopt land use policies and regulations that encourage reductions in energy demand.	1. Encourage, incentivize and incorporate, as appropriate, use of energy efficient technologies in building and landscape projects.	Planning; Building Dept	Short term	Staff time
		2. Support policies in other elements of this plan that promote efficiency through compact growth patterns, improved road connectivity and alternative transportation modes.	Planning	Short term	Staff time
		3. Create a program to recognize businesses that adopt energy efficient/conservation techniques.	Planning; Tourism	Short term	Staff time
	D. Replace fossil fuels with renewable energy sources.	1. Review the findings on wind energy on municipal properties to consider next steps and investigate installing solar panels on municipal buildings	Mayor's office; DPW; Statewide Planning	Medium term	Staff time
		2. Provide regulations for renewable energy installations on private property in zoning and other ordinances, as appropriate .	Planning; City Council; consultant	Medium term	Staff time; grant



Chapter 11—Sustainability and Resilience

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		3. Streamline and reduce regulatory barriers to green buildings, and develop incentives to encourage green construction.	Planning; City Council; MIS; consultant	Short term	Staff time; general fund; grant
		4. Provide more convenient parking and/or free parking for energy efficient vehicles in municipal parking facilities and encourage similar practices by commercial property owners.	Mayor's office; Planning; DPW; consultant	Medium term	Staff time
2. The City implements and promotes resource conservation and waste reduction.	A. Continue the City's high performance in recycling.	1. Develop a program to include multi-family developments and commercial properties in recycling programs, either through the city or through private companies.	Public Works	Medium term	Staff time
3. City facilities and practices are a model of sustainability.	A. Make a checklist of sustainable criteria to be used in capital planning, operations and purchasing in order to promote energy efficiency and other sustainable practices.	1. Use tools such as the STAR Community rating system (www.starcommunities.org) to create a set of tools and criteria to be used in Warwick.	Planning	Long term	Staff time
4. Warwick has an up to date hazard mitigation plan.	A. Keep the City's hazard mitigation strategy current and implement the action plan.	1. Prepare the 2015 update.	Planning; Public Works; Fire Dept; consultant	Short term	Staff time; consultant; grant funding; general fund
		2. Incorporate coastal restoration, including wetland and marsh restoration, as an integral part of the hazard mitigation strategy.	Planning; consultant; CRMC; Save the Bay	Long term	Staff time; consultant; grant fund
		3. Ensure that there is adequate funding and administrative support to implement the recommendations in the Hazard Mitigation Strategy.	Mayor's office; City Council	Short term	General fund; hazard mitigation grants
5. Warwick is preparing for the impacts of extreme weather events and climate change.	A. Educate the public to better understand the concept of community resilience and the meaning of probabilities and risk, especially for stream and coastal flooding.	1. Create an Emergency and Disaster Preparedness section on the City website with information for individual households and on the city and state's preparedness.	MIS Division; consultant; Fire Dept.	Short term	Staff time; grant funds
		2. Work with the state and FEMA to make brochures and other information available on the City website, in the library, and at other city destinations, such as community centers.	MIS Division; Public Works; Planning	Short term	Staff time; grants; general funds
	B. Improve the city's stormwater management system to enhance infiltration and expand stormwater retention areas.	1. Implement green infrastructure stormwater management strategies and actions in chapters 4 and 10.	Planning; Mayor's office; Zoning Board; Planning Board; City Council; Building Dept.	Short term and ongoing	Staff time; incorporation into future designs; require addition to zoning ordinance



Chapter 11—Sustainability and Resilience

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
	C. Begin planning to accommodate a base rate of expected 3 to 5 foot rise in sea level by 2100 in the siting, design, and implementation of public and private coastal activities.	HIGH PRIORITY 1. Work with CRMC on the Rhode Island Shoreline Change Special Area Management Plan (Beach SAMP) as well as the Rhode Island Climate Change Commission, City departments, and the public.	Mayor's office; CRCM	Short term	Staff time
		2. Study impacts and create adaptation and mitigation measures and require city departments to consider climate change impacts in all long-range planning and critical public infrastructure projects.	Mayor's office; consultant	Medium term	Staff time; grant; general fund
		3. Ensure consistency between the Hazard Mitigation Plan, the Comprehensive Plan, SAMP plans, and the city's land use regulations.	Planning; City Council; Planning Board; Zoning Board	Short term	Staff time
		4. Enhance education and community engagement through increased understanding of climate change and its potential impacts on the community.	Mayor's office; Planning; Libraries	Short term and ongoing	Staff time
		5. Enforce building and zoning codes along the coast to protect residents from potential hurricane and tropical storm impacts, and to protect coastal wetlands.	Building Department	Short term and ongoing	Staff time
		HIGH PRIORITY 6. Develop examples of attractive design solutions for elevating existing buildings and for development of new elevated buildings.	Planning; consultant	Short term	Staff time; student architecture studies; grant; general funds



Chapter 12—Future Land Use, Zoning, and Urban Design

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Warwick has sufficient diversity of land uses to support a strong and stable tax base.	A. Establish a new Technology/Light Industry land use category and Innovation District Zoning.	HIGH PRIORITY 1. Create a Technology/Light Industry Innovation District in the zoning ordinance.	Planning; City Council; consultant	Short term	Staff time; grant; general fund
		2. Prepare a district master plan for the Innovation District.	Planning with consultant	Long term	Seek grant funding
		3. Create development standards and design guidelines for both public and private investment in the Innovation District.	Planning with consultant	Long term	Seek grant funding
	B. Establish a Bald Hill Road Enhancement Overlay District.	HIGH PRIORITY 1. Prepare a district master plan for the Route 2/Bald Hill Road corridor that focuses on improving corridor function, attractiveness, and competitiveness.	Planning with consultant	Short term	Seek grant funding
		2. Based on the plan, establish design standards for the Enhancement Overlay District and adopt the plan and the new overlay district.	Planning; City Council	Short term	Staff time
	C. Amend commercial zoning to specify office development where it is appropriate.	HIGH PRIORITY 1. Establish a Medical Office Zoning District on Toll Gate and Centerville Roads in the vicinity of Kent Memorial Hospital where there are existing medical offices without adversely affecting neighboring residential properties.	Planning; City Council; consultant	Short term	Staff time; general funds
2. Mixed-use centers provide walkable environments and new housing options.	A. Expand the Apponaug Village District and designate additional Village District Zones.	HIGH PRIORITY 1. Expand the Apponaug Village District zone.	Planning; City Council; consultant	Short term	Staff time; grant
		2. Designate additional Village District zones in Pawtuxet, and Natick Villages, and at Oakland Beach Village.	Planning; City Council; consultant	Medium term	Staff time; grant
	B. Establish Neighborhood Center Mixed-Use Zones at neighborhood commercial district intersections.	1. Study varied mixed-use zoning options and define specific land use composition and performance standards.	Planning	Short term	Staff time; Consultant; Planning Challenge Grant
		2. Designate Neighborhood Center Mixed-Use Zones at shopping center intersections on West Shore Road, Warwick Avenue, and Post Road.	Planning; City Council; consultant	Medium term	Staff time; grant; general funds
		3. Develop development and design standards for Neighborhood Centers.	Planning	Short term	Staff time; grant; general funds
		4. Amend subdivision development review regulations and the zoning ordinance to reflect different types of mixed use conditions desired.	Planning; Planning Board; City Council	Short term	Staff time; Planning Challenge Grant



Chapter 12—Future Land Use, Zoning, and Urban Design

HIGH PRIORITY High Priority **Short-term actions** (2013–2018) **Medium-term actions** (2019–2023) **Long-term actions** (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
3. City Center Warwick (formerly known as WSDD) is a major center of compact, higher-density transit-oriented development.	A. Ensure that public improvements and private development in the City Center Warwick will be designed for a live-work-play environment, based on the district master plan.	HIGH PRIORITY 1. Create a design manual for public improvements.	Planning	Short term	Grant funding
		HIGH PRIORITY 2. Create a design manual for private site and building design.	Planning	Short term	Grant funding
		3. Continue to work within the collaborative that includes RIDOT, FHWA, RIEDC and the Central RI Chamber of Commerce to coordinate the distribution of resources to grow transit options with appropriate land use that in turn creates economic development.	Planning; Tourism and Economic Development	Ongoing	Staff time
		4. Continue to identify the types of businesses and market segments best suited to the City's economic, land use and urban design goals for City Centre.	Planning	Ongoing	Staff time
		5. Continue to inventory and market sites available for development.	Planning; Economic Development	Ongoing	Staff time
4. Warwick's neighborhoods are attractive, well maintained and stable.	A. Protect the character and quality of existing residential neighborhoods as houses are modified and redeveloped to mitigate flooding or for other reasons.	1. Create design guidelines to assist property owners and contractors seeking to raise houses above base flood elevation (BFE).	FEMA; RIEMA	Long term	Seek assistance from architecture students or similar sources; grant
		2. Discourage the creation and development of undersized non-conforming lots, except as provided for in the Warwick zoning ordinance.	Planning; Zoning Board; Planning Board; City Council	Short term	Staff time
5. Major streets mix clusters of neighborhood-serving retail in neighborhood centers with housing and commercial uses.	A. Create a Corridor Mixed-Use zoning district for segments of major streets in order to promote redevelopment of underutilized commercial properties into small- and medium-scaled multi-family housing.	1. Develop a mixed use zoning district that expands allowed uses in these corridors to include multi-family development.	Planning; City Council; consultant	Short term	Staff time; grant; general fund
		2. Include urban design standards for all commercial and multi-family development and redevelopment in these corridor segments.	Planning; consultant	Short term	Staff time; grant; general fund



Chapter 12—Future Land Use, Zoning, and Urban Design

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
		3. Make the zoning change on these road segments, up to where proposed Mixed-Use Neighborhood Center zoning begins: Post Road from Warwick Avenue to Route 37; Post Road from Main Avenue to the proposed expanded Apponaug Village District; Elmwood Avenue from Post Road to the Cranston border; Warwick Avenue from West Shore Road to the Cranston border; West Shore Road from Sandy Lane to Warwick Avenue	Planning; consultant; City Council; Planning Board	Short term	Staff time; general funds
6. Public and private development meets high standards of urban design.	A. Incorporate basic urban design and performance standards in zoning, and use form-based zoning where appropriate, so that new by-right development and redevelopment meets city goals.	1. Develop suitable design and performance standards for different kinds of development, not otherwise subject to design and performance standards, and incorporate them, with graphics, in the zoning ordinance.	Planning; City Council; consultant	Medium term	Staff time; general fund; grants
		2. Consider using form-based zoning in mixed-use districts.	Planning; consultant	Long term	Staff time; general fund
		3. With guidance from the future land use map, maintain appropriate transitional uses and buffering between commercial and residential districts.	Planning; Planning Board	Short term and ongoing	Staff and board time
		4. Discourage zoning variance requests and strengthen regulations to protect wetlands and water quality.	Planning	Short term and ongoing	Staff time
7. Warwick's environmental and open space networks are respected by new development.	A. Promote preservation of open space in networks by incentivizing the use of conservation subdivisions in development of any remaining large parcels.	1. Develop a conservation-subdivision zoning option for large parcels with a small density bonus as an incentive to encourage their use.	Planning; consultant; City Council; Planning Board	Medium term	Staff time; general fund; grant
	B. Develop new robust design and performance standards for development within environmentally sensitive areas of the city and for structures seeking deviation from dimensional standards before the zoning board of review.	1. Require incorporation of low-impact design and green infrastructure in environmentally sensitive areas affected by development seeking exceptions to dimensional standards.	Planning; City Council; consultant; General Assembly; RIDEM; CRMC	Medium term	Staff time; general funds; grant



Chapter 12—Future Land Use, Zoning, and Urban Design

HIGH PRIORITY High Priority **Short-term actions** (2013–2018) **Medium-term actions** (2019–2023) **Long-term actions** (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
8. Warwick has a systematic approach to airport land use issues	A. Work with RIAC to create agreements on property acquisition and enhanced communication.	HIGH PRIORITY 1. Identify and agree on an “Airport Line” to limit RIAC acquisition of property and land use.	Planning; Mayor and City Council; RIAC	Short term	Staff time
		HIGH PRIORITY 2. Develop and agree on a land inventory and reuse plan.	Planning; RIAC	Short term	Staff time
		HIGH PRIORITY 3. Schedule an Annual Airport Report and discussion with the City.	Planning; RIAC	Short term	Staff time
		HIGH PRIORITY 4. Bring all Airport properties into compliance with local zoning when short term	RIAC	Short term	RIAC



Chapter 13—Stewardship and Implementation

HIGH PRIORITY

High Priority

Short-term actions (2013–2018)

Medium-term actions (2019–2023)

Long-term actions (2024 and beyond)

GOAL	WHAT	HOW	WHO	WHEN	RESOURCES
1. Regular review of comprehensive plan implementation progress is a regular part of the City's calendar.	A. Make regular review of the Comprehensive Plan a public process.	HIGH PRIORITY 1. Establish an annual public hearing before the Planning Board to review implementation progress on the Comprehensive Plan.	Planning	Short term	Staff time
		2. Schedule a public process every five years to confirm or revise the Vision and Goals and review progress on implementation before filing the five-year informational report with the State Office of Planning.	Planning	Short term	Staff time
2. The Comprehensive Plan is incorporated in decision-making at multiple levels.	A. Use the Plan annually in preparing and approving departmental work plans, operational budgets and capital improvement plans.	1. Develop a user-friendly system or checklist for City departments and agencies to use to compare proposals with the goals of the Comprehensive Plan.	Planning; MIS	Short term	Staff time
		2. Use the Plan in preparing and approving One-Year and Five-Year HUD Consolidated Plan documents, redevelopment grant proposals, and similar documents.	Community Development	Short term	Staff time; grant funds; general funds
		HIGH PRIORITY 3. Identify Comprehensive Plan-related actions on agendas of the City Council and the Planning Board.	Planning	Short term	Staff time
		4. Publicize actions and activities that implement the Comprehensive Plan.	Mayor's office; Planning; MIS	Short term	Staff time
3. Update the City zoning ordinance to be compatible with the Comprehensive Plan.	A. Prepare a program and schedule for rezoning to make the ordinance compatible with the Comprehensive Plan.	HIGH PRIORITY 1. Identify and prioritize zoning changes that change designations based on existing zoning categories or land uses.	Planning; City Council; Planning Board	Short term	Staff time
		2. Develop new zoning language and a schedule for pursuing additional zoning changes.	Planning	Medium term	Staff time
4. Provide modern technology to enhance the effectiveness of the Planning Department.	A. Establish a Geographic Information System (GIS) for city government.	HIGH PRIORITY 1. Establish a GIS program, resources and staff starting with the data and maps created for the Comprehensive Plan and City Center Warwick.	Mayor's office; Planning; MIS	Short term	Staff time; general fund; grants
5. Update the Comprehensive Plan regularly to comply with state law.	A. Develop a schedule and process to update the Comprehensive Plan every ten years.	1. Update the Plan every ten years through a substantial public process.	Planning	Medium term	Staff time; consultant