Warwick Comprehensive Plan Housing Supplement

Introduction

Warwick is entering a period in which housing policy, housing production, and infrastructure planning are becoming increasingly interconnected. Like many communities throughout Rhode Island and New England, the City faces rising housing costs, changing household demographics, an aging population, and growing pressure to provide housing opportunities for a variety of income levels and demographics. At the same time, significant changes in State housing policy since 2023, including legislation addressing accessory dwelling units (ADUs), adaptive reuse, permitting reform, and housing production, together with the adoption of Housing 2030, have created new expectations and opportunities for local governments. Housing 2030 establishes ambitious statewide housing goals and identifies Warwick as a Strategic Growth Community, recognizing the City's concentration of jobs, regional transportation assets, and capacity to accommodate additional housing growth.

The Warwick Comprehensive Plan Housing Chapter establishes the City's housing goals, policies, and implementation actions. This Housing Supplement expands upon that foundation by providing a more detailed examination of existing housing trends, development patterns, market conditions, long-term housing needs, and growth capacity. The document evaluates how demographic change, affordability challenges, housing production, and recent State policy reforms are influencing housing demand within Warwick. It also examines where housing has been built in recent years, where future growth is most likely to occur, and how the City's existing infrastructure, transportation network, public services and facilities, open space resources, and land use framework can best be utilized to support additional development.

A central focus of this Supplement is Warwick's role in helping address Rhode Island's housing shortage. Housing 2030 assigns Warwick a municipal housing production goal of 1,545 total units and 232 affordable units between 2026 and 2030. Meeting these goals will require a clear roadmap that directs growth toward appropriate locations, expands housing diversity, encourages adaptive reuse and infill development, improves access to transportation and services, and coordinates housing decisions with investments in economic development, infrastructure, and quality-of-life services.

The Supplement is organized into five primary sections: existing housing trends, housing needs assessment, housing production and growth, growth framework, and recommendations. The report begins with an examination of existing housing stock and future needs related to affordability, demographic change, housing diversity, and the relationship between housing supply and demand. This is followed by a discussion on recent housing production trends, development patterns, and the influence of State housing policies on future growth. Primary and secondary growth nodes are subsequently established to identify locations and corridors for long-term growth. The Supplement culminates with a recommendations section that translates these findings into a coordinated set of implementation strategies designed to support Warwick's Comprehensive Plan goals, Housing 2030 production targets, neighborhood character, economic vitality, and long-term quality of life.

Purpose of Supplement

The purpose of this Supplement is to expand upon the housing analysis presented in the Warwick Comprehensive Plan by providing a more detailed, data-driven assessment of housing needs, development patterns, and market conditions. This document incorporates updated demographic, geospatial, and local assessor's data to evaluate recent housing trends and identify nodes of development within Warwick. Rhode Island's statewide legislation on adaptive reuse, accessory dwelling unit (ADU), and other land use regulations was taken into consideration.

In addition, the Supplement assesses the spatial distribution and evaluates whether the areas experiencing the greatest development pressure are adequately supported by infrastructure, public services, transportation access, and open space. Through this deeper analysis, the Supplement is intended to inform future planning, policy decisions, and targeted investments that support balanced, sustainable housing growth in Warwick.

Relationship to Comprehensive Plan

This Supplement is intended to be read in conjunction with the 2024 Warwick Comprehensive Plan and serves as a detailed extension of the Plan's Housing Chapter. While the Comprehensive Plan establishes the City's overall housing goals, policies, and framework, this Supplement provides additional technical analysis and spatial context to support their implementation.

Specifically, the supplement refines and builds upon the Plan by identifying where housing growth is occurring, where future growth is most appropriate, and how land use, zoning, infrastructure, and economic development strategies can be aligned to meet Warwick's housing needs. The Comprehensive Plan paired with this Supplement form a thorough and integrated approach to land use planning, economic growth, and transit-oriented development.

Addressing the MTAP Scope of Work

This Housing Supplement was prepared through the Municipal Technical Assistance Program (MTAP) to support the City of Warwick's ongoing Comprehensive Plan update. The analysis focuses on anticipated housing needs and development patterns and evaluates how future housing production relates to land use, infrastructure, transportation, economic development, and open space and recreation. The findings and recommendations are intended to supplement the City's Housing Element while also informing related elements of the Comprehensive Plan.

The Supplement addresses the MTAP scope of work through the following analyses:

- **Housing Needs and Future Growth:** Sections 2 through 6 evaluate demographic and housing trends, recent and anticipated housing production, development patterns, infrastructure capacity, and locations with the greatest potential to accommodate future residential growth.
- **Transportation and Circulation:** Sections 5 and 6 evaluate transportation conditions affecting identified growth areas, including roadway and regional transportation access, transit, pedestrian and bicycle infrastructure, and opportunities to improve multimodal connectivity as housing production increases.
- **Land Use:** Sections 5 and 6 evaluate the land-use and zoning implications of anticipated housing growth, including opportunities for higher-density and mixed-use development, adaptive reuse, infill development, and use of the Planned-District Residential overlay.

- **Economic Development:** Section 6 evaluates the relationship between housing growth and Warwick's commercial and employment areas, including the potential effects of residential development, adaptive reuse, and mixed-use development along traditional non-residential corridors.
- **Open Space and Recreation:** Section 6 evaluates access to conservation lands and recreational facilities within quarter- and half-mile distances of the primary growth nodes and identifies opportunities to improve recreational and public-space access as housing production increases.
- **Implementation:** Section 7 translates the findings of the technical analyses into recommendations intended to guide housing policy, land-use regulation, infrastructure investment, and implementation of the Comprehensive Plan.

Existing Housing Trends

Warwick's housing market has been shaped by trends that stretch far beyond the City limits, including a major housing production shortage across New England. Beginning in 2020, the COVID-19 pandemic contributed to an increase in workplace flexibility while also accelerating demand in more stable, less competitive markets, like Warwick's. As a result, housing prices rose sharply around the City. Federal interest rates simultaneously increased to curb inflation, making multifamily development more difficult to finance and limiting affordability for prospective homebuyers. Renters have also faced rising rents and increased competition for the limited supply of available units, especially as new multifamily construction has slowed.

Housing Composition and Stock

Household composition has slightly shifted in Warwick, in line with regional and national trends. Between 2014 and 2024, the share of non-family households rose slightly, driven by a larger share of homeowners living alone, particularly older adults. The proportion of homeowners aged 65 years and over increased their share from 28% in 2014 to 32% in 2024. During the same period, the number of married-couple families declined. Average household size decreased slightly from 2.31 to 2.28, while average family size has decreased from 2.95 to 2.93 (United States Census Bureau, 2014, 2024).

Households with related or own children under the age of 18 experienced notable declines. The share of households with own children under 18 dropped from 23.7% to 21.7% (United States Census Bureau, 2014, 2024). This reflects a broader trend toward fewer families with children, especially younger children, as indicated by the decline in households with children under 6 years old, which fell from 28.3% to 24.1%, of all households with own children under 18 (United States Census Bureau, 2014, 2024).

Housing production over the past decade has been minimal, with total housing stock increasing by just 0.7% Citywide. This limited growth has further constrained housing availability as the population has continued to grow and affordable housing options remain limited. Warwick has also experienced a significant decline in mid-sized multifamily housing, with approximately 525 units in 5-19 unit buildings lost, representing a 16% decrease (U.S. Census Bureau, 2014, 2024).

These changes in household composition have important implications for Warwick's future housing needs. The growth in non-family households, increasing share of older adults, and declining average household size suggest that demand may increasingly shift toward smaller and more affordable housing

options. At the same time, the decline in households with children may reduce demand for larger family-oriented housing types. As Warwick's population continues to age, there will likely be greater demand for accessible, age-friendly housing that enables residents to remain in the community as their needs change. Collectively, these trends indicate a need for a broader range of housing options, including smaller units, multifamily housing, and adaptable housing types that better align with the City's evolving demographic profile.

Housing Market Conditions

Understanding current housing conditions and anticipating future trends is essential for effective long-term planning. This analysis draws on data from HousingWorks RI's Housing Fact Book and the United States Census alongside locally collected municipal data to provide a comprehensive assessment of Warwick's housing market over the past two decades. Historical trends are used to inform projections over a 20-year horizon, using scenario-based modeling to evaluate how different growth rates may influence future housing prices.

Despite ranking among the five most affordable municipalities for homeownership in Rhode Island, Warwick still presents significant affordability challenges. An annual income of $138,786 is required to purchase a median-priced home. As of 2024, the median single-family home price reached $410,000, representing a 69% increase since 2019. Rental costs have also risen considerably, with the average two-bedroom rent reaching $2,357 – an increase of 20% between 2019 and 2022 and 29% overall – placing additional pressure on renters, particularly lower-income households (HousingWorksRI, 2025).

Warwick's housing prices have increased substantially over the last twenty years. Between 2003 and 2023, the median home price in Warwick more than doubled, going up 105%, for an average annual change of 5.3% per year. However, this growth has not been entirely uniform, as illustrated in Table 1. Periods of rapid appreciation, such as the early 2000s housing boom and post-2016 market expansion, contrast with declines during the Great Recession and more moderate periods of recovery in the early 2010s.

Table 1. Economic Trends Over the Previous 20 Years

Time Period	Average Annual Change in Single-Family Homes		Major Economic Trends
	Statewide	Warwick	
2000–2005	15.90%	17.50%	Economic growth, low interest rates, housing boom driven by expanding credit availability
2006–2010	-6.80%	-8.60%	Great Recession impact, housing market crash, rising unemployment, tighter credit standards
2011–2015	3.70%	3.60%	Gradual economic recovery, low interest rates, increased buyer confidence, slower housing market recovery in some regions
2016–2020	7.50%	7.30%	Strong economic growth, historically low mortgage rates, increased demand for suburban housing, limited inventory

2021–2023	7.90%	9.40%	COVID-19 pandemic effects, remote work shift boosting suburban demand, low inventory, inflation and rising construction costs

Mortgage Interest Rates

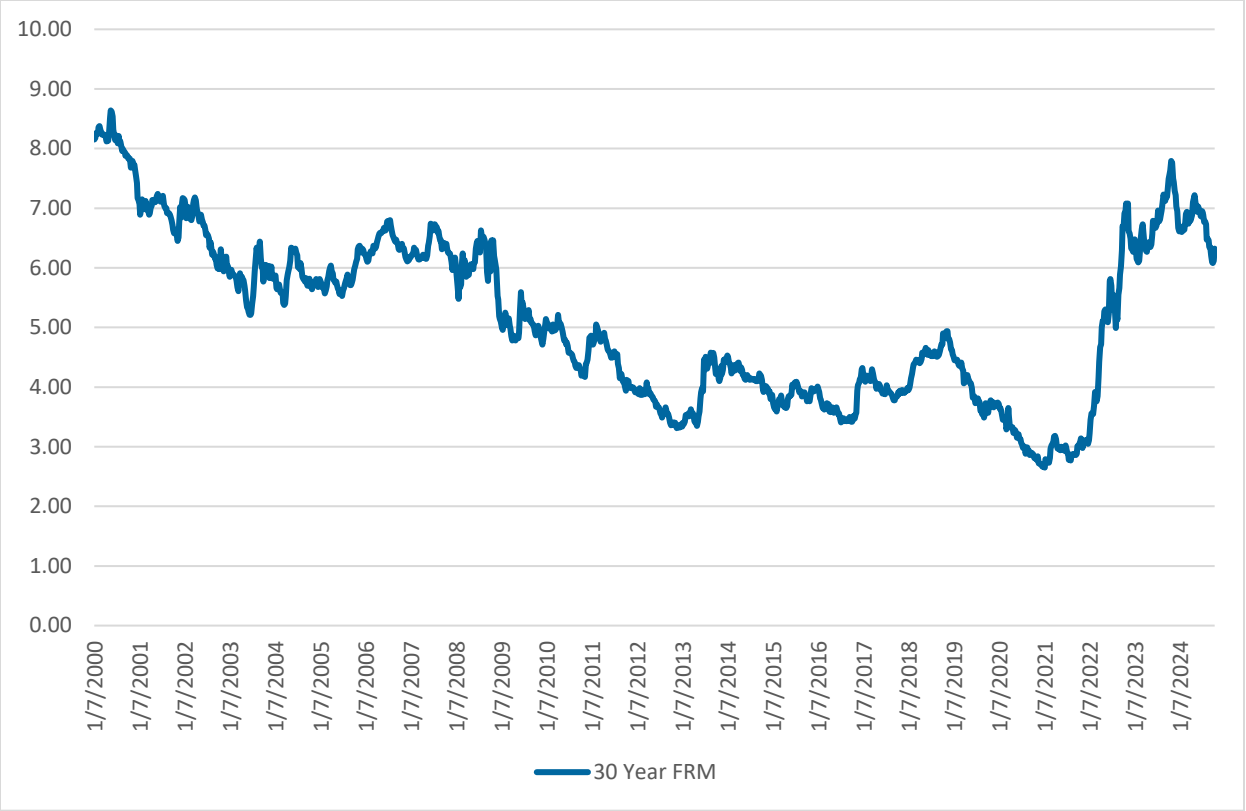
Over the last 20 years, mortgage interest rates have fluctuated significantly in response to broader economic conditions. These patterns are depicted in Figure 1. Periods of economic expansion and contraction, along with federal monetary policy decisions, have driven these shifts in borrowing costs. During the COVID-19 pandemic, the Federal Reserve lowered interest rates to support the economy, resulting in historically low mortgage rates in 2021 and 2022 below 3.00. This created a notable opportunity for low-income buyers to purchase homes, as lower rates reduced monthly mortgage payments and increased purchasing power.

Interest rates began to rise once again during the early post-pandemic years. This has further slowed long-term development activity throughout New England as projects became more difficult to finance and also pushed single-family home buyers out of Warwick. For example, a 1% increase in interest rates can significantly impact the cost of a mortgage over time and pricing out first-time buyers who would have been able to afford purchase under lower interest rates.

These dynamics can mean buyers qualify for smaller loans, reducing their purchasing power and cooling housing demand as the number of potential buyers shrinks. This can result in a slowdown in price appreciation or even a decline in prices. These declining prices can mean sellers hesitate to put their homes on the market, some because they hold existing low-rate mortgages and others who do not wish to sell in a cooler market.

As fewer people can afford to purchase homes, this can increase demand in the rental market, as potential buyers hold off on purchasing, and work to save for larger downpayments or more favorable interest rates.

Figure 1. 30-Year Fixed Rate Mortgage Interest Rate



Source: Freddie Mac, 2024

Commercial Real Estate Interest Rates

Interest rates also directly influence the financing conditions for multifamily housing development. As rates rise, borrowing costs for developers increase, reducing the feasibility of new projects. The Federal Funds Rate is the rate at which banks lend to each other overnight to meet reserve requirements. When the Federal Reserve raises or lowers this rate, it directly impacts the cost of borrowing for banks. As the cost of capital increases for banks, they pass those higher borrowing costs onto their customers, including those seeking commercial real estate loans. While the Federal Funds Rate isn't the exact rate used in commercial real estate (CRE) loan contracts, it is often used as a proxy for understanding general trends in borrowing costs. Since most CRE loans are tied to benchmarks like Prime Rate or SOFR, and these benchmarks rise and fall in response to changes in the Federal Funds Rate, movements in the Federal Funds Rate often correlate with changes in CRE loan rates.

Over the last two decades, the federal funds rate has fluctuated significantly, influencing the broader real estate market, including multifamily developments, as depicted in Figure 2. Rates peaked above 6.50% in the early 2000s, fell near zero during the 2008 financial crisis, and remained low for much of the 2010s. In response to the COVID-19 pandemic, rates again dropped to 0.05% by 2020. However, since early 2022, the Federal Reserve has aggressively raised rates, hitting 5.33% by September 2023. This sharp increase has slowed market-rate multifamily development across the country, including Rhode Island, as higher borrowing costs make financing new projects more expensive. This has led many developers to delay or downscale planned projects, especially those that depend on traditional financing.

In Rhode Island, builders had ramped up rental construction starting in 2016, responding to tightening market conditions. Despite this uptick, the levels of new construction remained below the peak

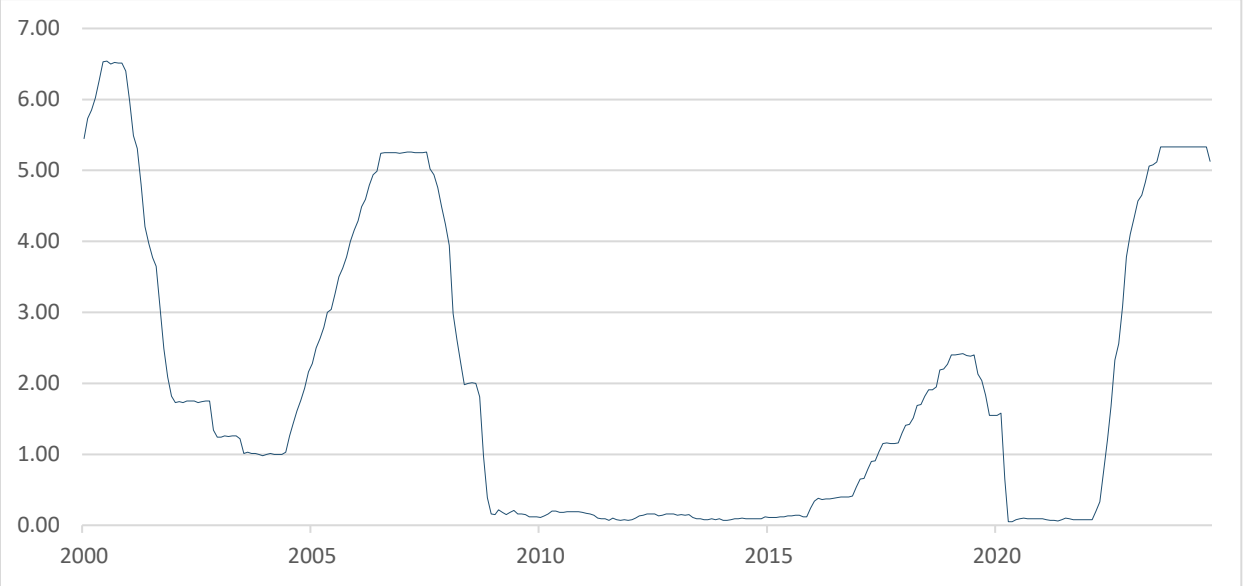
experienced in the early-to-mid 2000s. From 2000 to 2001, an average of 100 rental units were permitted annually in southern Rhode Island, and this increased sharply by 55% annually from 2002 to 2005, peaking at 600 units during a time of strong population growth. Following the Great Recession, rental permitting in southern Rhode Island fell to an average of 95 units annually from 2009 to 2015.

However, starting in 2016, as the rental market tightened once more, developers increased activity, with an average of 210 units permitted annually through 2021. Market level data is not available for the region after 2021, but supply chain issues and unpredictability of the structural shifts of the pandemic impacted developers' ability to move forward with projects during the pandemic, despite historically low interest rates. As the Fed has aggressively raised rates, developers in southern Rhode Island have continued to push forward on projects, albeit more cautiously. The increase in rates has made borrowing more expensive, leading some projects to scale down or move more slowly.

One example of a project that has seen difficulties is the Matteson Ridge Condos in West Warwick, which commenced construction in 2018 but has faced ongoing delays. Although construction was expected to proceed steadily, the rising costs of materials and borrowing likely contributed to its slow progress, with the project yet to fully reach completion as of late 2023. Similarly, projects like the Post Road Multi-Family Development in Warwick, which was slated to begin construction in April 2023, appear to be in a holding pattern, possibly affected by the same macroeconomic conditions including rising interest rates and tightening market liquidity.

While some developments remain in the "planning" or "concept" stages, this hesitancy to break ground reflects broader caution across the market, driven by current economic conditions. The impact of rising rates and delayed project timelines is certainly being felt, even in projects that are not yet formally declared "abandoned" but are struggling to make it through to completion in a high-interest-rate environment.

Figure 2. Federal Funds Rate



Source: FRED, 2025

Income and Affordability

Understanding income trends and household earning potential provides critical context for evaluating housing affordability within Warwick. This helps to frame the underlying economic conditions that influence housing access and opportunity in Warwick

Income Trends

Warwick has experienced steady growth in household income over the past decade. Between 2014 and 2024, Warwick's median income increased from $ 62,803 to $88,708, representing a 33% increase. Despite this notable rise, Rhode Island's median income grew from $56,423 to $87,796, which represents a 45% increase. This indicates that income growth in the state outpaced the City's, reflecting stronger statewide wage gains (U.S. Census Bureau, 2014, 2024).

When adjusted for inflation, measured by a roughly 28% increase in the Consumer Price Index (CPI), both Warwick and Rhode Island experienced modest real income gains, indicating that wages have slightly outpaced rising costs over time (Bureau of Labor Statistics, 2024). However, while incomes have grown in real terms, the pace of growth has not necessarily kept up with increases in housing costs, a key issue explored later in this report.

Income Distribution

Income distribution within Warwick is relatively balanced compared to the state. The City's Gini Coefficient of 0.4292 indicates a slightly more equitable income distribution compared to Rhode Island's overall Gini Coefficient of 0.4832, which reflects a higher level of income inequality within the state (United States Census Bureau, 2014, 2024).

Despite this relative equity, disparities still exist across income groups, particularly between renters and homeowners. These differences play an important role in shaping housing access and affordability opportunities across the City.

Warwick Income Levels Compared to HUD AMI's

The U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) data provides a useful framework for understanding income levels in relation to housing affordability. CHAS categorizes households based on their income as a percentage of the Area Median Family Income (AMI), also referred to as HUD Area Median Family Income (HAMFI). These categories, ranging from extremely low-income (at or below 30% of HAMFI) to higher income (over 100% HAMFI), help policymakers and planners understand local housing needs and affordability challenges.

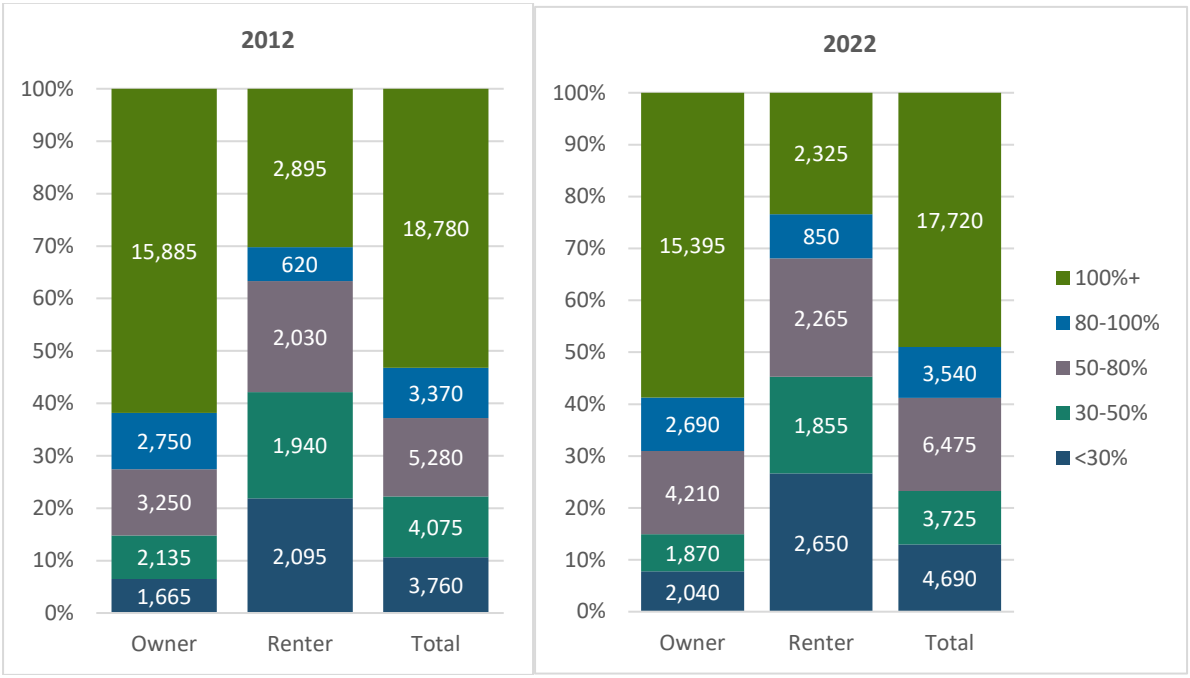
Analyzing changes in these income groups over time provides insight into shifting economic conditions, especially among renters and homeowners. The number of owners, renters, and total households at each income level is shown in Figure 3.

Between 2012 and 2022 in Warwick, there was a slight increase in the number of households with incomes at or below 30% of HAMFI, growing from 10.6% to 13.0%. Renters continue to make up a large portion of this group, with 26.7% in 2021 compared to 21.9% in 2012, while homeowners in this category remained stable. Households earning between 30% and 50% of HAMFI saw a small decline overall, dropping from 11.5% to 10.3%, driven primarily by a reduction in homeowners in this income range (US Department of Housing and Urban Development, 2012-2022).

Households earning between 50% and 80% of HAMFI grew significantly, especially among renters, where the proportion increased from 21.2% to 22.8%. Meanwhile, higher-income households (over 100% HAMFI) still make up the majority of households, although their share declined slightly from

53.2% in 2012 to 49.0% in 2022. Renters in this higher-income category also decreased from 30.2% to 22.5%. Overall, Warwick saw a shift toward more households falling within moderate-income ranges, particularly among renters.

Figure 3. Area Median Income by Tenure



Source: CHAS, 2022

Housing Costs and Market Pressures

The proportion of households with affordable housing costs has increased over the 10-year period, with a greater proportion of homeowners and renters paying less than 30% of their income on housing in 2022 compared to 2012. Specifically, the share of cost-burdened homeowners declined, with approximately 8% homeowners falling below the 30% affordability threshold, while renters saw a more modest improvement of about 1%. Overall, these shifts suggest some improvement in housing affordability at the Citywide level.

Despite a decrease in the total proportion of households facing moderate cost burdens, the total number of renters facing unaffordable housing has increased by approximately 7% since 2012 (US Department of Housing and Urban Development, 2012-2022). This suggests that affordability challenges remain significant, especially for renters, and highlights the need for strategies that can reduce renter cost without creating additional pressure on homeowners.

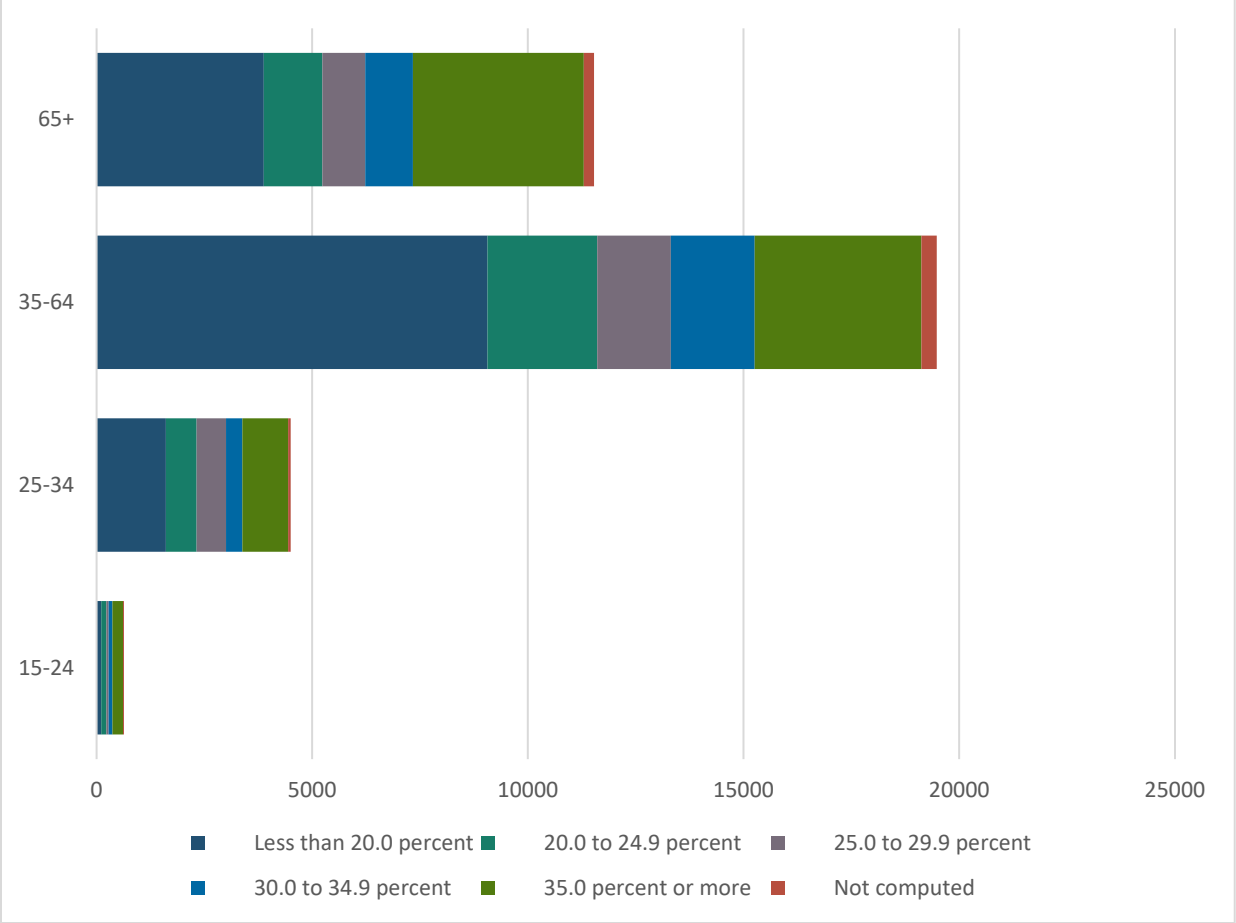
A key factor contributing to this disparity is the difference in income levels between renters and homeowners. Renters in Warwick typically earn lower incomes, making it more difficult to secure affordable housing and increasing the likelihood that a larger share of their income is devoted to rent, leaving them more vulnerable to financial instability.

This trend is reflected in income distribution data. Among renters, 2,535 households (25.2% of all renters) have incomes below 30% of the HUD Area Median Family Income (HAMFI), which indicates that a significant portion of the rental population is low-income. In contrast, only 1,790 owner-occupied households (7% of all owners) fall into this lowest income category. More broadly, renters are

disproportionately impacted by high housing costs, with 55.6% of renters earning less than 80% of HAMFI, compared to just 29.5% of homeowners.

Figure 4 illustrates how housing cost burdens vary across age groups in Warwick, providing additional insight into how affordability challenges differ across the population.

Figure 4. Housing Cost Burden by Age of Householder



Source: ACS, 2024

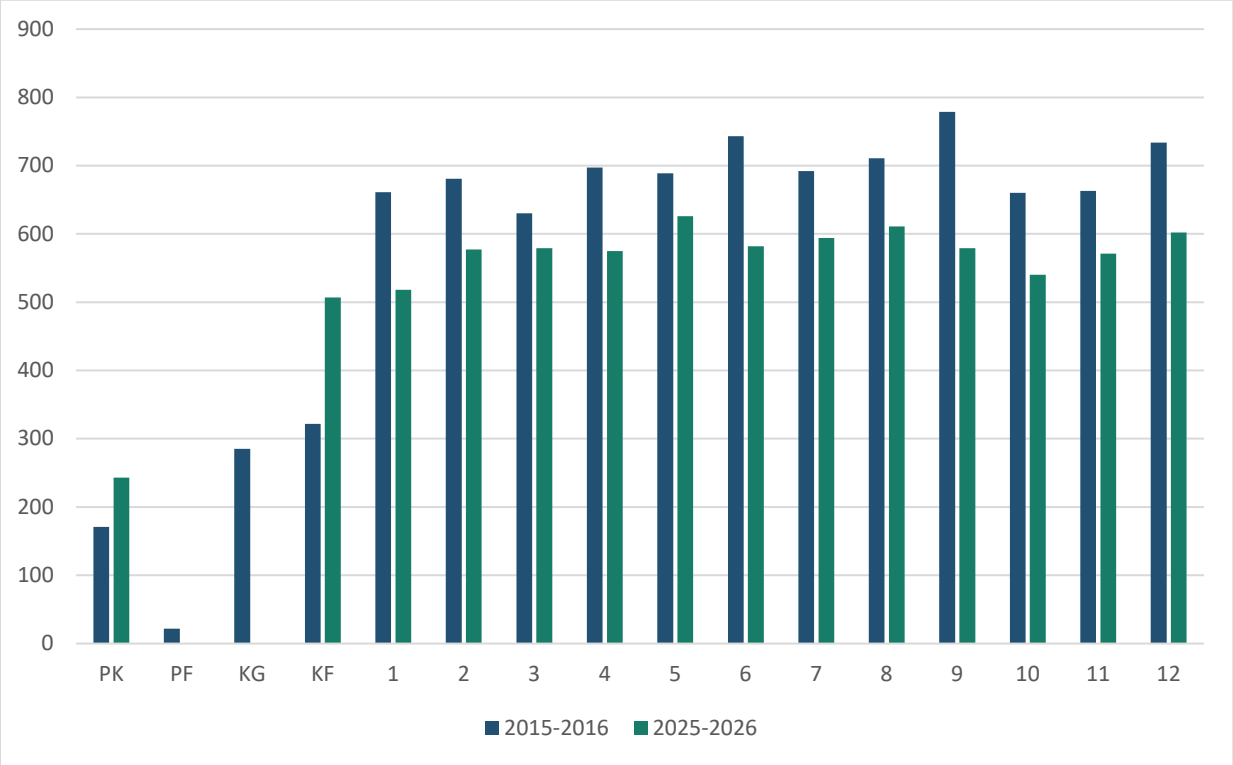
Housing Costs and School Population

This section examines the relationship between housing affordability and school enrollment trends in Warwick. By analyzing demographic patterns alongside key housing indicators, such as median home prices, housing cost burdens, and household composition, it is possible to better understand how economic conditions influence who is able to live in the City, particularly with school-aged children. These dynamics play an important role in shaping school enrollment over time and provide critical context for understanding recent declines in student population.

Over the past decade, Warwick has experienced a notable decrease in public school enrollment, falling from 9,140 students in the 2015-2016 school year to 7,704 in 2025-2026 (Rhode Island Department of Education, 2025). This decline is largely driven by demographic shifts, including a reduction in the number of households with school-aged children. Although Warwick experienced a slight increase in the

number of households between 2014 and 2024, the number of households with children under 18 decreased from 9,231 in 2014 to 8,774 in 2024.

Figure 5. School Enrollment by Grade



Source: RIDE, 2025

Younger households experience slightly lower rates of severe cost burden, but affordability challenges remain. Approximately 20% of householders aged 25 to 34 paid over 30% of their total income on housing. This is nearly 4% higher than householders aged 35 to 64 and 15% higher than householders aged 65 and older. The same trends have been observed throughout the county and state (U.S. Census Bureau, 2024).

While this may appear counterintuitive due to recent public backlash against unaffordable housing for young adults, the discrepancy may lie in that young homeowners are likely to have higher earnings and may even have dual incomes. Therefore, the data may be slightly skewed in favor of young adults with high incomes. However, young renters face higher cost burden than older ones.

The housing cost burden data for Warwick highlights the deep challenges residents face, especially considering the limited availability of affordable housing options for families. Warwick has only 150 affordable family housing units, which is a small fraction compared to the 1,660 affordable units available for elderly households and 236 units for those with special needs. This disparity emphasizes the lack of affordable housing options for families, particularly for middle-aged householders who are among the most cost-burdened, with 55% of those aged 35 - 64 spending 30% or more of their income on housing. In addition, Warwick's affordable housing stock is heavily skewed toward rentals, with 1,876 rental units compared to just 13 homeownership units and 157 units categorized as other types of housing. This imbalance highlights the limited opportunities for affordable homeownership in the City.

The shortage of family-specific affordable housing means that many families likely struggle to find suitable and affordable living arrangements, pushing them into housing cost burdens. As the data shows, even though younger households are not as severely impacted as older ones, the limited availability of affordable family housing exacerbates financial pressure on middle-aged and younger family households, forcing many to spend more than 30% of their income on housing. This gap highlights the urgent need for increased investment in affordable family housing to relieve the pressure on cost-burdened families and create a more balanced housing market in Warwick.

Housing Needs Assessment

Cost Burden and Affordability Gaps

Cost burden, typically defined as households spending more than 30% of their income on housing, is a key indicator of financial strain and housing instability. Across Warwick, affordability pressures vary by tenure, income level, and household type, despite general income equality Citywide.

Warwick's housing affordability challenges reflect the combined effects of rising housing costs, shifting household incomes, and structural limitations within the local housing market. The data indicate that affordability pressures are not isolated to a single population but instead affect households differently depending on tenure, income level, age, and household composition.

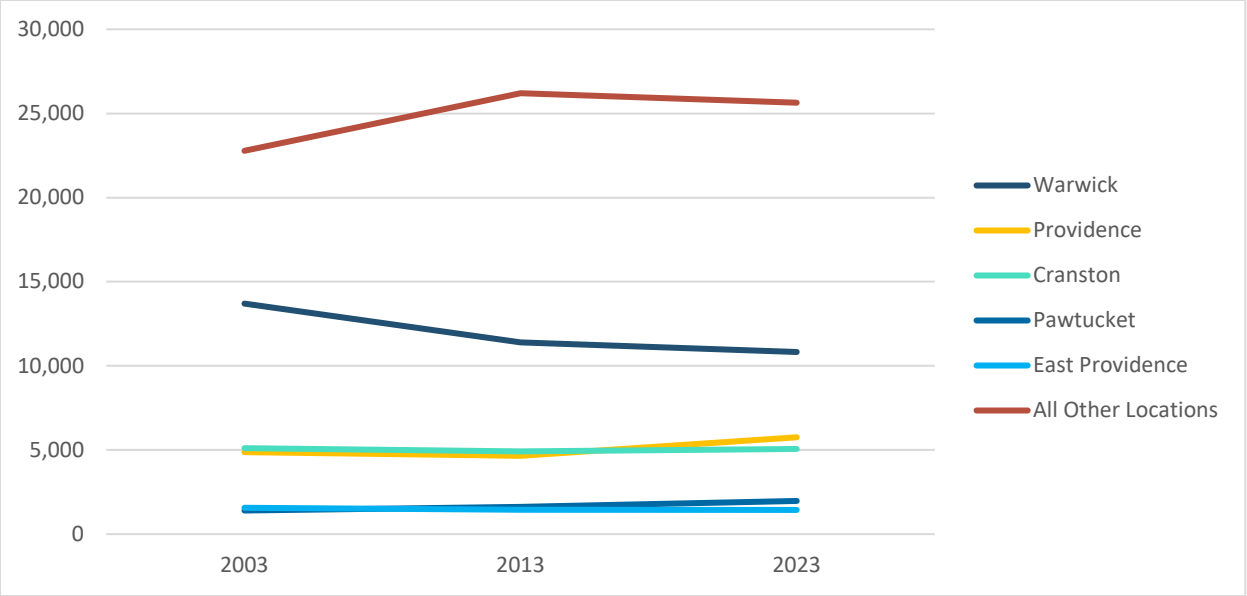
The most immediate and severe pressures are concentrated among renter households. Renters in Warwick are disproportionately represented among lower-income households and experience significantly higher rates of cost burden than homeowners. Rising rents, paired with a limited supply of affordable rental units, have increased financial strain for many households, particularly those with the fewest economic resources. The growth in extremely low-income renter households suggests that demand for affordable and deeply affordable rental housing is increasing at a time when housing costs continue to rise and available options remain limited. Without additional affordable housing production and preservation efforts, these households are likely to face continued challenges securing stable and affordable housing within the City.

Workforce and Commuting Patterns

Over the past two decades, Warwick has seen a notable shift in where its residents work, reflecting larger regional economic and commuting trends. In 2003, over 60% of Warwick's workforce was employed within the City itself. By 2023, that number had dropped significantly to 42%, indicating that a growing proportion of residents now commute to jobs outside of Warwick (U.S. Census Bureau, 2023). This shift also highlights an increase in regional connectivity, as well as a changing relationship between housing and employment locations.

As depicted in Figure 6 while Providence has remained the primary employment destination for Warwick residents, consistently attracting roughly 20% of the workforce. Cranston has also served as a major employment center, retaining a significant share of Warwick's workers over time. These commuting patterns reflect Warwick's position within the broader metropolitan area, where residents have access to a range of employment opportunities within a relatively short distance.

Figure 6. Warwick Residents' Job Destinations



Source: U.S. Census Bureau, 2023

Affordable Housing Inventory and Gaps

Warwick's existing affordable housing stock is insufficient to meet the projected range or scale of housing needs identified in the City. According to the 2024 Rhode Island Low- and Moderate-Income Housing Chart, Warwick had 2,202 qualifying low- and moderate-income housing units, equal to 5.78% of the 38,090 year-round housing units used in the State's calculation. Based on these numbers, Warwick would need approximately 1,607 additional qualifying units to reach the 10% threshold established under the Rhode Island Low- and Moderate-Income Housing Act.

Warwick previously qualified as meeting the statewide LMI requirements, but new legislation adopted in 2025 has since altered the process. Today, Warwick no longer qualifies, thereby increasing the importance of expanding the City's deed-restricted affordable housing inventory while also preserving existing units and affordability restrictions.

The composition of Warwick's affordable housing stock presents an additional concern. Based on the inventory analyzed for this Supplement, nearly all qualifying units are rental units, while affordable homeownership opportunities are extremely limited. The inventory includes approximately 1,876 rental units, compared with only 13 affordable homeownership units and 157 units classified as other housing types. This imbalance limits opportunities for low- and moderate-income households to build equity and remain in Warwick as homeowners. It also means that households seeking an affordable ownership option may be unable to find one even when their incomes are sufficient to sustain the ongoing costs of homeownership.

The affordable inventory is also unevenly distributed among the populations it serves. Approximately 1,660 affordable units are designated for elderly households, compared with 150 units for families and 236 units for people with special needs. Warwick's substantial older population supports the continued need for elderly and accessible housing, but the comparatively small family inventory indicates that affordable options for households with children and other non-elderly households remain limited. This is particularly important because family households may need larger units, access to schools and services, and locations that support longer-term residential stability.

The inventory gap is therefore not simply a numerical difference between Warwick's existing affordable units and the 10% statutory threshold. It includes several related gaps:

- **A total-unit gap**, reflected in the difference between the existing qualifying inventory and the number needed to reach the 10% threshold.
- **An affordable homeownership gap,** with only a very small number of deed-restricted ownership units.
- **A family-housing gap,** particularly for households that need two- or three-bedroom units located near schools, transportation, services, and employment.
- **An accessibility gap,** as demand for accessible units continues to exceed the available supply within Warwick Housing Authority properties.
- **A deeply affordable housing gap,** especially for households earning at or below 30% of HUD Area Median Family Income.
- **A preservation gap,** because existing affordable units may require capital improvements or renewed affordability protections to remain part of the long-term inventory.

These inventory limitations must also be considered in relation to the number of households experiencing financial strain. The 2024 ACS estimates indicate that 4,874 of Warwick's 9,181 renter households, or 53.1%, were housing cost burdened. Among homeowners, 7,088 of 26,281 households, or 27.0%, were cost burdened. These figures demonstrate that the need for lower-cost housing extends well beyond households presently living in deed-restricted affordable units.

Consequently, Warwick's affordable housing strategy should include both production and preservation. New deed-restricted rental housing remains necessary, especially for families, extremely low-income households, and residents who require supportive or accessible units. At the same time, the City should expand affordable homeownership opportunities, preserve existing deed restrictions, support rehabilitation of lower-cost housing, and prevent the loss of naturally occurring affordable units. Partnerships with the Warwick Housing Authority, nonprofit housing providers, RIHousing, the Rhode Island Executive Office of Housing, and private developers will be essential to assembling the land, funding, subsidies, and rental assistance needed to address these gaps.

Housing Demand vs. Supply

Warwick's housing demand is shaped by more than population growth alone. The City is experiencing smaller average household sizes, growth in non-family and older households, limited housing availability, substantial renter cost burden, and rising housing costs. These conditions generate demand for additional units even when overall population growth is modest. Smaller households require more housing units to accommodate the same number of residents, while an aging population creates demand for smaller, accessible, and lower-maintenance housing. At the same time, younger residents, families, lower-income renters, and members of the local workforce need housing that is affordable at a wider range of incomes.

The available housing supply does not fully respond to these needs. Warwick's housing stock remains heavily concentrated in single-family housing. According to the 2024 ACS, the City had approximately 37,516 housing units, including 27,267 single-family units. The remaining inventory included approximately 1,798 units in two-family structures, 1,307 in three- or four-family structures, 6,981 multifamily units, 145 mobile homes, and 18 units in other housing arrangements. Single-family units

therefore represented nearly three-quarters of the total stock, while the smaller multifamily and attached housing types that can provide alternatives for smaller households remained a comparatively limited part of the inventory.

Warwick's available-for-sale and available-for-rent inventory is also constrained. Of the City's 37,516 housing units, approximately 36,055 were occupied and 1,461 were vacant under the broader ACS definition. However, only 383 units were identified as vacant and actively available for sale or rent, equal to approximately 1% of the total housing stock. The broader vacancy count includes units that may be seasonal, sold or rented but not yet occupied, or unavailable for other reasons; therefore, the 383 available units provide a better indication of the housing choices facing households actively seeking a home.

The limited available supply contributes to competition for existing units and reduces opportunities for households to move as their circumstances change. Older residents who might otherwise downsize may remain in larger single-family homes because suitable smaller or accessible alternatives are unavailable. Growing families may struggle to find appropriately sized homes, renters may have difficulty transitioning into homeownership, and lower-income households may compete for a limited number of lower-cost units. This mismatch reduces mobility throughout the housing market and increases pressure at multiple price points.

Production patterns have not consistently corrected this mismatch. Local permitting data show that recent new dwelling permits have remained concentrated in single-family construction, while apartment and duplex permitting has been more intermittent. At the same time, the City has experienced several substantial multifamily proposals and adaptive reuse projects, particularly around City Centre Warwick, T.F. Green International Airport, Post Road, and other established development nodes. This indicates that larger projects can add meaningful numbers of units, but production remains geographically concentrated and can vary significantly from year to year.

Renovation and rehabilitation are also important components of housing supply. Warwick's median housing unit was built in 1961, indicating that a substantial portion of the existing stock may require continued investment in structural systems, energy efficiency, lead-hazard reduction, accessibility, and other health and safety improvements. Rehabilitation does not always create a net new unit, but it protects existing supply by preventing deterioration, abandonment, demolition, or displacement. Adaptive reuse and the conversion of existing buildings may add units, while additions and accessory dwelling units can incrementally expand supply within established neighborhoods.

Beyond local housing demand, Warwick also plays an important regional role within Rhode Island's housing market. The City's extensive public infrastructure, access to employment centers, regional transportation connections, and redevelopment opportunities position it to accommodate a larger share of future housing growth than many neighboring communities. While some municipalities face significant physical constraints associated with limited public utilities, environmental restrictions, or limited redevelopment opportunities, Warwick possesses the infrastructure, transportation network, and developable locations necessary to support additional residential growth.

This role is reflected in Rhode Island's Housing 2030 framework, which identifies Warwick as a Strategic Growth Community and assigns the City a production target of 1,545 housing units between 2026 and 2030, including 232 affordable units. As a result, Warwick is expected to absorb a meaningful share of the State's future housing production. The City's challenge is therefore not simply producing additional housing units, but ensuring that new housing is located in areas capable of supporting growth and that

the housing being produced aligns with changing market demands. Future housing production should focus on a variety of housing types, including multifamily housing, smaller ownership opportunities, accessory dwelling units, adaptive reuse projects, and affordable housing located near employment centers, services, and transportation networks.

HOUSING PRODUCTION GAP

Warwick's housing production gap includes both an overall need for additional housing and specific gaps in the types and affordability of housing available. Rhode Island's Housing 2030 establishes a near-term production target of **1,545 additional housing units between 2026 and 2030, including 232 affordable units.** This provides the most current State-established benchmark for Warwick's overall housing production need.

The City's longer-term affordable housing gap is substantially greater. Based on the 2024 Rhode Island Low- and Moderate-Income Housing Chart, Warwick has **2,202 qualifying LMI units, or 5.78% of its year-round housing stock, and would require approximately 1,607 additional qualifying units to reach the 10% statutory threshold.**

The affordability gap is not limited to the number of qualifying units. The analysis identifies particular needs **for deeply affordable housing serving households at or below 30% of HUD Area Median Family Income; affordable family housing; affordable homeownership opportunities; accessible and age-friendly housing; and preservation of existing affordable units**. The City's broader housing supply also needs greater diversity, including smaller units, multifamily housing, and other housing types that respond to declining household size and an aging population.

Together, these findings indicate that Warwick's housing production challenge is both quantitative and qualitative: the City needs additional housing units, but production must also better align with household incomes, changing demographics, and the types of housing currently underrepresented in the City's housing stock.

Housing Stock Trends

Warwick's housing stock has experienced modest shifts over time, with relatively stable overall patterns in unit composition. Among owner-occupied housing, growth has been concentrated in 2- and 3-bedroom units, while 1- and 4-bedroom units declined slightly. Renter-occupied units also increased modestly, with notable gains in one- and three- bedroom units. At the same time, the number of studio units and larger 5-bedroom rentals declined, suggesting that smaller rental units may be more prevalent in 2024 compared to 2014. Both owner and renter-occupied units maintained relatively stable proportions in terms of bedroom distribution, with minor shifts in the total number of units (U.S. Census Bureau, 2024).

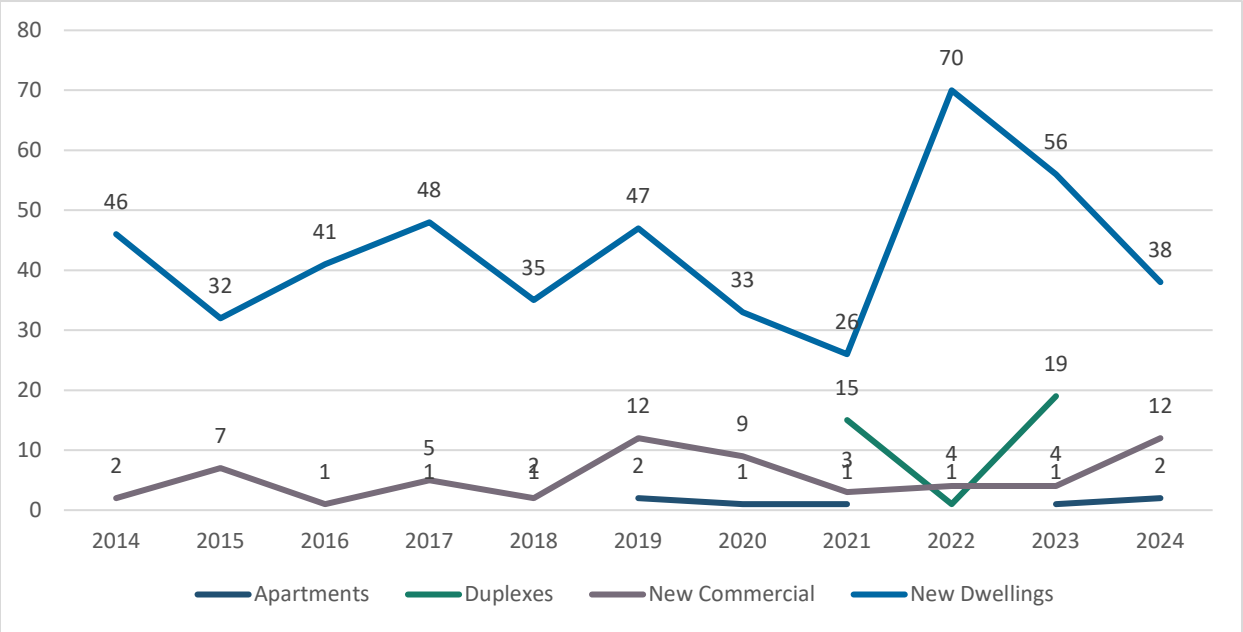
An analysis of residential building permits provides additional insight into recent housing production trends. Between 2014 and 2024, building permits for new dwellings, especially single-family homes, remained relatively steady, reflecting consistent demand for single-family housing in the area. A significant spike in permitting activity occurred in 2022, likely in response to low interest rates, and a decline to more typical levels of permitting in 2023 (City of Warwick, 2024).

In contrast, multifamily housing permits have been issued far less consistently over the past decade. Apartment permits were recorded in only five of the eleven years analyzed (2019-2021 and 2023-2024), with no more than two permits issued in any given year. The influence of Warwick's zoning, which restricts the construction of apartments to a few select areas of the City, maybe a determining factor in the rate of permitting for apartments, as the number of permits has remained low despite rising rental demand and continued even I the face of rising interest rates. As a result, apartment construction has remained constrained despite increasing rental demand and changing market conditions.

Permits for duplexes and new commercial developments remained low and relatively stable throughout the decade, with only minor fluctuations. For example, 15 duplex permits were issued in 2021 and 19 in 2023. These trends suggest that Warwick has not focused heavily on these types of developments in recent years.

As shown in Figure 7, single-family permits have remained consistently strong, while duplex and multifamily development has occurred on a small and more intermittent scale.

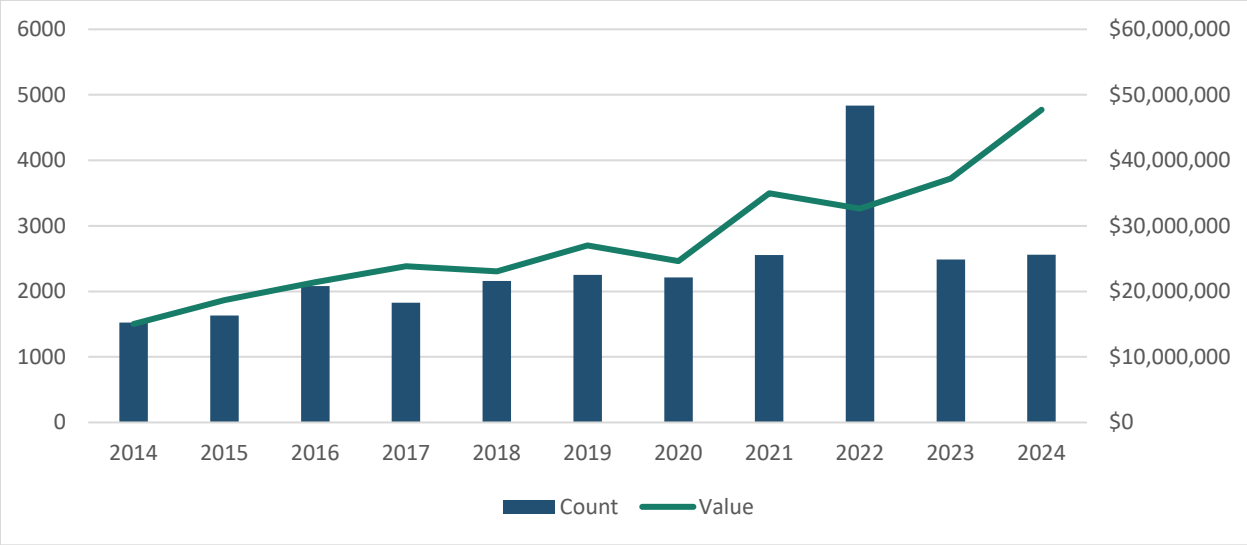
Figure 7. Warwick Building Permits by Type



Source: City of Warwick, 2024

Beyond the distribution of permit types, both the volume and value of building permits have increased over time. The number of permits issued annually rose from 1,525 in 2014 to 2,561 in 2024, while total construction value more than tripled, increasing from approximately $15 million to $48 million over the same period, as illustrated in Figure 8 (City of Warwick, 2024).

Figure 8. Warwick Building Permits by Year with Total Building Permit Value



Source: City of Warwick, 2024

A notable outlier occurred in 2022, when permit activity surged to 4,838 permits, far exceeding the numbers in previous and following years. This could indicate a temporary surge in building activity, potentially driven by policy changes, economic factors, or increased demand for housing. Despite a slight drop in the number of permits from 2022's spike, the value of the permits in 2024 is significantly higher than in any previous year. This suggests that while the number of permits stabilized, the average value of construction per permit increased dramatically, indicating larger or more expensive projects. The data could reflect a combination of economic recovery, post-pandemic construction booms, or policy-driven incentives for new construction or redevelopment projects in Warwick, RI. The sharp increase in 2024 might suggest new development projects, housing demand, or inflationary pressures driving up construction costs.

Affordable Housing

Warwick's low- and moderate- income (LMI) housing stock is primarily made up of rental units and serves elderly adults. Rental units account for approximately 91% of all LMI housing in the City, with 81% of all units reserved for the elderly (RI Housing, 2023). This distribution highlights a significant imbalance in the types of affordable housing available, particularly for families and non-elderly households.

Table 2 summarizes the distribution of low- and moderate- income housing stock throughout Warwick and highlights a significant imbalance in the populations served. Currently, there are just 150 affordable housing units in the City designated for families and 236 for individuals with special needs, compared to 1,660 units reserved for elderly residents. In other words, the City has over four times as many affordable housing units for seniors as it does for families and individuals with special needs combined.

This disparity is notable when compared to the City's household composition. Approximately 24.3% of households have at least one individual under the age of 18, while 37.1% of households have at least person aged 65 or over. Although Warwick has a substantial elderly population, the allocation of affordable housing is disproportionately weighted toward seniors relative to other groups. These conditions underscore a clear gap in affordable housing options for families and non-elderly households, suggesting a need to better align the City's affordable housing supply with its broader demographic composition and housing needs.

Table 2. Low-and-Moderate Income Housing Stock Attributes

Population Served	Elderly	Family	Special Needs
Number of Housing Units	1,660	150	236

Source: RIHousing, 2024

In terms of tenure, as outlined in Table 3, opportunities for affordable homeownership are extremely limited, with just 13 ownership units compared to 1,876 rental units and 157 units categorized under other housing types. This is unsurprising given that affordable housing production is primarily supplied through rental housing programs administered by government entities and regulatory agencies, but it also demonstrates a need for developer incentives that support owner-occupied affordable housing.

Table 3. Low-and-Moderate Income Housing Stock Tenure

Tenure Type	Homeownership	Rental	Other
Number of Housing Units	13	1,876	157

Source: RIHousing, 2024

Several key providers play an important role in the City's affordable housing landscape. The Warwick Housing Authority (WHA) maintains 517 units serving low-income seniors, individuals, and families, representing a substantial share of the City's affordable housing stock. Additionally, House of Hope operates 14 properties that provide housing for individuals and families experiencing homelessness, including those with special needs. These organizations contribute significantly to the availability of deeply affordable and supportive housing, though their focus is largely on specific populations.

KEY HOUSING GAPS

Affordable Housing Options for Families

Warwick's affordable housing inventory is disproportionately concentrated in housing for elderly households, leaving comparatively few affordable options for families and households with children.

Affordable Homeownership Opportunities

The City's affordable housing inventory consists almost entirely of rental units, limiting opportunities for low- and moderate-income households to build equity through homeownership.

Smaller Housing and Downsizing Options

Declining household sizes, increasing numbers of non-family households, and an aging population indicate growing demand for smaller and lower-maintenance housing options that are currently underrepresented in the City's housing stock.

Age-Friendly Multifamily Housing

As Warwick's population continues to age, demand is expected to increase for accessible housing located near transportation, healthcare, shopping, and community services.

Housing Production and Growth

Trends in Housing Production

Single Family Development Trends

Over the past decade, new single-family construction in Warwick has generally occurred through a combination of small subdivisions, redevelopment of previously vacant lots, and infill development within existing neighborhoods. Unlike many rapidly growing communities that rely on large greenfield subdivisions, most of Warwick's recent single-family growth has been incremental and dispersed throughout the City. Development activity has been concentrated in coastal neighborhoods with smaller lots, areas containing vacant land capable of supporting new homes, and locations where existing infrastructure is readily available. Recent permit activity indicates that a substantial portion of new single-family development has occurred through redevelopment and infill rather than expansion into previously undeveloped portions of the City.

- **Conimicut Point and Conimicut Village:** The eastern portions of Warwick, particularly around Conimicut Point, have experienced ongoing infill and redevelopment activity. Development has occurred through the replacement of older structures, construction on vacant lots, and redevelopment of underutilized waterfront properties. New homes in these areas often capitalize on views of Narragansett Bay and proximity to neighborhood amenities, parks, and coastal resources. The relatively small lot pattern found throughout Conimicut has allowed for continued residential reinvestment despite limited large-scale development opportunities. These neighborhoods represent some of the clearest examples of incremental housing growth within Warwick's established residential areas.
- **Oakland Beach and Buttonwoods –** Development in Oakland Beach has been characterized by smaller homes, modest lot sizes, and infill construction on previously vacant or underutilized parcels. Compared to other parts of Warwick, these neighborhoods continue to provide relatively attainable opportunities for homeownership while maintaining access to waterfront amenities. Similar development patterns can be observed in portions of Buttonwoods, where redevelopment and replacement housing have contributed to gradual neighborhood reinvestment. The concentration of nonconforming lots throughout these areas has also resulted in lot patterns that accommodate smaller-scale housing types than those typically found elsewhere in the City.
- **Cowesett and Western Warwick –** More traditional subdivision-style development has occurred in portions of western Warwick, particularly within Cowesett and adjacent neighborhoods where larger parcels remain available for residential development. These projects generally consist of larger homes on larger lots and reflect demand for higher-value single-family housing. Examples include the Deer Run and Red Maple Lane areas referenced in the City's permit analysis. While the number of projects is relatively limited compared to infill development elsewhere in the City, these developments account for a notable share of recent single-family unit production.
- **Hillsgrove and Airport Area Neighborhoods** – Several smaller residential developments have also occurred north and west of T.F. Green International Airport, including portions of the Hillsgrove area. These developments illustrate how single-family housing growth continues

to occur near major transportation corridors despite increasing land values and development pressure associated with commercial and multifamily development around City Centre Warwick.

Multifamily Development Trends

Multifamily housing development in Warwick has been clustered in a limited number of key areas and has generally occurred at a more moderate pace compared to nearby cities like Providence. Recent projects have been largely centralized around T.F. Green International Airport and the City Centre Warwick district, reflecting a strategic emphasis on transit-oriented and mixed-use development.

A list of notable recent developments is provided in Table 4. Among the most significant is the Alta Altitude project, which is comprised of 214 residential units and serves as a prime example of transit-oriented development around the airport. Meanwhile, redevelopment of the Sheraton Hotel has created an additional 238 apartments within the City Centre Warwick district. These multifamily development projects aim to capitalize on their proximity to a major transit hub and budding commercial district.

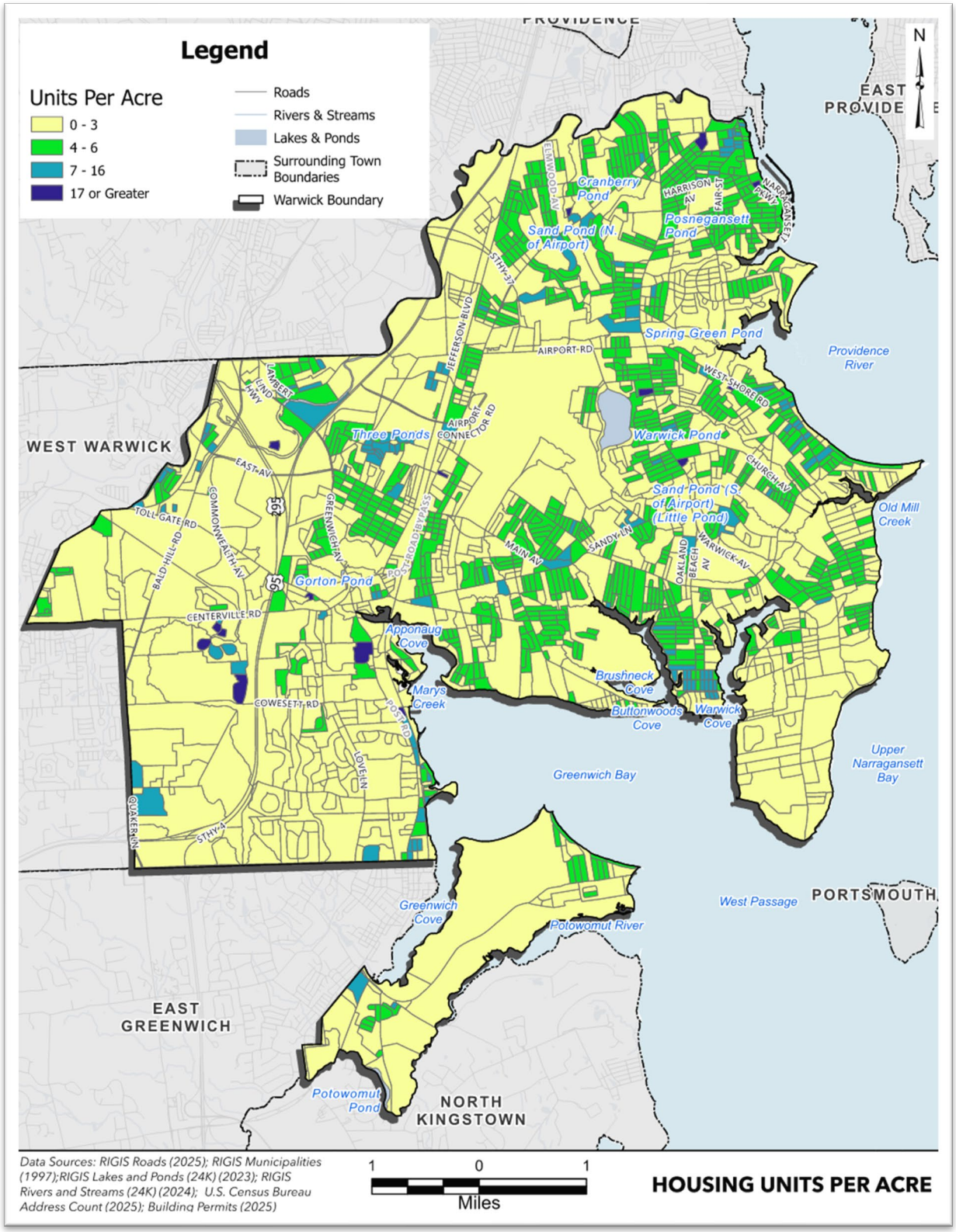
Beyond transit-oriented development, Warwick has also found success in adaptive reuse projects to enhance multifamily availability. The Lofts at Pontiac Mills is a notable example of transforming a historic mill into modern loft-style apartments. This type of development centered along the Pawtuxet River reflects a broader trend of repurposing old industrial buildings for residential use. While these projects demonstrate an overall desire to increase housing availability in certain concentrated areas, Warwick's overall multifamily production has remained limited and has opportunity for growth.

Table 4. Notable Recent Developments

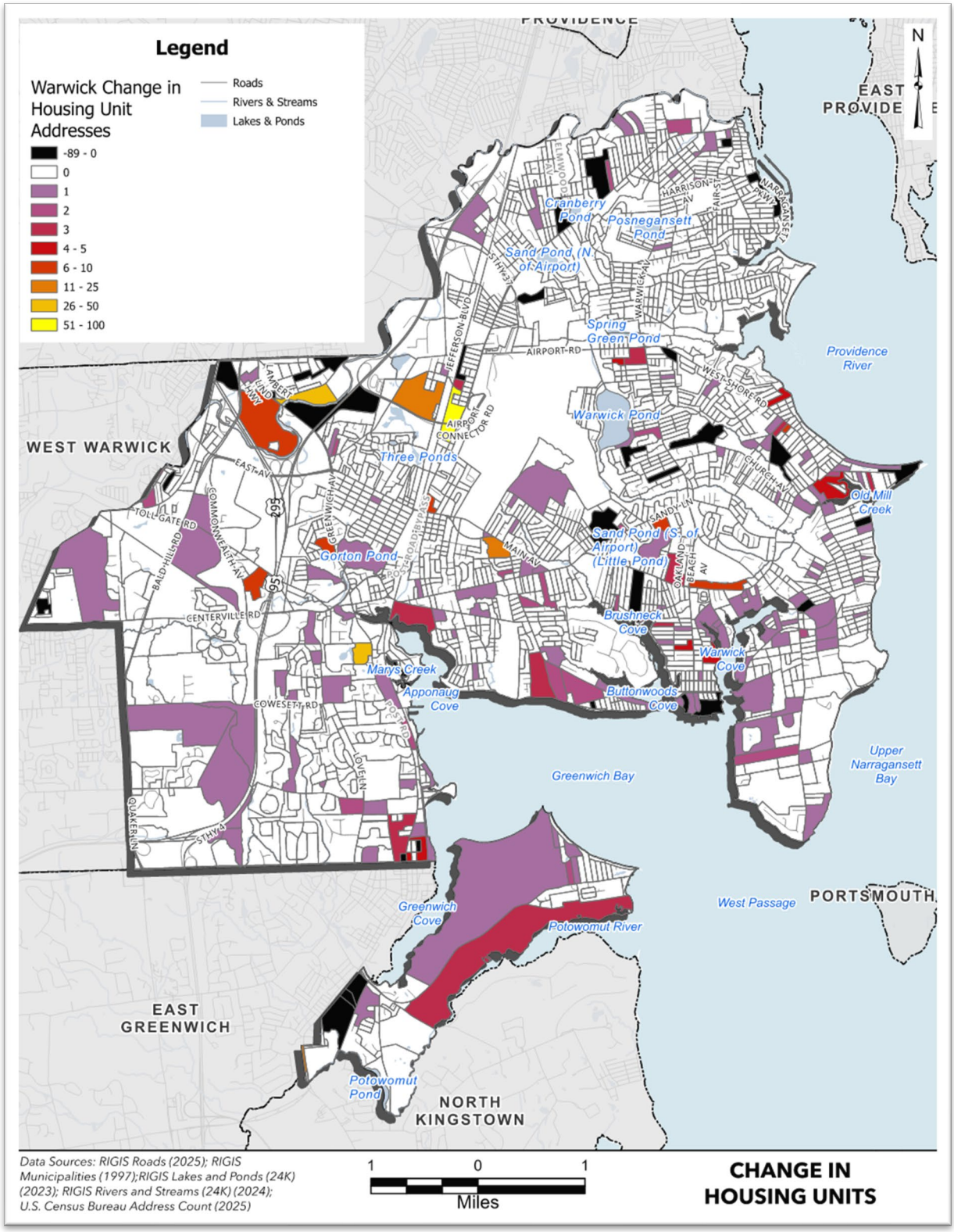
Name	Neighborhood	Description
Alta Altitude	T.F. Green International Airport	214 units with a mix of one- and two-bedroom apartments
City Centre Warwick	City Centre	Former Sheraton Hotel converted to 238 apartments, mixed-use, transit-oriented community.
The Lofts at Pontiac Mills	Pontiac Village	Historic mill converted into loft-style apartments offering studio, one-, and two-bedroom units, blending industrial history with modern amenities.
Sheraton Hotel (Post Road)	City Centre	Former Sheraton Hotel transformed into a 238-unit residential complex as part of City Centre Warwick development.
WoodSpring Suites Hotel	Post Road	A 122-room hotel development as part of the area's hospitality and residential growth.
John Wicks & Randall Holden Elementary	Buttonwoods	Former elementary schools being redeveloped for residential use.
Buttonwoods Municipal Annex and Community Center	Buttonwoods	Municipal annex and community center being repurposed for residential development.

Nelson Aldrich Junior High (Winn Development)	Apponaug	Conversion of a junior high school into senior housing by Winn Development.

Map 1. Housing Units Per Acre



Map 2. Change in Housing Units



Accessory Dwelling Units

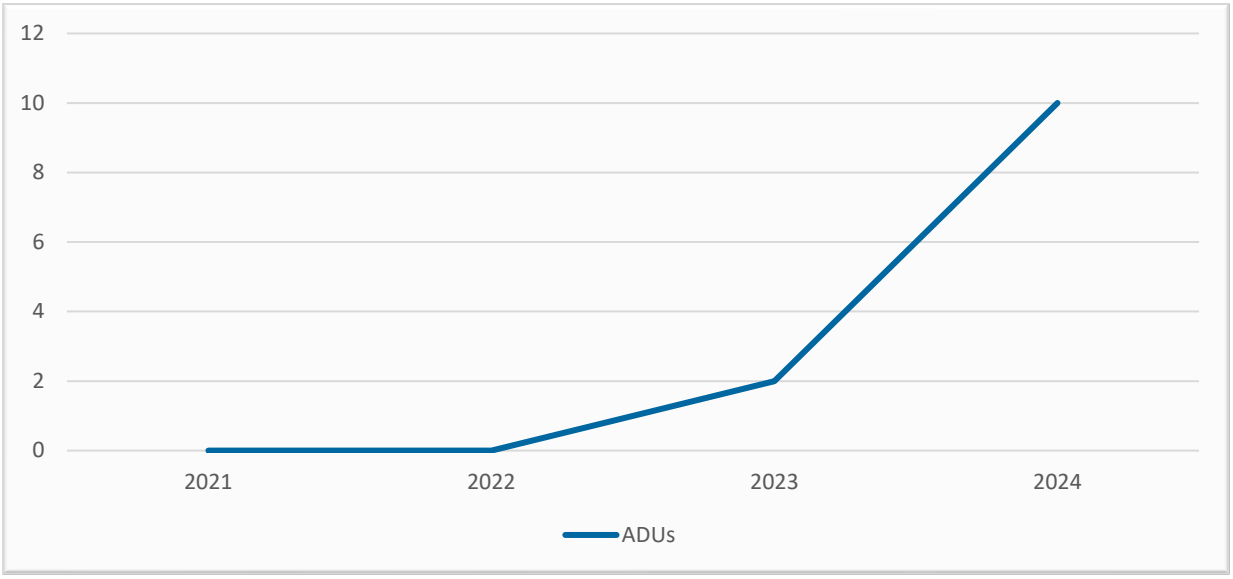
Warwick has experienced a notable increase in accessory dwelling units (ADUs) in recent years. As shown in Figure 9, no ADUs were permitted in 2021 or 2022, but permitting activity rose to ten units by 2024, demonstrating a rapid shift in development patterns. Similar growth trends can be found throughout Rhode Island, driven in part by new Rhode Island legislation enacted since 2023 that allows ADUs by right under a wide range of conditions, significantly lowering regulatory barriers for homeowners (Rhode Island Department of Housing, 2025).

The new legislation expands for incremental, small-scale housing development across the City, particularly within existing residential neighborhoods. ADUs offer a flexible housing option that can support multigenerational living, provide rental income for homeowners, and introduce additional housing supply without requiring large-scale redevelopment. As a result, they are increasingly viewed as a tool to improve housing affordability and diversify housing options.

However, the rate of recent growth, though still relatively modest in total numbers, suggests that ADUs could become a more significant component of Warwick's housing supply over time. If adoption continues to accelerate, ADUs may contribute to increased residential density, particularly in areas with smaller lots and existing infrastructure. At the same time, the cumulative impacts of widespread ADU development could affect neighborhood character, parking demand, and local infrastructure capacity in ways that are not yet fully understood.

Because ADU development is largely decentralized and driven by individual property owners rather than large-scale developers, it is difficult to project future growth or quantify its long-term impacts. While current trends suggest that ADUs will play an increasingly important role in Warwick's housing market, the extent to which they will meaningfully influence overall housing availability and affordability remains uncertain. Continued monitoring and data collection will be important to better understand their role in shaping future growth patterns within the City.

Figure 9. Warwick Permitted Accessory Dwelling Units (ADUs)



Source: Rhode Island Integrated Housing Reports, 2021-2024

"ADUs are a growing part of the Rhode Island housing landscape"

Pipeline Projects

Recent permitting activity indicates that approximately 469 housing units are currently proposed, or have already been built, across Warwick. The majority of this growth is concentrated around the City Centre Warwick area - the new mixed-use district adjacent to T.F. Green International Airport. Over 200 new residential units are being proposed in this area.

A review of mapped distribution of recent building permits in Warwick reveals a highly concentrated and uneven pattern of development activity, with a small number of locations accounting for the majority of both completed and proposed units. The clustering pattern allows for a node-based analysis approach, as discussed later in this report. It is important to note that this section highlights a subset of major projects identified through municipal records and does not represent a comprehensive inventory of all recent construction activity.

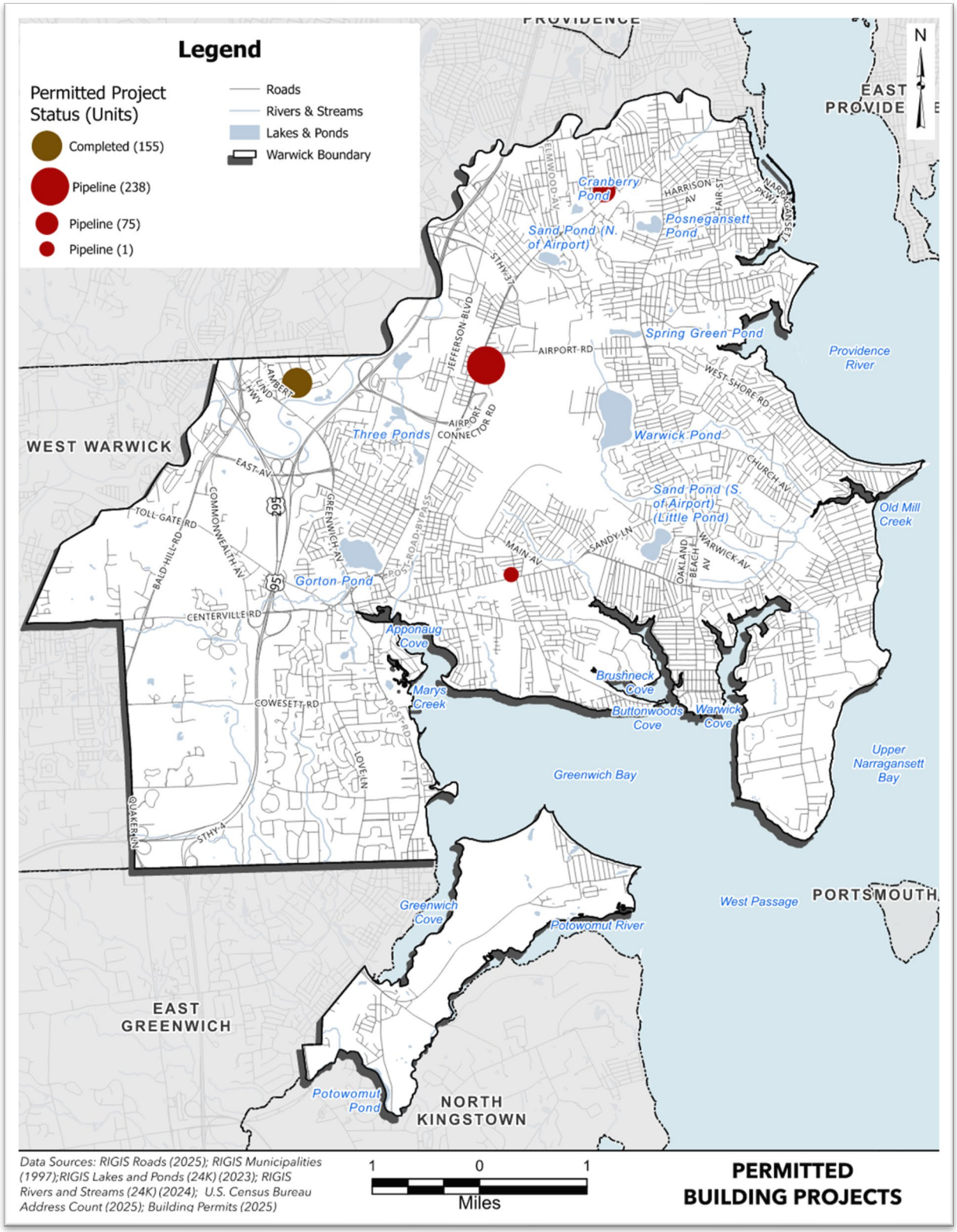
Map 3 illustrates the most significant development projects permitted in Warwick over the previous few years. The largest among them is along Airport Road, totaling 238 permitted units. This development stands out as the single largest concentration of new residential activity in the City and highlights the strategic importance of the City Centre Warwick area. Its proximity to interregional transportation infrastructure indicates that developers are considering the connection between transit and housing. This area aligns closely with the City Centre node identified in broader planning efforts and reinforces its role as a major opportunity area for future growth.

The map also highlights the completed Pontiac Lofts, which added approximately 155 studio, one-, and two-bedroom units. This project demonstrates that development activity is beginning to extend beyond the City's primary growth centers, though at a more limited scale.

Additional smaller pipeline projects are proposed to the north of T.F. Green International Airport and east of Apponaug. While these developments indicate that interest is not confined solely to central locations, they tend to be smaller-scale and less intense. This also suggests that additional services may not be adequately available in these areas, resulting in less development potential. These dynamics will be further explored in the node analysis section of this report.

From a planning perspective, these patterns reinforce several key insights. First, they confirm the importance of designated nodes such as City Centre and Apponaug as focal points for growth, particularly where infrastructure capacity and accessibility support higher-density development. Second, they highlight a mismatch between areas of potential growth and areas currently experiencing development pressure, suggesting opportunities to better align zoning and policy with desired growth outcomes. Finally, the limited geographic spread of development raises questions about whether additional areas should be targeted to accommodate housing demand, or whether growth should continue to be concentrated in a small number of strategic locations.

Map 3. Permitted Building Projects



Policy Influences on Development

Public policy plays a significant role in shaping development patterns, influencing both where growth occurs and how accessible new housing opportunities are throughout Warwick. Since 2023, Rhode Island has enacted a series of legislative reforms aimed at addressing the state's housing shortage and improving affordability. These changes have generally focused on streamlining permitting processes and expanding opportunities for residential development.

Despite this effort to grow the housing market, municipalities continue to face the challenge of balancing the need for additional housing with concerns related to infrastructure capacity, neighborhood character, and quality of life. Warwick's existing land use patterns, combined with widespread infrastructure and public services, position the City well to accommodate development. The following section highlights key state policies and how these may impact long-term growth in the City.

Adaptive Reuse

Rhode Island's 2023 adaptive reuse bill, now in effect, encourages the conversion of underutilized commercial buildings, such as offices, schools, and malls, into residential or mixed-use developments. This legislation aims to streamline the process by making adaptive reuse permitted use by right, reducing local regulatory barriers.

Key provisions include a requirement that at least 50% of a building's floor area must be converted to residential uses, with exemptions from parking requirements beyond one space per unit. Municipalities are limited in how they can restrict the density of such projects, with at least 15 units per acre allowed if the building footprint remains unchanged and 20% of the units are affordable housing. Existing building setbacks and heights are protected as legally nonconforming.

Warwick contains a diverse inventory of commercial properties that may present opportunities for adaptive reuse, ranging from office to big box to retail to manufacturing, industrial and others.

Data from LoopNet, an online marketplace for commercial real estate, was used to analyze property information, current market conditions, and vacancy patterns for commercial real estate listings for sale and lease, including office buildings, multifamily housing, retail spaces, and industrial properties. A review of commercial real estate listings on LoopNet in October 2025 indicates that commercial vacancies in Warwick are concentrated along several major commercial corridors (LoopNet, 2025).

1. **Bald Hill Road (Route 2):** Major commercial strip with retail, specifically shopping centers, restaurants, and office spaces. Vacant spaces include medical, manufacturing, commercial and big box lots.
2. **Post Road & Jefferson Blvd:** Parallel to T.F. Green International Airport, has many commercial properties available. It is an essential artery for businesses, with easy access to the airport and nearby highways. Vacant spaces include office, industrial, and retail uses.
3. **I-95 Corridor near Toll Gate Road & Centerville Road, from western border to Apponaug:** Several vacancies are located along or near I-95, particularly in the central and southern parts of Warwick, making it an attractive area for logistics, warehousing, and office spaces due to highway access. Vacant spaces are mainly comprised of medical and office uses.

These vacancies highlight that a wide range of portions within Warwick have the potential to be converted into residential structures given the changes to the zoning enabling act. However, the feasibility of adaptive reuse is highly dependent upon market conditions and individual building

characteristics. In practice, conversions are most viable when developers determine that the projected revenues and long-term returns from a multifamily development outweigh the economic performance of the building's existing use. Typically, this requires either high multifamily demand or weak commercial demand, informed by expectations about future demand in each sector.

In addition, the physical characteristics of development will drive some of the development feasibility. Structural factors, including floorplate depth, access to natural light, and building layout, also play a major role. Rhode Island's adaptive reuse law requires conversions to take place within existing building footprints to take advantage of the law and could not involve demolition and redevelopment or expansion onto commercial lots' underutilized areas (Fannie Mae, 2024). Table 5 discusses Warwick's adaptive reuse potential by use type.

Table 5. Adaptive Reuse Potential by Use Type within Warwick

Use Type	Market Outlook	Conversion Feasibility
Big Box	Major decline in values at malls, but distressed sales have often continued retail uses	Offer large open floorplans with few internal divisions which can make division into residential units easier, but may pose challenges because of deep floorplates, a lack of windows and natural light
Office	Unclear, suffered since pandemic	Variable structural feasibility, depending on floorplates and mechanical, electrical and plumbing, ADA access upgrades, as well as the return on investment for conversion expenses (e.g. light wells). Office buildings may require updates to plumbing and may have deep floorplates that hamper developers' ability to bring natural light. Shallower buildings make for easier conversions.
Medical	Strong demand for outpatient spaces	Room layouts can align with suitable residential conversions, but often have narrow hallways and specialized spaces
Retail	Unclear, suffered since pandemic	Smaller retail spaces have flexible layouts and shallower floorplates, but many are designed for commercial use. This means there are large storefront windows at the front and limited natural light in the back of the building. These spaces may need more significant utility upgrades for conversion to residential use.

Source: Fannie Mae, 2024; Beets, Johnson & Gaffney, 2024

Accessory Dwelling Units (ADUs)

Rhode Island's updated ADU legislation has significantly expanded opportunities for owner-occupied properties. The law effectively enables ADUs on almost any lot in Warwick, given the lack of restrictive definitions in key areas.

The legislation permits ADUs by right on owner-occupied properties when they serve as a reasonable accommodation for family members with disabilities. However, the law leaves several key terms, including who qualifies as a "disabled family member," meaning there is no concrete standard municipalities must follow. This ambiguity opens the door for any property owner to claim reasonable accommodation without needing to prove a specific disability, making it easier to justify ADUs on most properties. Additionally, the law explicitly prohibits municipalities from revoking the permitted status of an ADU upon transfer of title or occupancy, ensuring that once an ADU is approved, it remains a legal use regardless of future changes in ownership. This further broadens the applicability of this provision.

In some cases, property owners may also allow ADUs within existing structures without expanding the footprint of the primary or accessory structures. As a result, the law significantly expands the potential for ADU construction across Warwick. Since the term "existing structure" is left undefined, the interpretation can be applied broadly. In practice, garages, barns, and other outbuildings can qualify as a permitted ADU. Without a definition for "existing," nothing in the current state law would prevent a homeowner from requesting a legal addition, such as expanding their home to add a shed or garage and then converting that new structure into an ADU. This broad interpretation removes barriers to creating ADUs, even on smaller or nonconforming lots in Warwick, assuming basic conditions are met. Despite these concerns, overall knowledge of opportunities to build ADUs remains limited among residents and actual development activity will likely depend on several factors, including economic conditions and individual homeowner interest.

Nonconforming Lots

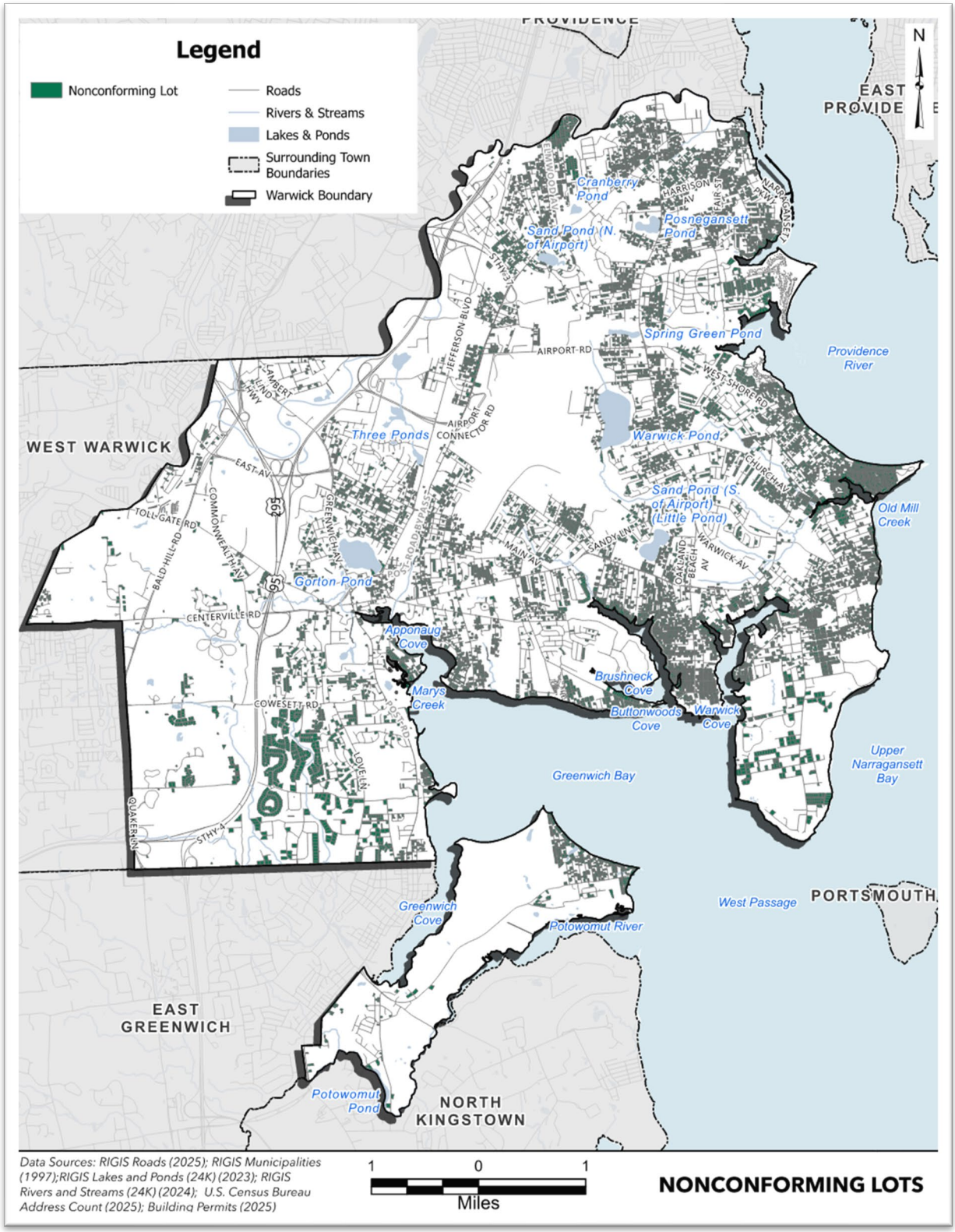
Nonconforming lots, or parcels that do not meet current minimum lot sizes within their respective zoning districts, represent another potential area for incremental housing growth. Per Warwick regulations, established prior to the adoption of the current zoning districts, are considered legally pre-existing and are exempt from minimum lot size through a grandfathering process.

Map 4 depicts the distribution of nonconforming lots throughout Warwick. Approximately 45.4% of all parcels within Warwick are nonconforming, with clusters located in Oakland Beach to the south and Conimicut Village to the east. In other words, nearly one in two lots in Warwick fail to meet their respective zone's minimum lot size requirements. This clear divide in conformity within the City indicates that current zoning regulations fail to reflect historic development trends. Disparities in lot and building size between neighboring lots can lead to inconsistencies in scale, diminish neighborhood character, and reduce home values.

WHY SO MUCH NONCONFORMANCE?

Approximately 45% of Warwick's parcels are nonconforming, meaning they do not meet current zoning dimensional standards. In many neighborhoods, this reflects historic development patterns rather than a planning problem. Carefully targeted zoning updates can better align regulations with existing conditions while preserving neighborhood character through design and performance standards.

Map 4. Nonconforming Lots



Long-Term Housing Outlook

Based on the demographic, housing, affordability, and market trends evaluated in this Supplement, Warwick's housing needs are likely to continue evolving over the next 20 years. While long-term housing market conditions cannot be predicted with precision, current trends provide a reasonable basis for anticipating the types of housing that will be needed, the factors likely to affect housing affordability, and the locations where future development is most likely to occur.

Housing Demand and Demographic Change

Demographic trends suggest that future housing demand will increasingly reflect smaller households and an aging population. Warwick has experienced growth in non-family households, an increasing share of older residents, and a gradual decline in average household size. If these trends continue, demand is likely to increase for smaller, accessible, and lower-maintenance housing that allows older residents to remain in the community as their needs change. At the same time, younger residents, families, and members of the local workforce will continue to require housing at a range of price points. These trends indicate that Warwick's long-term housing needs are unlikely to be met through continued production of predominantly single-family housing alone. A broader range of housing types, including multifamily housing, smaller ownership units, accessory dwelling units, and other adaptable housing types, will become increasingly important.

Housing Affordability

Housing affordability is also likely to remain a significant long-term challenge. Warwick's median home price more than doubled between 2003 and 2023, while rents have also increased substantially in recent years. Although future housing prices, rents, and interest rates will fluctuate in response to broader economic conditions, the underlying mismatch between housing demand and available supply is likely to continue placing pressure on affordability if housing production remains constrained. Limited availability also affects mobility within the housing market, making it more difficult for older households to downsize, renters to transition to homeownership, growing families to find appropriately sized housing, and lower-income households to secure affordable units. Expanding the range and supply of housing will therefore remain important to addressing affordability over the next 20 years.

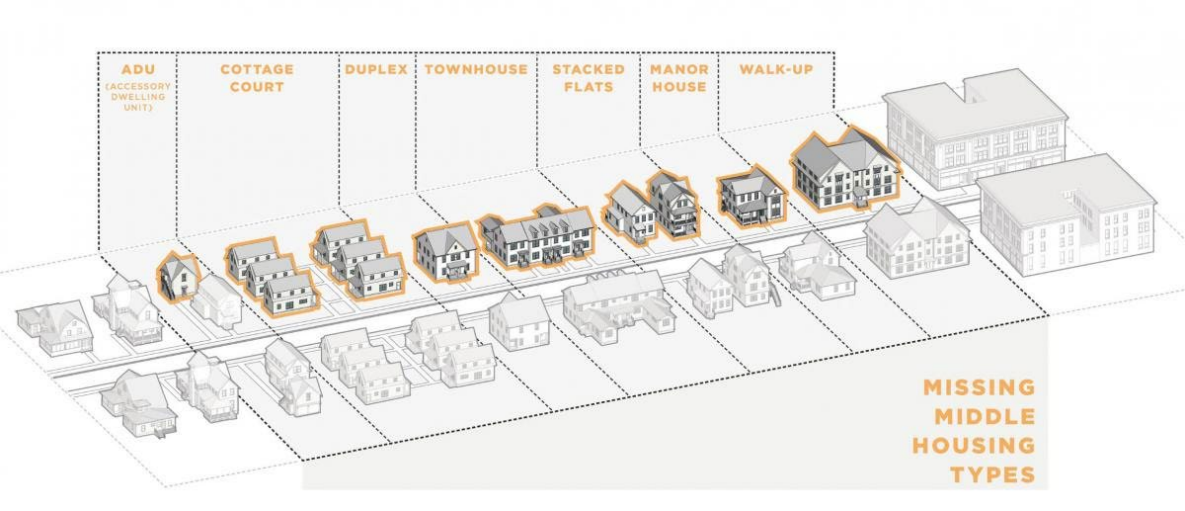
Housing Production and Development Patterns

Warwick is well positioned to accommodate additional housing growth because of its extensive infrastructure, employment base, regional transportation connections, and opportunities for redevelopment. However, future housing production is unlikely to occur uniformly throughout the City. Larger multifamily and mixed-use developments are likely to remain concentrated in areas where zoning, infrastructure, transportation access, and redevelopment opportunities support greater density. City Centre Warwick, Apponaug, and other established growth nodes and corridors are particularly well positioned to accommodate this type of development.

Elsewhere in Warwick, housing growth is likely to occur more incrementally. Recent changes to State law have expanded opportunities for accessory dwelling units and adaptive reuse, providing additional ways to increase housing supply within established neighborhoods and commercial areas. ADUs may become an increasingly important source of smaller housing units, particularly in neighborhoods with larger lots, existing accessory structures, and aging populations. Adaptive reuse may provide additional housing opportunities along commercial corridors and in underutilized buildings where market conditions and building characteristics support conversion.

"MISSING MIDDLE" HOUSING

Over time, Warwick will need a wider variety of housing types and unit sizes. Missing middle housing adds options between a detached single-family house and a larger apartment building. Some forms can contain several smaller homes while keeping much the same scale and street presence as a single-family house; others include small apartment and mixed-use buildings. These forms are also part of Warwick's historic development pattern: the City's older villages included two-family houses, houses divided into flats or apartments, worker housing, and buildings that combined residential and commercial uses. Sharing land, site work, utilities, and building components across multiple homes spreads those costs across more units, lowering the development cost carried by each home and making more attainable price points possible in some cases.



Source: Union Studio, 2022

Long-Term Implications

Over the next 20 years, Warwick's principal housing challenge will be to accommodate additional housing while better aligning new production with changing household needs and the capacity of individual areas to support growth. This will require both larger-scale development within established growth nodes and incremental housing production throughout the City. It will also require continued attention to affordable housing production and preservation, housing diversity, infrastructure capacity, transportation access, and the relationship between new housing and employment, services, recreation, and other community resources.

Warwick's infrastructure, transportation network, employment centers, and redevelopment opportunities position the City to accommodate a meaningful share of Rhode Island's future housing growth. The long-term outlook therefore points not simply toward increased housing production, but toward a more diverse housing stock and a more geographically focused development pattern in which higher-density growth is directed toward appropriate nodes and corridors while smaller-scale housing opportunities are expanded within established neighborhoods.

Growth Framework: Nodes and Corridors

The preceding analysis demonstrates that Warwick's future housing needs will be shaped by a combination of demographic change, affordability pressures, evolving housing preferences, and emerging State housing policies. While these trends provide insight into the types of housing likely to be needed and the development patterns likely to emerge over time, they do not fully explain where future growth should occur. Accommodating additional housing will require careful consideration of infrastructure capacity, transportation access, economic development opportunities, public services, and neighborhood context. The following Growth Framework evaluates these factors through a node-and-corridor analysis to identify the locations within Warwick that are best positioned to support future housing and economic growth.

Role of Nodes in Future Growth

Nodes and corridors provide a framework for understanding where future growth is most likely to occur and where public investments can have the greatest impact. Nodes represent areas where housing, economic development, transportation access, infrastructure capacity, and community amenities converge. Some nodes are already experiencing significant development pressure, while others possess characteristics that make them well suited to accommodate future growth but have not yet reached their full potential due to factors such as zoning restrictions, infrastructure limitations, market conditions, or community concerns. By identifying and addressing constraints within these areas, municipalities can better align land use policy, infrastructure investment, and economic development efforts to support sustainable growth.

Corridors are the transportation and development connections that link these nodes together. In Warwick, corridors consist primarily of major roadways and transportation routes that facilitate movement between housing, employment centers, commercial districts, open spaces, and community destinations. Strong corridors support the long-term success of growth nodes by improving accessibility, encouraging reinvestment, and creating opportunities for transit, bicycle, pedestrian, and mixed-use improvements. Together, nodes and corridors form a cohesive growth framework that can guide future land use, transportation, housing, and economic development throughout the City.

CORRELATION BETWEEN 2013 STRATEGIC PRIORITIES AND

SUPPLEMENTAL NODE ANALYSIS

Warwick's 2013 Comprehensive Plan included a similar node analysis as part of its "Vision for 2033" strategic priorities. As shown in the image below, key mixed-use centers, commercial corridors, open spaces, and connectivity and green space corridors, were identified throughout the map. These locations were identified as points of interest for long-term residential and commercial development; major transportation hubs; and open space and recreation preservation.

As discussed later in this report, these strategic priority locations were solely used as a reference, and this supplement did not rely on the same data or attempt to recreate the 2013 results. Coincidentally, however, the node analysis completed for this report closely reflects the 2013 results, further supporting the idea that these are important strategic locations.

Infrastructure Capacity to Support Growth

Warwick is particularly well suited to support growth through its robust, widespread public infrastructure. A primary barrier to growth for municipalities is access to services, including water, sewer, sanitation, and electricity. Luckily, Warwick is an urban center with near complete access to public water and sewer. Nearly the entire City falls within both the designated "Sewered Areas" boundary and the "Urban Services Boundary," with only a limited number of areas reliant on on-site systems.

Warwick's sewage infrastructure has the potential to accommodate additional residential and commercial pressure. According to Warwick's 2022 Facilities Plan Amendment Final Report, the treatment plant is operating at 4.5-4.8 million gallons per day (MGD) of continuous flow with a design capacity of 7.7 MGD. The treatment plant currently operates at 60% of design capacity, suggesting the plant is capable of substantial development without significant upgrades.

Warwick's Facilities Plan Amendment also accounts for a steady increase in projected water and wastewater flows over time, reflecting both ongoing development activity and anticipated growth. A more detailed review of individual pipe capacity would be necessary to ensure specific sites within Warwick are developable, but the Facilities Plan supports the conclusion that the majority of Warwick would be able to handle additional development effectively.

Transportation Capacity to Support Growth

Warwick benefits from one of the most extensive and diverse transportation networks in Rhode Island, including I-95 and I-295, major State arterial roadways, T.F. Green International Airport, the InterLink transportation center, commuter rail service, and RIPTA bus service. This regional accessibility is an important factor in the City's ability to accommodate additional housing growth. However, transportation conditions vary considerably across Warwick, and strong regional access does not necessarily translate into adequate neighborhood-scale connectivity. The City's transportation network therefore presents both opportunities and constraints for future housing production.

The City experiences recurring congestion along several major State roads and highways, particularly during peak travel periods. Significant congestion occurs along I-95, Route 37, Route 1, Route 2, Centerville Road, and Post Road. These conditions reflect not only traffic volumes, but also Warwick's suburban development patterns, automobile dependence, older roadway alignments, commercial development with numerous curb cuts and turning movements, and local street networks that concentrate traffic on a limited number of arterial roadways. Route 2 is particularly illustrative of these conditions, where heavy traffic volumes, frequent access points, and closely spaced driveways affect both roadway efficiency and safety. Consequently, accommodating future housing growth will require consideration of access management, intersection operations, signal coordination, and the relationship between land use and transportation in addition to roadway capacity alone.

Ongoing and programmed State transportation investments will also affect Warwick's ability to accommodate future growth. Current and planned projects include improvements associated with Route 37, I-295, Route 5/Lambert Lind Highway, the Warwick Corridor, Route 2/Bald Hill Road and Quaker Lane, Old Warwick Avenue, and the I-95/Route 4 interchange. Several of these projects are programmed through approximately 2031 and will address bridges, corridors, interchanges, and other components of the regional transportation system. Continued coordination between the City and RIDOT will be important to ensure that transportation investments respond to both existing conditions and anticipated development patterns.

Transit, pedestrian, and bicycle infrastructure will also influence the capacity of individual areas to accommodate additional housing. While Warwick has significant regional transportation assets, neighborhood-scale connections to those assets remain incomplete in many areas. Sidewalks, bicycle routes, and transit services are available but fragmented, limiting their usefulness for some daily trips. Improving these connections can increase access to employment, services, and regional transportation while providing alternatives to automobile travel as housing production increases.

These conditions vary among the growth nodes identified in this Supplement. City Centre Warwick has the strongest multimodal transportation infrastructure, including commuter rail, RIPTA service, the InterLink, proximity to T.F. Green International Airport, and direct access to the regional highway system. These assets make City Centre particularly well suited to transit-oriented and higher-density housing development, although improved pedestrian and bicycle connections and increased transit frequency would strengthen its function as a mixed-use, transit-oriented district. Three Ponds also benefits from strong regional roadway and transit access, including proximity to I-95 and Route 2, but opportunities remain to strengthen pedestrian and bicycle connections and improve first- and last-mile access between residential areas, commercial destinations, and transit. Apponaug similarly benefits from transit service and existing bicycle infrastructure, while improved pedestrian connections and

streetscape improvements would enhance its ability to accommodate additional housing and mixed-use development.

Overall, Warwick's transportation system provides substantial transportation infrastructure and regional connectivity to support continued housing growth, particularly within the primary growth nodes and along established transportation corridors. However, transportation capacity should not be viewed solely in terms of roadway volume. Future housing production should be coordinated with improvements to pedestrian, bicycle, and transit connections, access management, intersection and corridor improvements, and ongoing State transportation investments. Larger development proposals may also warrant project-specific transportation review to identify localized capacity, circulation, or safety improvements needed to accommodate proposed development.

Economic Development Implications

Increased housing production and adaptive reuse are likely to affect Warwick's traditional commercial corridors differently depending on their existing economic function, development pattern, and relationship to identified growth nodes. Along corridors such as Post Road and portions of Route 2, underutilized commercial properties may provide opportunities for residential or mixed-use redevelopment that can increase housing supply while supporting reinvestment in established commercial areas. Additional residents can also strengthen the customer base for nearby retail, restaurants, services, and other neighborhood-serving businesses.

These opportunities should be balanced against the continued importance of Warwick's employment and commercial land base. Jefferson Boulevard, for example, serves an important employment and industrial function connecting City Centre and Three Ponds and should not be viewed primarily as a residential conversion corridor. Similarly, Route 2 remains one of the City's principal regional commercial corridors even as selected properties may become appropriate for adaptive reuse or mixed-use redevelopment. Housing conversion should therefore be targeted toward locations where it can complement, rather than displace, viable employment and commercial activity.

Over time, this approach may result in greater differentiation among Warwick's major corridors. Post Road and selected portions of Route 2 may evolve toward a broader mix of residential, commercial, and mixed uses, particularly near established growth nodes and on underutilized properties. Jefferson Boulevard should remain principally employment-oriented while accommodating complementary development where appropriate. Warwick Avenue, West Shore Road, Main Avenue, and Greenwich Avenue can continue to support neighborhood-serving commercial activity while accommodating incremental housing and mixed-use development where zoning, infrastructure, and surrounding development patterns are supportive.

Coordinating housing and economic development policy in this manner can allow Warwick to use residential growth as a catalyst for corridor reinvestment without undermining the employment, commercial, and industrial uses that contribute to the City's economic base.

Ideal Locations of Future Development

Zoning

Zoning plays a critical role in determining where future housing development can occur and where existing housing patterns can be most easily replicated or expanded. In Warwick, opportunities for multifamily development are relatively limited within the current zoning framework. Warwick contains three zoning districts that allow for multifamily housing by right. In all other districts, multifamily

housing is either prohibited or subject to additional restrictions and discretionary approval processes. These districts are largely concentrated in and around the City Centre Warwick area, as illustrated in Map 5. This concentration reflects a deliberate planning strategy that directs higher-density housing toward areas with strong infrastructure capacity and access to employment, services, and regional transportation. The City Centre district, in particular, benefits from close proximity to T.F. Green International Airport, commuter rail service, and major roadway corridors, making it one of the most suitable locations in Warwick to accommodate additional residential density. The proximity of these districts to major transit and commercial hubs presents an ideal location for future development and long-term economic growth.

Planned-District Residential Overlay

The City's Planned-District Residential (PDR) overlay provides an additional mechanism for accommodating residential development at densities or in configurations that may not otherwise be achievable under underlying zoning. As housing demand increases and development becomes more concentrated within identified growth nodes and corridors, the PDR overlay can continue to provide flexibility for larger or more complex residential projects. The City should consider how use of the PDR overlay can complement its broader growth strategy, particularly where increased residential density can be supported by existing infrastructure, transportation access, and nearby services. At the same time, greater reliance on predictable underlying zoning within priority growth areas may reduce the need to address appropriate residential density primarily through project-specific overlay approvals.

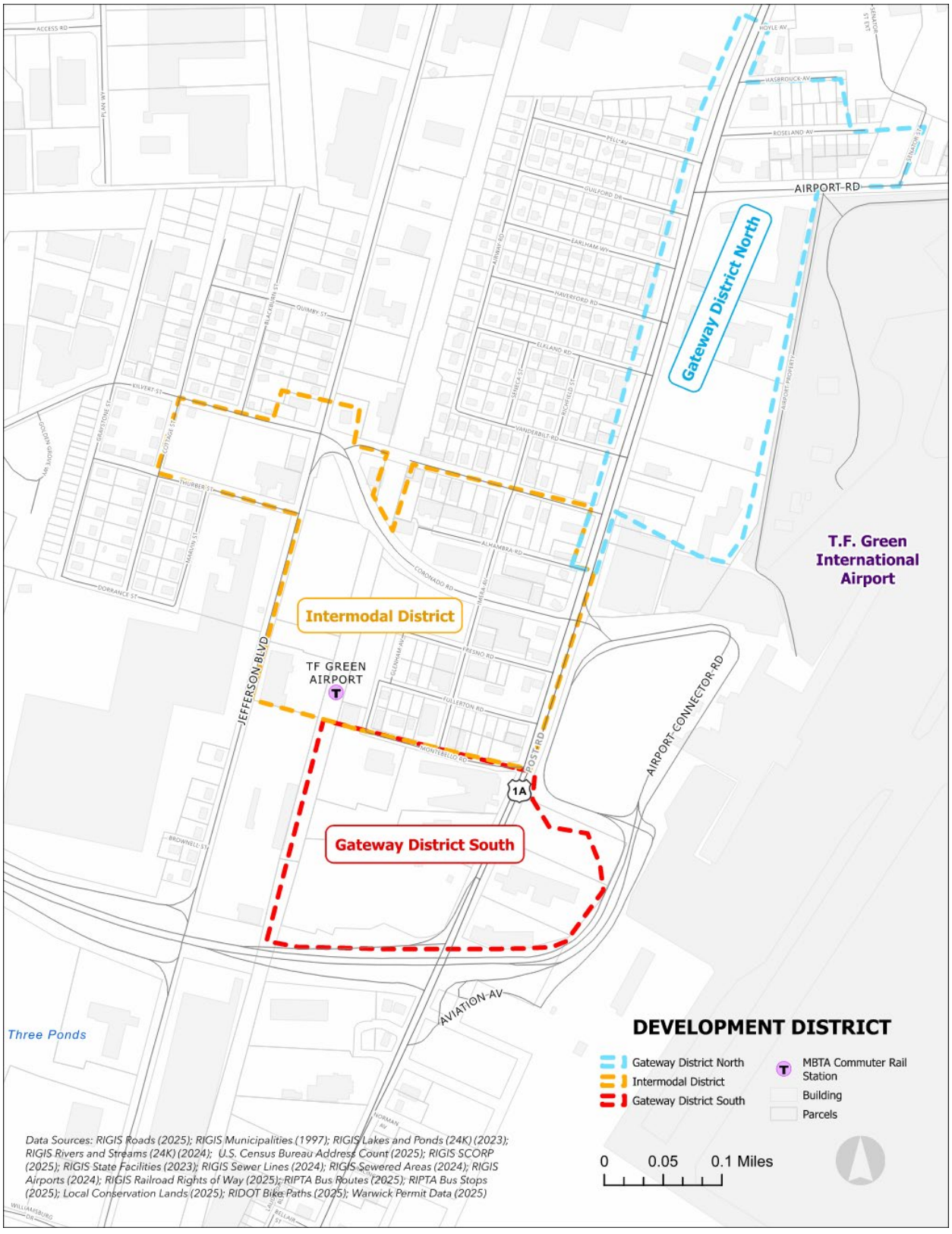
Intermodal District and Gateway District

The Intermodal District (IM) and Gateway District (G) are the primary zoning areas where multifamily development is permitted. In both districts, larger-scale multifamily housing of more than 10 units is permitted by right, while mid-sized developments with those including 5 to 10 units require special permissions. Map 6 illustrates the location of IM and G districts within City Centre Warwick.

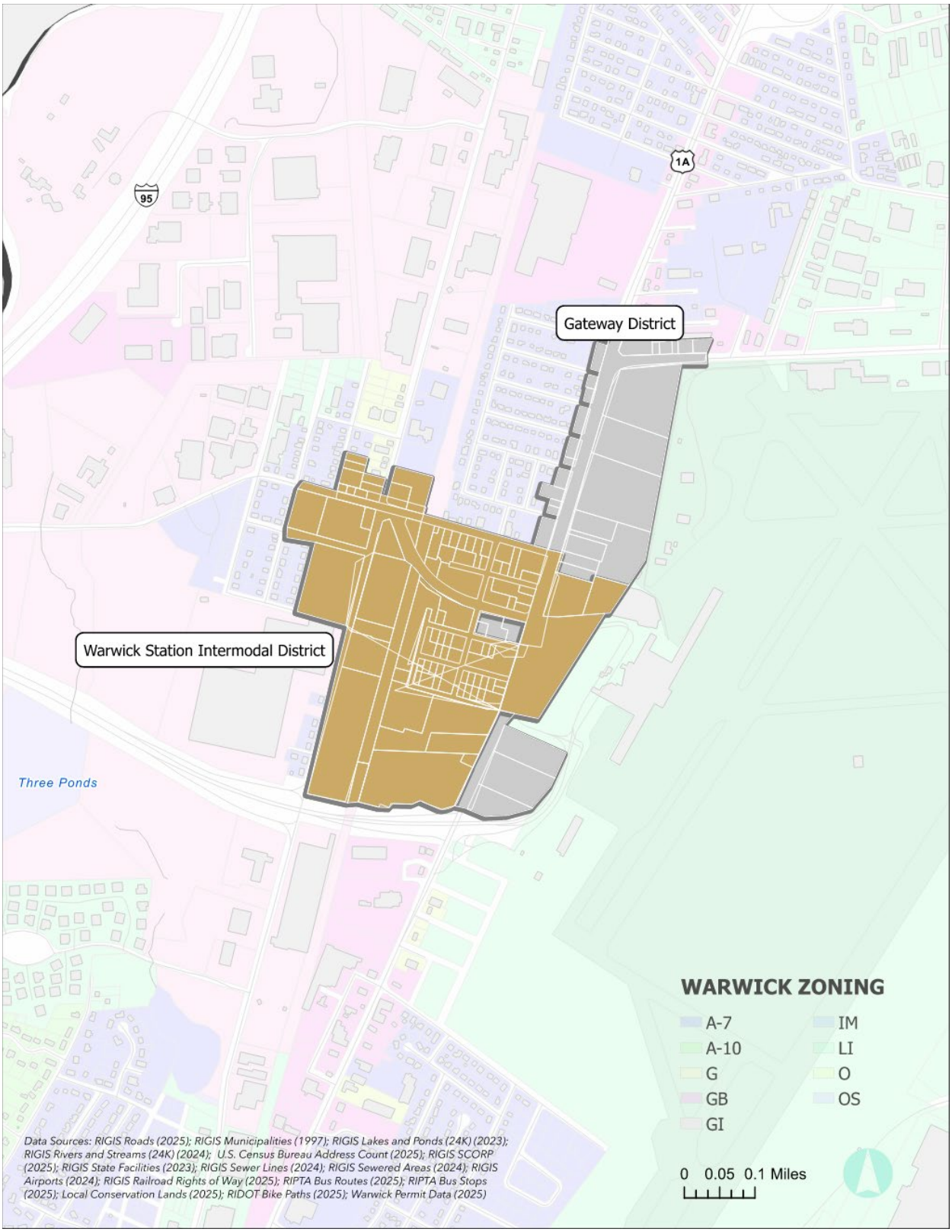
Village District

The Village District (V), which is largely contained within the Apponaug Historic District, represents another area where multifamily housing is permitted. Within this district, multifamily dwellings with 10 or more units are not permitted while mid-sized developments between 5 and 10 units require a special use permit. Map 7 depicts the location of the village district around Apponaug.

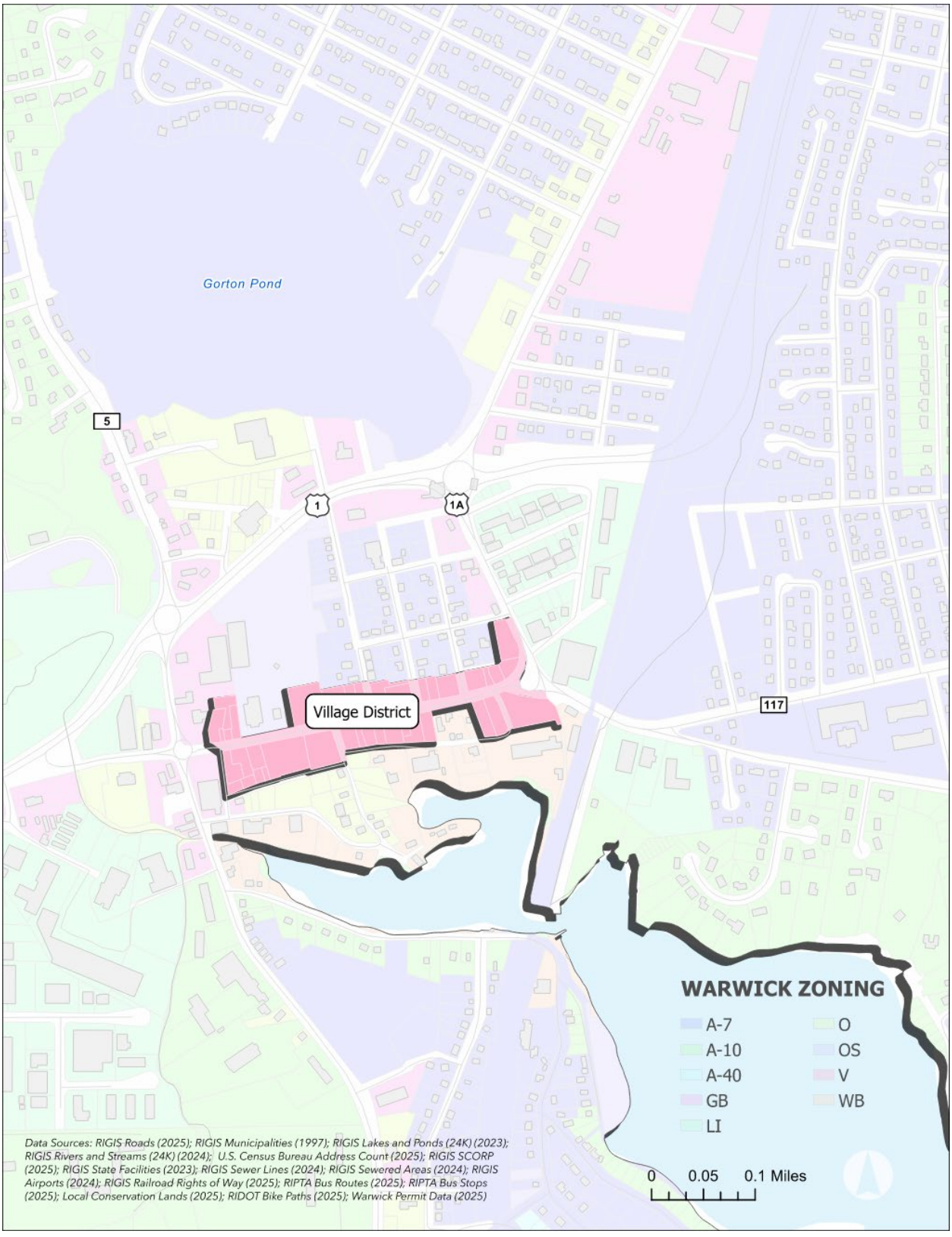
Map 5. Development District



Map 6. Warwick Station Intermodal and Gateway Districts



Map 7. Village District



Nonconforming Lots

Nonconforming lots represent an additional, smaller-scale opportunity to accommodate future growth in Warwick. In areas where a significant number of parcels fall below current minimum lot size requirements, zoning may not fully reflect existing development patterns or market conditions.

A prime example of this condition can be found in the Open Space (OS) district, where 768 of 889 total lots (86%) fail to meet minimum lot size requirements. This high level of nonconformance suggests that current zoning standards may be misaligned with the built environment, creating potential constraints on property use, reinvestment, and redevelopment.

While the OS district and similar areas have been intentionally zoned to limit density in order to protect environmental resources and preserve neighborhood character, these goals can be balanced with modest zoning adjustments. Allowing smaller lot sizes through targeted reform, paired with clear performance standards can enable context-sensitive infill development without compromising natural resources and actually aligning more effectively with neighborhood quality.

Adaptive Reuse

Adaptive reuse refers to the process of converting an existing structure from its original use to a new function, often transforming underutilized or vacant commercial or institutional properties into residential or mixed-use developments. This approach allows communities to increase housing supply while leveraging existing structures and infrastructure, often reducing construction costs, minimizing environmental impacts, and revitalizing underperforming areas.

Adaptive reuse provisions have the potential to add housing along current commercial corridors, including Post Road and Main Avenue, that have between 10% and 20% of all business addresses vacant (PolicyMap, 2025). Business vacancies line Post Road and West Shore Road primarily, which could be valuable for adaptive reuse projects.

The concentration of vacant or underutilized commercial space along these corridors suggests that adaptive reuse could play a significant role in expanding housing opportunities without requiring large-scale land development. Old mill buildings and abandoned public and private structures may provide additional locations for future residential units.

Converting these properties to residential or mixed-use could help:

- Increase housing supply in areas with existing infrastructure
- Support corridor revitalization and economic activity
- Reduce long-term vacancy and underutilization
- Encourage more walkable, mixed-use environments

Despite encouragement from state officials to adopt adaptive reuse more widely, the desirability to incorporate it within Warwick will depend heavily on market conditions and building characteristics. Developers will be more likely to consider adaptive reuse opportunities when the residential redevelopment offers a stronger financial return than maintaining its existing use. Additionally, physical constraints, including building layout, utility systems, and lot size, often influence whether a property is suitable for conversion.

Accessory Dwelling Units

Recent changes to Rhode Island state law have significantly expanded opportunities for accessory dwelling units (ADUs) throughout Warwick. Because the legislation allows ADUs within existing primary or accessory structures under a variety of circumstances, the greatest opportunities for future ADU development are likely to occur in neighborhoods that already contain detached garages, accessory buildings, larger homes with unfinished space, or oversized lots.

Several areas within Warwick appear particularly well suited for ADU development. Established single-family neighborhoods such as Cowesett, Warwick Neck, and portions of Potowomut contain larger lots and higher-value homes where homeowners may have greater financial capacity to undertake conversions or new accessory construction. In contrast, neighborhoods such as Conimicut, Oakland Beach, and Buttonwoods contain a substantial number of detached garages and accessory structures that could potentially be converted into housing units while maintaining existing neighborhood character. Other areas near employment centers, services, and transit, including portions of Apponaug, Pilgrim Park, and City Centre Warwick, may benefit from ADUs because of their access to jobs, shopping, healthcare, and transportation options.

Ideal Locations to Build Accessory Dwelling Units

- Neighborhoods with aging populations, such as Spring Green and Palace Garden
- Areas near employment centers, including Apponaug and City Centre Warwick
- Transit accessible areas, including near T.F. Green International Airport and along the commuter rail
- Areas adjacent to growth areas
- Large lots with total areas of 20,000 square feet or greater (Cowesett or Potowomutt)
- Existing structures suitable for conversion, including attached and detached garages
- High income neighborhoods, including Warwick Neck

From a housing policy perspective, ADUs offer several advantages. They can create smaller, lower-cost housing opportunities within established neighborhoods, support aging in place, provide housing for family caregivers, accommodate multigenerational living arrangements, and generate supplemental income for property owners. These characteristics are particularly relevant in Warwick, where household sizes are declining and the population is aging.

Not all neighborhoods are equally positioned to accommodate ADUs, however. Construction costs, homeowner interest, parking constraints, utility capacity, property configuration, and the presence of suitable accessory structures will all influence actual development. Additional analysis of assessor data could help identify concentrations of detached garages, accessory buildings, oversized homes, and larger residential parcels that are most likely to support future ADU development. Nevertheless, the broad applicability of Rhode Island's ADU legislation suggests that accessory dwelling units have the potential to become one of Warwick's most significant sources of incremental housing growth over time.

Node Capacity and Opportunity Analysis

Understanding where future housing growth is most likely to occur within Warwick requires careful examination of both existing development patterns and the underlying conditions that support and constrain developability. Through an analysis of existing conditions, issues and opportunities, and projections for future growth, three primary and three secondary nodes for long-term growth were identified. Selection of these nodes and additional information on each will be provided in sections below.

This node analysis is grounded in a review of historical and projected development activity, including building permit data through 2024, as well as current proposals and projects in various stages of planning and construction. Data for this analysis was sourced directly from the municipality, United States Census Bureau, and PolicyMap.

FILE ADDRESS COUNT LISTING FILE

The Census Bureau's Master Address File Address Count Listing File is a newly available public data product, first released in 2023 and updated every six months, that reports total housing units at the census block level. It draws from the Bureau's comprehensive address inventory, including the USPS Delivery Sequence File, and offers a more complete picture of the existing housing stock than building permits, since it counts completed units and captures net change after demolitions. Because the dataset is new, the **Census Bureau has released limited documentation on its methods,** and early-year swings in some communities may reflect coding adjustments (such as reclassifying dorms or other group quarters) rather than true changes on the ground. These figures are best understood as a complement to local permit and certificate of occupancy records, not a replacement for them.

Node Selection

The identification of primary and secondary growth nodes builds upon both current data-driven analysis and the strategic priorities established in Warwick's 2013-2033 Comprehensive Plan, which identified key areas of the City as locations for long-term investment, mixed-use development, transportation improvements, and economic growth. While this Supplement utilized a different methodology and relied on contemporary housing, infrastructure, demographic, and permit data, the resulting node analysis closely aligns with many of the growth areas identified in the previous plan. Rather than being coincidental, this consistency suggests that many of the City's long-term planning objectives are beginning to materialize. Recent housing development, redevelopment activity, infrastructure investment, and development proposals have increasingly concentrated within and around City Centre, Apponaug, and several key corridors, reinforcing the importance of these areas as focal points for future growth.

Areas such as City Centre Warwick, Apponaug, and major arteries have long been recognized as focal points for economic development and land use transition. This Supplement confirms that these remain strong candidates for accommodating higher-density housing and mixed-use development due to their combination of existing infrastructure capacity, transit accessibility, and redevelopment potential. The current node analysis confirms that many of these areas continue to function as the City’s most active and viable locations for growth.

The selection of nodes in this report was guided primarily by a combination of permit and address data, including number of permits, change in housing unit addresses, housing unit density per census block, and housing density per acre. Using a comprehensive hot spot analysis (further discussed in the methodology section), three primary nodes and three secondary nodes were identified. Corridors are major roadways that connect nodes, which are also broken down by primary and secondary, distinguishing between them similar to each node. Map 8 illustrates the location of each node and corridors between each.

Primary nodes were further analyzed by various factors, including land use, housing, economic development, transportation & circulation, open space & recreation, and quality of life services & facilities. Secondary nodes are referenced for further discussion and ongoing consideration.

NODE SELECTION

Primary Nodes

- City Centre
- Three Ponds
- Apponaug

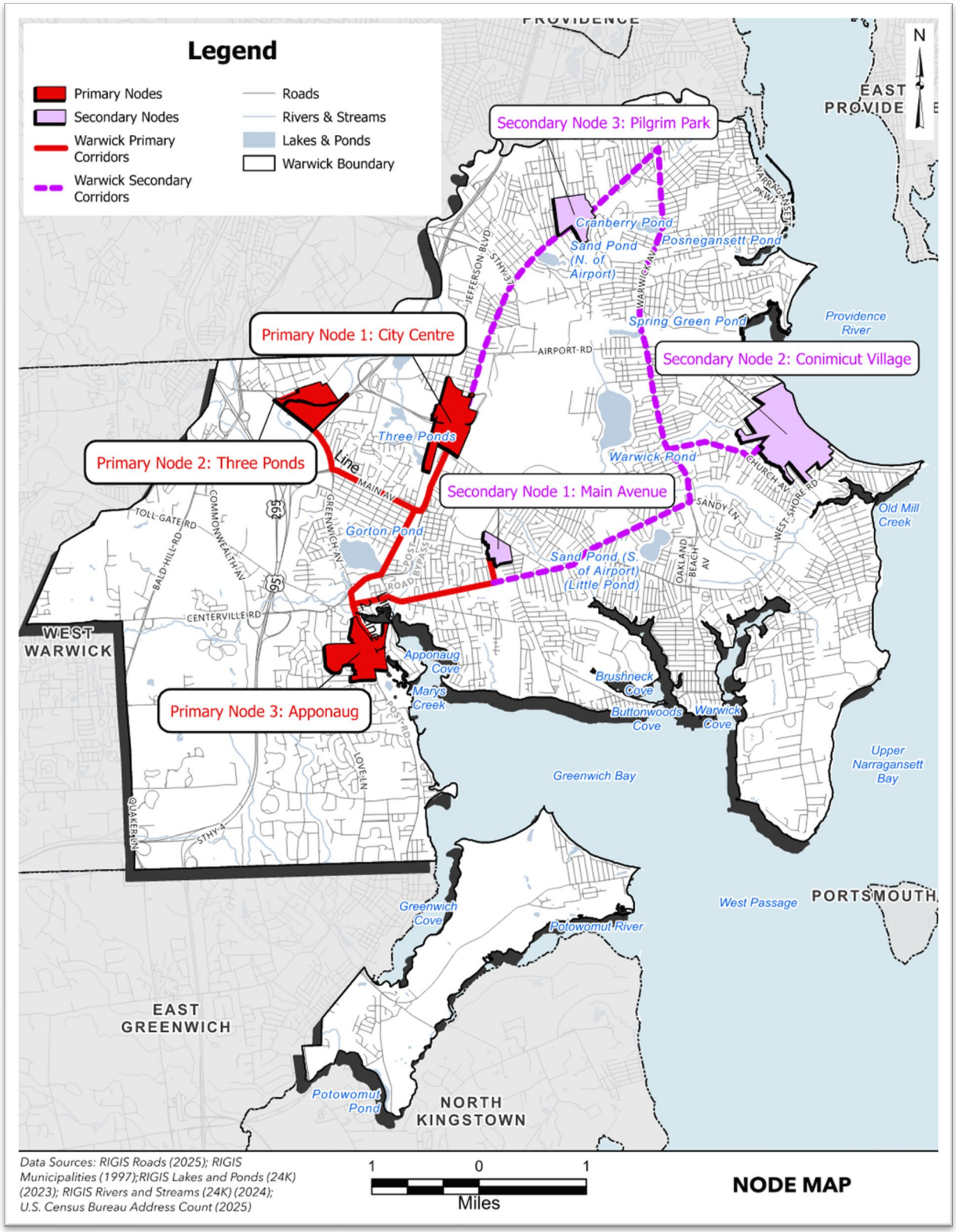
Secondary Nodes

- Main Avenue
- Conimicut Village
- Pilgrim Park

NODE SELECTION ANALYSIS

- Land Use
- Housing
- Economic Development
- Transportation & Circulation
- Open Space & Recreation
- Quality of Life Services & Facilities

Map 8. Primary and Secondary Nodes



Methodology

To identify the primary and secondary nodes, a replicable, data-driven methodology was employed using ArcGIS Pro and Excel spreadsheet analysis. This analysis incorporated multiple datasets, with a primary focus on local building permit data. Building permit data provided by the City included new residential dwellings from March 2017 to November 2024, totaling 472 records. In addition to permit data, node selection was based on U.S. Census Bureau Address Count Housing Unit data and PolicyMap. PolicyMap data were further used to analyze land use, housing, economic development, transportation and circulation, open space and recreation, and services and facilities within and surrounding each node.

The original project scope anticipated use of a longer-term municipal building permit dataset to evaluate the spatial distribution of housing production. Because complete permit data for the full analysis period were not available, the available permit data were supplemented with U.S. Census Bureau housing-unit address data and other spatial datasets. These sources were evaluated through GIS hot-spot analysis to identify statistically significant concentrations of recent housing growth and establish a reasonable proxy for identifying areas likely to experience continued development activity.

Hot Spot Analysis

All nodes were identified through a GIS hot spot analysis of building permit data, changes in housing units, and housing unit per acre. Primary nodes were identified as the top 3 most significant Hot Spots for recent and future development while the secondary nodes were the three remaining notable Hot Spots.

To identify areas of significant residential growth activity within Warwick, a hot spot analysis (Getis-Ord Gi*) was performed using housing unit count data from the U.S. Census Bureau's Address Count Housing Unit (ACHU) program at the block group level as well as municipal permit data. The net change in housing units between 2020 and 2025 was calculated for each block group and used as the input variable. Three separate hot spot analyses (census block housing density, housing units per acre, change in housing unit addresses) were combined to identify the top 3 most notable or, primary, nodes. Three other less significant hot spots were identified through this analysis and categorized as secondary nodes.

The Getis-Ord Gi* statistic evaluates whether the clustering of high or low values across neighboring block groups is more pronounced than would be expected by random chance, producing z-scores and p-values for each block group. The hot spot analysis used the “K Nearest Neighbors” approach to define spatial relationships, in which each block group is evaluated against a fixed number of its closest neighboring block groups regardless of distance, ensuring consistency across areas with varying block group sizes. Block groups identified as statistically significant hot spots (at the 95% confidence level or higher) were considered “primary” while Hot Spots at the 90% confidence level or higher were characterized as “secondary.” This analysis helped to identify emerging growth nodes and areas of relative stagnation to inform future land use, infrastructure, and housing policy decisions. Discretion was ultimately used to determine outliers and identify the final Hot Spots to be included within this Supplement.

After identifying the primary and secondary hot spots, parcels intersected the hot spot were identified and dissolved to create a new single polygon. The centroid of this polygon was subsequently identified and served as the nodal center. Two concentric circles (quarter- and half-mile) were created using the multiple ring buffers geoprocessing tool to assist with further analysis. All node-specific statistical analysis was based on the area within these two concentric rings.

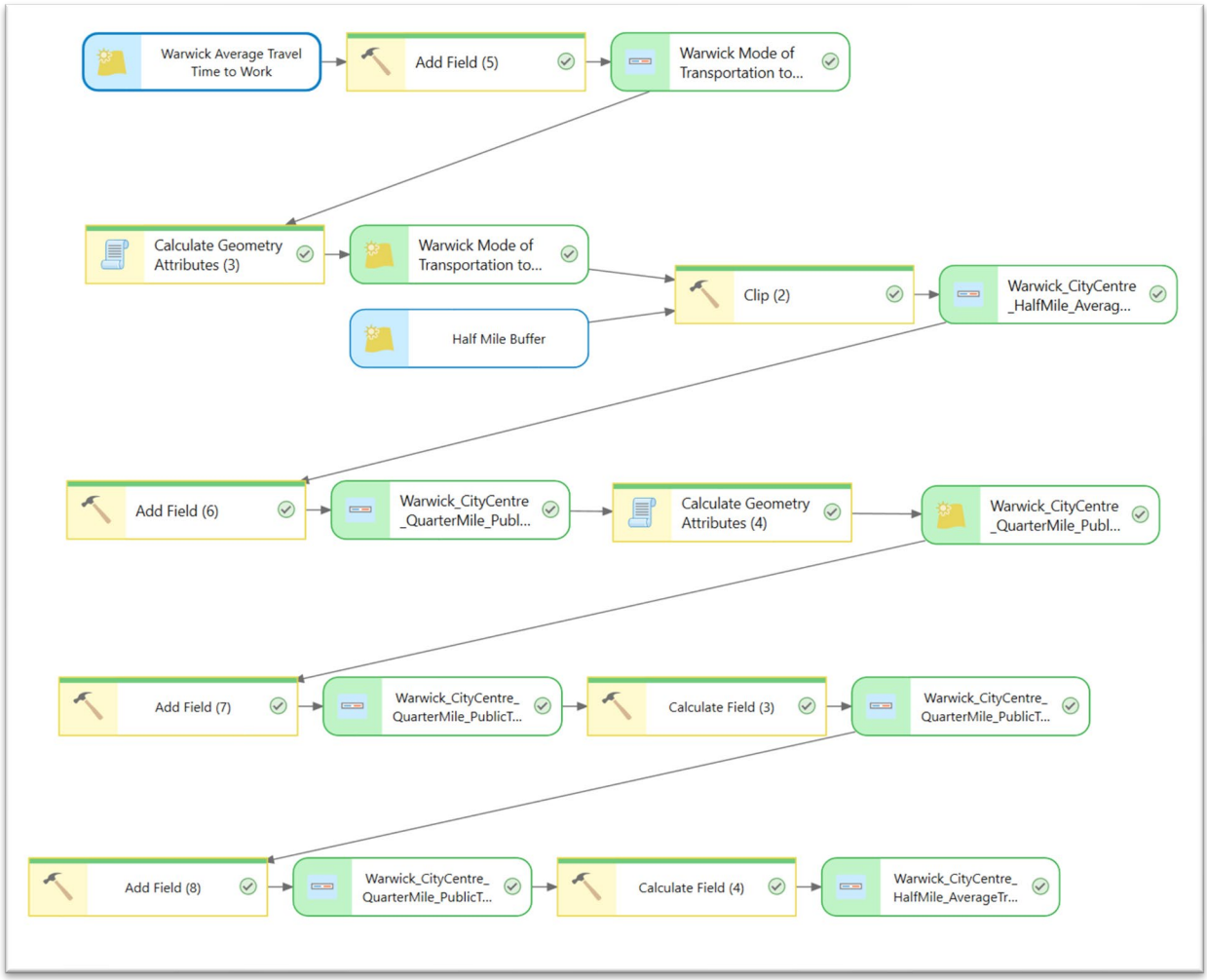
Once the primary and secondary nodes were identified, corridors and connection routes along major roadways were identified.

Primary Node Analysis Methodology

Primary nodes underwent a thorough land use, housing, economic development, transportation & circulation, open space & recreation, quality of life services & facilities analysis. PolicyMap datasets were downloaded to analyze a variety of topic areas, as detailed in Table 6. Secondary nodes serve as areas that could potentially serve as additional growth centers and require further consideration. The analysis for each of the three primary nodes relied on the following process:

- PolicyMap data downloaded from online as a CSV file
- CSV imported into each node's individual GIS map and joined ("join field" geoprocessing tool) based on geographic identifier to block group, census tract, or other census geographic layer.
- Modelbuilder was used to export data based on each geographic identifier by node and by a quarter- or half- mile radius:
    - Added column with total acreage of each geographic identifier
    - Clipped dataset to quarter mile or half-mile radius to determine which geographic identifiers were within a quarter or half mile radius of the nodal center.
    - Added column with updated acreage of each geographic identifier within quarter or half mile radius.
    - Added column and used field calculator to determine the percentage of the total area within the quarter- and half-mile radius that each geographic identifier comprised.
    - Added column and used field calculator to determine the weighted average of the original dataset number by multiplying the original dataset number within a given geographic identifier by the percentage of the total area that geographic identifier comprised within the quarter or half mile radius.
- Each feature was then exported to Excel where the weighted dataset number of each geographic identifier was either summed or averaged, depending on the dataset. This provided a final number for each dataset within the quarter and half mile radius of a nodal center.

Figure 10. Example of GIS Model for City Centre Average Travel Time to Work by Driving



POLICYMAP

PolicyMap compiles data from a variety of reliable sources, including the U.S. Census Bureau and other state and national datasets. However, these datasets are not consistently available at the same geographic scale, with some as granular as Census Blocks while others are at the Census Tract level.

PolicyMap data was filtered by selecting only the geographic identifiers (blocks, block groups, census tracts, etc.) within a quarter mile or half mile of the nodal center. These values were then exported and processed in Excel, where they were either summed up or averaged depending on the dataset. While this approach allowed for consistent and replicable analysis across nodes, it introduced certain limitations when interpreting results.

In Apponaug, this method produced results that may initially appear counterintuitive. For example, the number of jobs accessible within a 45-minute drive is higher within the quarter-mile radius than within the half mile. This occurs because the analysis relies upon aggregated values at the block group level. As the analysis area expanded from quarter mile to half-mile, additional block groups were included in the calculation, including several that have lower job accessibility values. When incorporated into the overall calculation, this reduced the average, or weighted sum, for the larger geography. In context of the job accessibility calculation, it is possible that the additional block groups, which are not uniformly spread

across the quarter or half mile radius, are slightly outside the 45-minute threshold of a major employment center, resulting in higher values for the quarter mile radius.

Similar examples can be found throughout Apponaug's analysis and should not be used for purposes outside of serving as a reference statistic.

Table 6. Summary of Datasets and Sources

Dataset	Description	Source
Economic Development		
Commercial Permits	Number of total commercial permits	City of Warwick (2025)
Non-Commercial Permits	Number of total non-commercial permits	City of Warwick (2025)
Jobs within 45 Minutes by Driving	Identification of number of jobs within 45 minutes of a given block group by driving.	PolicyMap EPA Smart Location Database (2021)
Jobs within 45 Minutes by Public Transit	Identification of number of jobs within 45 minutes of a given block group by public transit.	PolicyMap EPA Smart Location Database (2021)
Economic Diversity Index	Diversity of employment using 8 major sectors calculated based on the evenness of distributions across employment types by block group.	PolicyMap EPA Smart Location Database (2022)
Transportation & Circulation		
RIPTA Bus Stops	Point layer of all current RIPTA bus stops within Warwick	RIGIS RIPTA (2025)
RIPTA Bus Routes	Polyline layer of all current RIPTA bus routes within Warwick	RIGIS RIPTA (2025)
Railroad Rights of Way	Polyline depicting all rail lines, active and inactive, as well as abandoned trolley lines within Warwick.	RIGIS RIDOT (2025)
Airport	Polygon layer depicting Warwick's airport, T.F. Green International Airport.	RIGIS RIDOT (2025)
Ports and Commercial Harbors	Polygon layer of ports and commercial harbors within Warwick.	RIGIS URI (2024)
RIDOT Bike Paths	Polyline layer of all bicycle paths, bicycle routes, and bicycle lane center lines for all statewide and local bikeways, bike routes, and bike lanes within Warwick.	RIGIS RIDOT (2025)

Work from Home	Percent of workers who worked from home.	U.S. Census Bureau (2020-2024)
Commute Mode: Public Transit	Percent of workers who took public transit to work.	U.S. Census Bureau (2020-2024)
Commute Mode: Drive	Percent of workers who drove to work.	U.S. Census Bureau (2020-2024)
Average Travel Time to Work	Average travel time to work in minutes.	U.S. Census Bureau (2020-2024)
National Walkability Index	Identifies areas with mixtures of land use and transportation infrastructure that may encourage walking as a mode of transportation, comprised of intersection density, distance to the nearest transit stop, employment diversity, and employment and housing diversity.	PolicyMap EPA Smart Location Database (2021)
Frequency of Transit Service	Aggregate frequency of transit service per square mile in 2021, calculated by dividing the frequency of transit service per hour by total land area within Warwick.	PolicyMap EPA Smart Location Database (2021)
Distance to Nearest Transit Stop	Distance to nearest transit stop by centroid of census block group to the nearest transit stop.	PolicyMap EPA Smart Location Database (2021)
Open Space & Recreation		
Local Conservation Lands	Polygon shapefiles of non-state conservation lands permanently protected from future development or deed restrictions held or enforceable by recognized land protection organizations other than the State of Rhode Island.	RIGIS RIDEM (2025)
State Conservation Lands	Polygon shapefiles of conservation lands protected by the State of Rhode Island through Fee Title Ownership, Conservation Easement, or Deed Restriction.	RIGIS RIDEM (2025)
SCORP Recreational Facilities	Point locations depicting ballfields, playgrounds, basketball & tennis courts, beaches, swimming pools, etc with attribution for facility name, location, ownership, and availability and number of recreational resources on site within Warwick.	RIGIS RIDEM (2025)
Quality of Life Services & Facilities		

Sewered Areas	Polygon shapefile of areas served by public and private sewer systems as defined by polygons around main sewer lines, force mains, and interceptors within Warwick.	RIGIS RIDEM (2025)
Sewer Lines	Polyline shapefile of main sewer lines, force mains, and interceptors for public and private sewer systems within Warwick.	RIGIS RIDEM (2025)
Hospitals	Point shapefile of hospital locations within Warwick.	Brown University Library (2025)
Fire Stations	Point shapefile of fire stations within Warwick.	AK Associates (2025)
Police Stations	Point shapefile of police stations within Warwick.	AK Associates (2025)

Primary Nodes

Primary nodes identified through this analysis represent the most significant areas of existing and anticipated development activity within Warwick. These nodes were selected based on a combination of housing growth trends, infrastructure capacity, multimodal transportation access, and economic development potential, and reflect locations where multiple favorable conditions converge. As a result, they are best positioned to support higher levels of residential development, including multifamily housing and mixed-use projects. The following sections provide a detailed analysis of each primary node, highlighting their capacity to accommodate growth and their role within the City's broader development framework.

Primary Node 1: City Centre Warwick

City Centre Warwick represents the City's most significant and strategically positioned growth node. Identified through the hot spot analysis as the most pronounced area of recent and projected development activity, this node reflects the importance of transit-oriented development. The combination of strong infrastructure capacity, regional accessibility, and redevelopment opportunity make this node particularly viable for long-term growth, especially pertaining to economic development. The tables in this section detail key data pertaining to economic development, transportation & circulation, open space & recreation, and quality of life services & facilities in City Centre Warwick.

Land Use

City Centre is characterized by a mix of commercial, institutional, and emerging residential uses. Since the 2013-2033 Comprehensive Plan priority initiatives, this area has remained a focus for the City to encourage new development. This node is well-suited for a variety of land uses, including commercial, industrial, institutional, multifamily residential, and mixed-uses. The presence of significant investment into residential development is indicative of its development potential and directly aligns with broader planning goals to create a transit-oriented, pedestrian-focused district. Expanded zoning incentives for mixed-use and multifamily development, including density bonuses, may be employed to further encourage the types of development that would most benefit the node in the future. Adoption of the City Centre Warwick Design Manual, which serves as the official design guidelines for architecture within City Centre, into the zoning ordinance may ensure aesthetic consistency across the district.

Housing

City Centre Warwick has experienced the most substantial concentration of recent and proposed housing development in the City, reflecting both market demand and municipal strategic priorities. As previously discussed, significant investment is being allocated to the area through major multifamily development projects. Multifamily and adaptive reuse projects are directly aligned with the area's zoning and strategic initiatives. The presence of significant non-commercial permit activity within the half-mile radius (24 permits) further supports this trend, suggesting the development potential for residential and mixed-use development in the future. City Centre is expected to remain the City's primary location for new housing production, especially through its transit-oriented development initiatives.

Economic Development

City Centre Warwick demonstrates strong economic growth potential well into the future, given its proximity to local employment opportunities and access to regional and even international locales. Approximately 75,844 jobs are accessible within a 45-minute drive of this node, while 8,588 jobs are accessible via public transit, indicating strong regional connectivity. This connectivity is particularly strong due to its proximity to I-95, T.F. Green International Airport, MBTA, and RIPTA.

The economic diversity index of 0.75 suggests a relatively balanced mix of employment sectors, which contributes to long-term economic resilience. While recent commercial permitting activity is relatively limited (only two permits within a half-mile radius), the high concentration of non-commercial permits indicates that this area is experiencing a surge in residential development, which may expand the economic potential of the surrounding neighborhood. This also provides developers with a unique opportunity for mixed-use development within walking distance of public transit centers.

Table 7. City Centre Warwick Economic Development Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Commercial Permits	1	2
Non-Commercial Permits	0	24
Jobs within 45 Minutes by Driving	14,573	75,844
Jobs within 45 Minutes by Public Transit	3,266	8,588
Economic Diversity Index	0.75	0.75

Transportation & Circulation

Transportation is arguably the most unique draw for development within City Centre. This node is by far the richest transportation node in Warwick, offering multimodal connectivity options locally, regionally, and even globally. Highlights include direct access to T.F. Green International Airport, rail access via Amtrak and the MBTA commuter rail (Providence/Stoughton line), multiple RIPTA bus routes (Routes 1, 14, 20, 66), and 17 bus stops within a half mile radius of the nodal center.

Transit service is relatively frequent, with average wait times of approximately 11 to 12 minutes, and the average distance to the nearest transit stop is approximately 1/3 of a mile within the City Centre area. These conditions provide a strong foundation for transit-oriented development, but additional

investments in multimodal connectivity, including more frequent service during peak hours, may be necessary to fully realize its potential.

The National Walkability Index of City Centre is 14.45, which represents a moderate walkability index and suggests that while infrastructure exists, the built environment may not yet be developed to support pedestrian-oriented activity. The absence of bike infrastructure (0 miles of bike paths within the half mile around City Centre) further illustrates that active transportation options are slightly underdeveloped. This provides a significant opportunity for multimodal improvements, including updated sidewalks and new bike paths along the corridors connecting City Centre to other nodes.

Table 8. City Centre Warwick Transportation & Circulation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
RIPTA Bus Stops	6	17
RIPTA Bus Routes (Route Numbers)	1, 14, 20, 66	1, 14, 20, 66
Railroad Rights of Way	Amtrak, MBTA	Amtrak, MBTA
Airport	1	1
Ports and Commercial Harbors	0	0
RIDOT Bike Paths	0 mi	0 mi
Work from Home	4.36%	5.18%
Commute Mode: Public Transit	0%	0%
Commute Mode: Drive	92.29%	91.90%
Average Travel Time to Work	24 mins	24 mins
National Walkability Index	14.45	14.40
Frequency of Transit Service	12 mins	11 mins
Distance to Nearest Transit Stop	0.36 mi	0.37 mi

Open Space & Recreation

City Centre has limited access to open space within its immediate area due to the dense urban setting. Within a half mile from the center, there are zero acres of local and state conservation land and only one notable recreational facility, Kenney Field. While this lack of open space and recreation opportunities in the immediate area reflects the node's focus on urban character and commercial development, it also presents a challenge as residents move into the area. As housing growth continues, access to recreational activities and greens space will become increasingly important for overall quality of life and drawing interest. Pocket parks, green infrastructure, and new recreational facilities are a few small-scale methods

for enhancing open space without detracting from the node's role as an urban center. As noted in the transportation section, enhanced walkability and new bike lanes may contribute to recreational opportunities as well.

Table 9. City Centre Warwick Open Space & Recreation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Local Conservation Lands	0 acres	0 acres
State Conservation Lands	0 acres	0 acres
SCORP Recreational Facilities	0	1

Quality of Life Services & Facilities

City Centre, like the rest of Warwick, benefits from strong infrastructure capacity, making it well positioned to accommodate additional development. Sewer coverage is nearly 100% within a half mile of the nodal center and contains approximately 27,000 feet of sewer lines. This aligns with earlier findings that Warwick's treatment system is robust Citywide and has available capacity. Most constraints will be on a building-by-building basis, rather than systemwide issues. The presence of extensive sewer infrastructure supports continued residential growth without the need for significant system expansion.

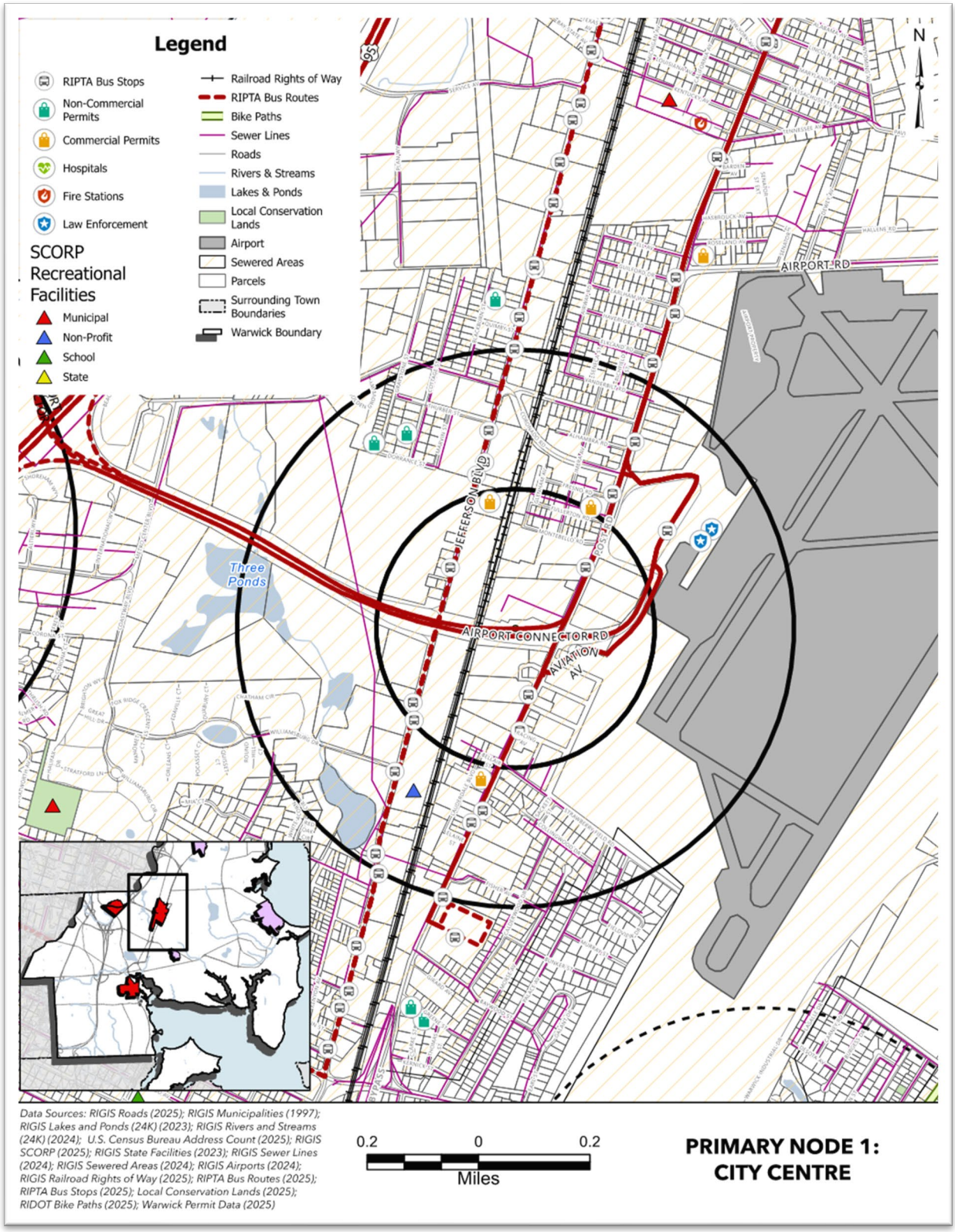
Despite the node's utility presence, other quality-of-life services around City Centre are more limited. Access to everyday amenities, including grocery stores, restaurants, schools, and other notable destinations, relies on driving or public transit. The area will need to continue receiving significant investment in these growth areas to function more effectively as a fully developed mixed-use, transit-oriented district.

Table 10. City Centre Warwick Quality of Life Services & Facilities Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Sewered Areas	100%	99%
Sewer Lines	6,150 ln ft	27,741 ln ft
Hospitals	0	0
Fire Stations	0	0

Police Stations	0	2

Map 9. Primary Node 1: City Centre



Primary Node 2: Three Ponds

The Three Ponds node represents a highly accessible and infrastructure-ready growth area within Warwick, identified through the hot spot analysis as a location of consistent residential activity and strong regional connectivity. While less dense and transit-oriented than City Centre, this node stands out for its balanced combination of residential growth, transportation access, and economic connectivity. Its proximity to major corridors and daily amenities, including I-95 and the Warwick Mall, creates a strategic opportunity area for incremental residential growth and strategic infill development. The tables in this section detail key data pertaining to economic development, transportation & circulation, open space & recreation, and quality of life services & facilities in Three Ponds.

Land Use

The Three Ponds area is predominantly characterized by low- to moderate-density residential land uses, supported by nearby commercial centers. Its proximity to the Warwick Mall and associated commercial development along Route 2, as well as regional access via I-95, positions the node within one of the City's most active commercial corridors. While commercial uses are not heavily concentrated with the immediate node itself (with only two commercial permits identified within the half-mile radius), the surrounding network of retail and service-oriented development provides strong support for residential growth. This relationship between residential areas and nearby commercial corridors creates a suburban mixed-use condition, where residents benefit from close access to regional amenities without those uses being fully integrated into a walkable, neighborhood scale center. As a result, land use within Three Ponds is less defined by a traditional mixed-use core and more by proximity-based access to dispersed commercial activity. This node presents opportunities for strategic infill development within existing residential areas, the introduction of mixed-use development around office and commercial spaces, and enhanced connectivity between residential neighborhoods, the Warwick Mall, and regional economic centers, like City Centre Warwick. Zoning strategies that allow for modest increases in density and "missing middle" housing types may further support growth while maintaining neighborhood character. Strengthening the integration between residential and commercial uses, particularly through improved pedestrian and roadway connections, will be essential to enhance the functionality of the node.

Housing

Three Ponds has emerged as a notable area of housing activity through the hot spot analysis, reflecting the success of the 2013-2033 strategic priorities to attract new investment. A total of only six non-commercial permits in recent years may appear contrary to this assertion, but the area has benefited from larger individual projects, including the completion of a 155-unit multifamily project. This level of investment, albeit limited in sample size, demonstrates the node's capacity to support moderate- to higher- density housing, particularly in locations that benefit from proximity to major corridors and existing infrastructure. Housing growth within this node is expected to continue but will need to rely on a combination of multifamily developments, workforce housing, incremental infill and adaptive reuse of office buildings, and expansion of housing types that serve low- to moderate- income households.

Economic Development

Three Ponds already serves as a local commercial hub and benefits from regional job accessibility. Between 82,000 and 85,000 jobs are accessible within a 45-minute drive, while 50,000 are accessible via public transit. This connectivity is partially due to the node's proximity to Warwick Mall and regional jobs by way of I-95. The economic diversity index ranges from 0.75 to 0.78, suggesting a well-distributed mix of employment sectors. This supports long-term economic resilience and provides residents with access to a diverse range of job opportunities. Despite the limited local commercial permitting activity, the node's strength lies in its ability to support residential growth tied to regional commuting patterns

and serve as a reliable source of residential housing for the regional workforce. Additional residential investment may strengthen this node's long-term success as it serves as a crossroads and transition point between many land use types and transportation hubs.

Table 11. Three Ponds Economic Development Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Commercial Permits	0	2
Non-Commercial Permits	2	6
Jobs within 45 Minutes by Driving	83,987	82,270
Jobs within 45 Minutes by Public Transit	67,436	51,110
Economic Diversity Index	0.78	0.75

Transportation & Circulation

Three Ponds benefits from strong transportation connectivity, especially due to its excellent regional access. The node is served by multiple RIPTA bus routes, including Routes 12x, 21, 22, 30, 65x, 66, QX, and 95x, with 9 bus stops within a half mile radius. Transit service is somewhat less frequent than in City Centre, with average wait times of approximately 17 to 18 minutes but still provides access to key destinations. The distance to the nearest transit stop is approximately 0.35 miles, which supports accessibility for residents. Commuting patterns around Three Ponds arelea more reflective of a suburban travel profile with approximately 80% of residents commuting by car and public transit use generally being limited, despite the numerous options. Active transportation options, including walkability and bike infrastructure, are more robust than in several other nodes with a walkability index of 14.73 and nearly 1.5 miles of bike infrastructure within a half mile radius of the nodal center. These findings suggest that there are opportunities to improve education around public transit to enhance its usage. Existing pedestrian connections and bike infrastructure can be leveraged to identify locations where first- and last-mile transit options are still necessary.

Table 12. Three Ponds Transportation & Circulation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
RIPTA Bus Stops	4	9
RIPTA Bus Routes (Route Numbers)	12x, 21, 22, 30, 65x, 66, QX, 95x	12x, 21, 22, 30, 65x, 66, QX, 95x
Railroad Rights of Way	N/A	N/A
Airport	0	0
Ports and Commercial Harbors	0	0

RIDOT Bike Paths	0.26 mi	1.41 mi
Work from Home	23.47%	16.95%
Commute Mode: Public Transit	0%	0%
Commute Mode: Drive	79.96%	79.75%
Average Travel Time to Work	N/A	24 mins
National Walkability Index	14.73	14.73
Frequency of Transit Service	17 mins	18 mins
Distance to Nearest Transit Stop	0.38 mi	0.34 mi

Open Space & Recreation

Three Ponds has limited access to open space and recreation opportunities, similar to City Centre Warwick. Within the half mile radius, only one acre of local conservation land is present and one recreational facility has been identified, with no state conservation lands. While still limited in absolute terms, this represents a modest level of open space availability within a primarily residential setting. The presence of nearby ponds and natural features, including the Three Ponds for which the node is named, may also contribute to access to open space beyond what is captured in the dataset. The SCORP recreational facility located within the half-mile radius is the Pontiac Playground. As development continues, there may be opportunities to enhance access to these existing parks and recreational resources, in addition to the creation of pocket parks and improvements to existing sidewalk and bicycle infrastructure to improve connectivity to regional open spaces.

Table 13. Three Ponds Open Space & Recreation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Local Conservation Lands	0 acres	1 acre
State Conservation Lands	0 acres	0 acres
SCORP Recreational Facilities	0	1

Quality of Life Services & Facilities

This node has complete sewer infrastructure coverage, with 100% of the area served and over 38,000 feet of sewer lines within its half-mile radius. This robust infrastructure supports continued residential growth without requiring major system expansion. There are no hospitals, fire stations, or police stations located within half a mile of the nodal center.

Everyday amenities, including retail, dining, and community services, are more readily accessible within this node compared to City Centre. Notably, Warwick Mall is located within a half mile of the nodal center and serves as a major commercial hub, offering a range of department stores, restaurants, and

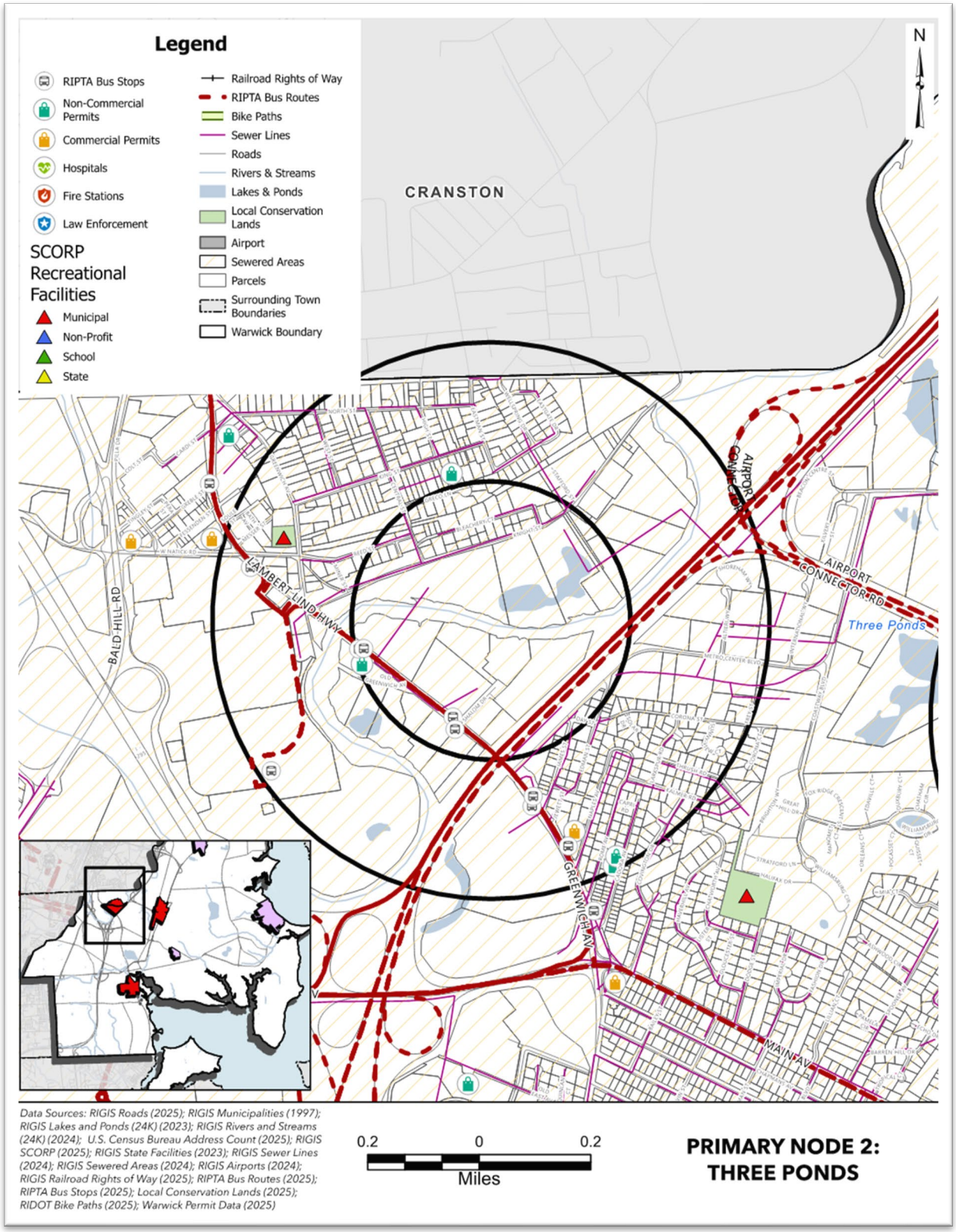
entertainment options such as Apple Cinemas. The presence of this destination enhances the area's attractiveness for new residential development, as proximity to established commercial activity is a key driver of housing demand.

However, while the mall and surrounding businesses provide a strong foundation, additional investment may be needed to support a growing residential population over the long term. In particular, the absence of a grocery store within the node represents a significant gap in essential services. Addressing this limitation will be critical to ensuring that the area can function as a fully supportive residential environment and sustain continued growth.

Table 14. Three Ponds Quality of Life Services & Facilities Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Sewered Areas	100%	100%
Sewer Lines	8,670 ln ft	38,217 ln ft
Hospitals	0	0
Fire Stations	0	0
Police Stations	0	0

Map 10. Primary Node 2: Three Ponds



Primary Node 3: Apponaug

Apponaug represents a historically significant and contextually unique growth node within Warwick. Identified through the hot spot analysis as an area of moderate but consistent development activity, this node differs from the others in that it functions as a traditional village center, with a mix of civic, commercial, and residential uses. Its role within the City is less focused on large-scale redevelopment and more aligned with incremental, context-sensitive growth. The combination of full infrastructure coverage, transit accessibility, and historic character positions Apponaug as a viable location for targeted housing and mixed-use development. The tables in this section detail key data pertaining to economic development, transportation & circulation, open space & recreation, and quality of life services & facilities in Apponaug.

Land Use

Apponaug is characterized by a mixed-use village development pattern, with a combination of small-scale commercial, institutional, and residential uses centered around a historic core. Unlike City Centre, which is evolving into a high-density, transit-oriented district, Apponaug functions as a traditional neighborhood center with a more established built environment. The limited permitting activity (two commercial and eight non-commercial permits within a half-mile radius of the nodal center) reflects the node's incremental development pattern, rather than large-scale redevelopment. This suggests that future land use changes will likely involve small-scale infill development, adaptive reuse of existing structures, and context-sensitive multifamily housing within the Village District. Given its historic context, development within Apponaug will require careful consideration of design and scale.

Housing

Housing development within Apponaug has been moderate but steady, as reflected in the hot spot analysis. The presence of eight non-commercial permits within a half-mile radius suggests limited, yet ongoing, investment in residential and institutional uses. This node is particularly well-suited to sustain small- to medium- scale multifamily housing, adaptive reuse projects, and mixed-use residential development. The walkable nature of the area, combined with access to transit and civic uses, makes it attractive for residents seeking a more traditional neighborhood environment. However, growth is expected to occur incrementally, shaped by existing parcel configurations, zoning limitations and design standards, and historic preservation considerations.

Economic Development

Apponaug demonstrates moderate economic potential, supported by its function as a local center of activity and its access to regional employment. There are approximately 70,000 jobs accessible within a 45-minute drive of Apponaug, but only 3,146 accessible via public transit, indicative of limited transit-based job connectivity compared to other nodes. The economic diversity index of 0.60 also suggests a less evenly distributed employment than other nodes, reflecting a more localized and less diversified economic structure. However, this is consistent with its role as a neighborhood-scale commercial and civic center rather than a regional employment hub. Commercial permitting activity is relatively low, with only two permits within a half-mile radius. Despite limited recent commercial expansion, revitalization of existing commercial properties, infill development along key corridors like Post Road and West Shore Road, and small neighborhood-serving businesses provide a multitude of options for Apponaug to grow in the future. Driven by incremental reinvestment and leveraging its role as a key village center and seat of local government, Apponaug has a unique set of opportunities to serve Warwick residents while other nodes cater to regional growth and visitors.

Table 15. Apponaug Economic Development Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Commercial Permits	0	2
Non-Commercial Permits	0	8
Jobs within 45 Minutes by Driving	70,228	64,636
Jobs within 45 Minutes by Public Transit	1,737	3,146
Economic Diversity Index	0.60	0.60

Transportation & Circulation

Apponaug provides strong local and moderate regional transportation access. The node is served by RIPTA Route 14, with five bus stops within a quarter-mile and 15 stops within a half-mile, and quite frequent service with only six-minute headways. The average distance to the nearest transit stop reflects the other nodes with an average of 1/3 mile, which should encourage usage by residents. Additionally, the presence of the Amtrak rail corridor provides regional connectivity with the closest station within the City Center node. Commuting patterns are similar to other nodes with 80% of residents driving to work, but public transit usage is slightly higher with approximately 2% of residents taking public transit to work. Unlike the other nodes, Apponaug has three harbors, primarily used for commercial fishing and recreational activities. The national walkability index hovers around 12, which suggests slightly less walkable than other nodes. Between 0.4 and 0.8 miles of bicycle infrastructure provides a starting point for a reimagined bicycle plan in the area. However, Apponaug's traditional village layout offers the potential for improved pedestrian infrastructure, enhanced streetscape design, and increased multimodal connectivity.

Table 16. Apponaug Transportation & Circulation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
RIPTA Bus Stops	5	15
RIPTA Bus Routes (Route Numbers)	14	14
Railroad Rights of Way	Amtrak	Amtrak
Airport	0	0
Ports and Commercial Harbors	0	3
RIDOT Bike Paths	0.39 mi	0.79 mi
Work from Home	16.81%	13.97%
Commute Mode: Public Transit	2.33%	1.95%

Commute Mode: Drive	81.81%	80.64%
Average Travel Time to Work	26 mins	22 mins
National Walkability Index	11.62	12.89
Frequency of Transit Service	6 mins	6 mins
Distance to Nearest Transit Stop	0.36 miles	0.30 miles

Open Space & Recreation

Open space access within Apponaug is limited, similar to the other nodes. Zero acres of local or state conservation lands are within either a quarter or half mile and no notable recreational facilities are either. This lack of recreational infrastructure presents a challenge to the development potential of this area. Unlike other areas of the City, Apponaug does not have significant open space within its immediate proximity, which may impact overall livability. Despite not being within the half-mile radius, Veterans Memorial Field is nearby, which is home to the local Apponaug Babe Ruth Baseball League; however, there are similar opportunities to other nodes to incorporate small-scale pocket parks and plazas, enhanced greenery in public spaces, and improved waterfront access. Apponaug is well situated to leverage its proximity to the waterfront and existing marinas to increase boating, fishing, and other waterfront recreational activities.

Table 17. Apponaug Open Space & Recreation Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Local Conservation Lands	0 acres	0 acres
State Conservation Lands	0 acres	0 acres
SCORP Recreational Facilities	0	0

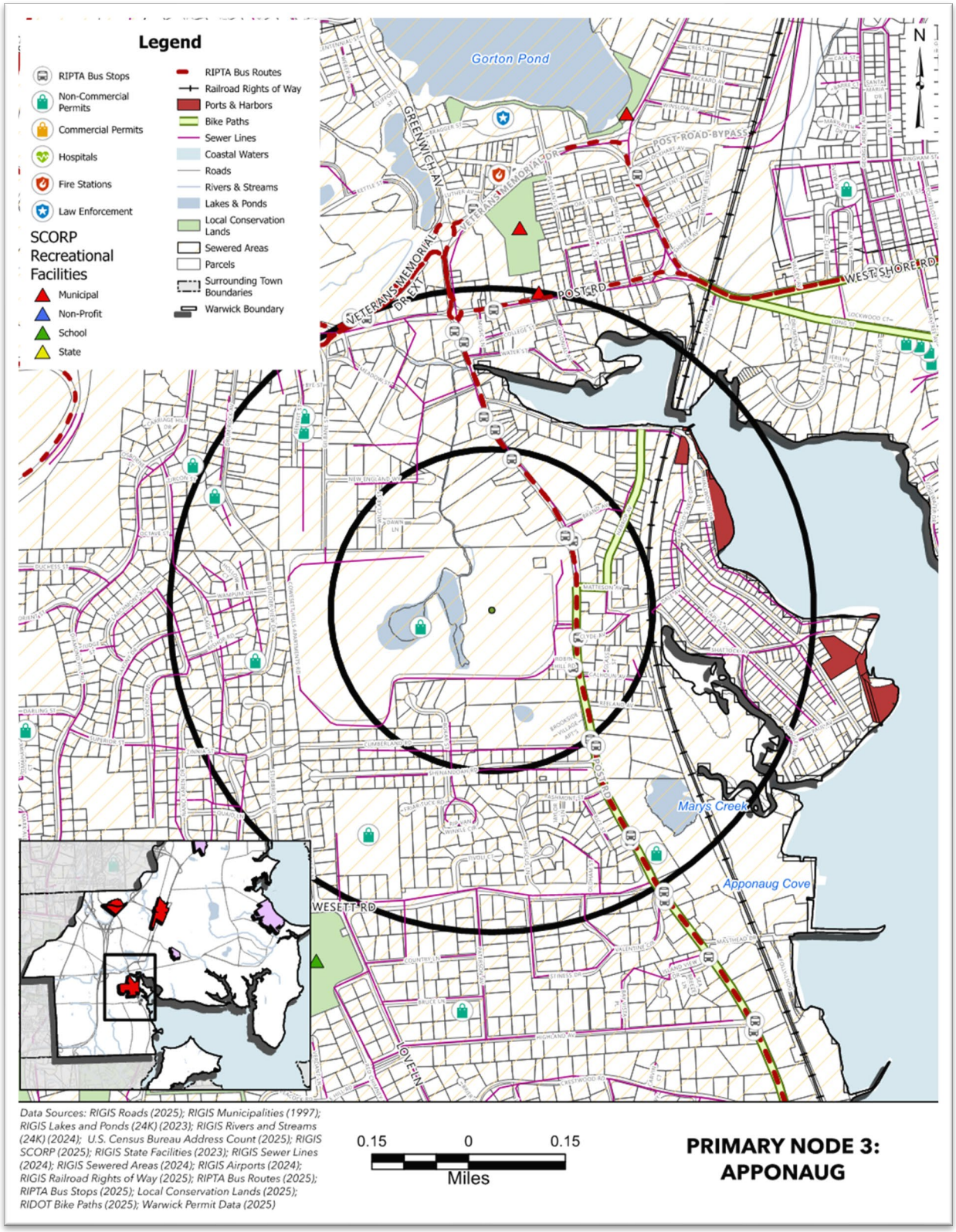
Quality of Life Services & Facilities

Apponaug benefits from complete sewer infrastructure coverage, with 100% of the node within the sewered area and over 48,000 feet of sewer lines within the half-mile radius. This robust infrastructure ensures that the node can support additional development without major system upgrades. This is especially critical for adaptive reuse projects as service needs often differ from the existing use. However, access to other quality-of-life services within the node is limited, with no hospitals, fire stations, or police stations within the immediate vicinity. Meanwhile, access to everyday amenities varies throughout the node. The Warwick Museum is within the half-mile threshold of Apponaug, but there are very few attractions in the area. No major grocery stores and community gathering spaces may limit future growth. To maximize the area's potential, additional investment in retail, dining, and public spaces may be necessary. New opportunities may also arise by connecting residential areas with the waterfront to create a more cohesive and walkable, mixed-use village center.

Table 18. Apponaug Quality of Life Services & Facilities Analysis

Dataset	Quarter-Mile Radius	Half-Mile Radius
Sewered Areas	100%	100%
Sewer Lines	11,257 ln ft	48,250 ln ft
Hospitals	0	0
Fire Stations	0	0
Police Stations	0	0

Map 11. Primary Node 3: Apponaug



Secondary Nodes

Secondary nodes were identified as areas of emerging or moderate development potential, but less notable than primary during the hot spot analysis. While these locations do not currently exhibit the same level of concentrated growth as the primary nodes, they demonstrate tremendous potential to support future development and the local community. Through additional investment and research into multimodal transportation, economic development, and zoning reforms, these secondary nodes have the potential to further demonstrate Warwick's role as a crucial development hub in the region.

Secondary Node 1: Main Avenue

The Main Avenue node represents an emerging area of interest within Warwick, characterized by moderate recent growth and strategic long-term investment due to its strong accessibility and proximity to West Shore Road corridor. While not currently a major center of development activity, the presence of smaller-scale housing growth and a modest pipeline project suggest that this area is ripe for continued incremental development.

One of the node's most attractive attributes is its high walkability, bicycle infrastructure, and proximity to public transit, particularly along West Shore Road. The high concentration of bus stops and routes along West Shore Road bodes well for long-term growth since the transportation infrastructure already exists. However, this accessibility is still somewhat limited geographically, with transit connectivity largely constrained to the corridor itself rather than evenly distributed throughout the node.

From an economic perspective, Main Avenue demonstrates limited diversity in employment and relatively low access to jobs within a 45-minute commute, both by driving and public transit. The node currently functions primarily as a residential area rather than a job or economic center, which may influence the scale and type of development that is viable here. However, as additional investment moves into the area, there may be additional opportunities to expand economic diversity and commercial development along West Shore Road, like those at the Sandy Lane intersection.

Infrastructure conditions are generally supportive but may present localized constraints, particularly with respect to sewer connections, which may need to be assessed on a case-by-case basis. The presence of local recreational assets, including fields and neighborhood open spaces, contributes positively to quality of life, though access to everyday amenities such as grocery stores remains limited.

Overall, the Main Avenue node can best be understood as a corridor-based growth area with potential for ongoing housing and commercial development along Main Avenue as well as West Shore Road, which connects this primarily residential neighborhood with regional access.

Secondary Node 2: Conimicut Village

Conimicut Village represents a distinct and historically dense residential area. The node contains a concentration of non-commercial permits just south of the node, indicative of ongoing desire to build in the area. The built environment and lot pattern suggest strong potential for incremental infill and small-scale adaptive reuse projects. To further enable additional density on select lots, zoning reforms may be necessary. Conimicut Village contains one of the largest concentrations of nonconforming lots in the City, which reflects historical development patterns that misalign with current zoning regulations. This presents both a challenge and opportunity, as existing zoning may constrain reinvestment while also offering potential for targeted zoning reforms to better align with existing conditions.

Conimicut Village benefits from moderate walkability, several bike paths, and exceptional access to public transit, despite its location outside of the city center. Notably, while access to jobs within 45 minutes by driving is lower than other areas of Warwick, access via public transit is higher than many

other nodes. This multimodal connectivity sets Conimicut Village apart and is a primary reason for its designation as a secondary node.

Infrastructure conditions are similar to other nodes, but sewer connections are slightly more limited to the south of the node. Sewer connections, as with other nodes, should be evaluated on a lot-by-lot basis. The presence of a fire station just north of the node provides enhanced access to public safety. Recreational opportunities are limited, but the proximity to Clegg Field and the public library contribute to neighborhood livability.

The node's proximity to the waterfront provides a unique set of opportunities and challenges. Economically and recreationally, Conimicut Village has tremendous value to the local community and region at large. However, this is the only node that is at significant risk of sea level rise impacts. As the City assesses this node for future growth potential, it will be necessary to balance these coastal benefits and threats.

Overall, Conimicut Village represents a stable growth node that should be targeted for long-term investment. Zoning reform and enhancements to the area's existing established multimodal infrastructure will further strengthen neighborhood character.

Secondary Node 3: Pilgrim Park

Pilgrim Park serves as a gateway node within Warwick, characterized by a mix of existing development, underutilized land, and emerging housing opportunities. The City did not identify this node as a strategic priority area in the 2013-2033 Comprehensive Plan, but this Supplement would be incomplete without its inclusion. Upon review of the quantitative and qualitative data, it became clear that this was an important crossroads between Warwick and regional economic centers, including Cranston and Providence. Recent developments around the node also suggest that developers view this area as a critical transition point between City Centre Warwick and several other neighborhoods to the north.

The node contains visible pockets of recent growth, alongside areas with capacity for additional development, which suggests that it may evolve into a more prominent growth area in coming years. The most notable development project is the 75-unit pipeline project that indicates a desire for development in the area. Its proximity to both Post Road and Route 117 makes this an intriguing area of consideration for future development initiatives by the City. This area contains pockets of recent growth, but also quite some room for additional development.

The node contains adequate walkability, but no direct bicycle access. Access to public transit is quite high, with bus routes along Post Road, Elmwood Avenue, and Warwick Avenue. This public transit access is directly correlated with the high number of jobs reachable within a 45-minute commute, as well as its proximity to Cranston and Providence. This proximity to major regional economic hubs highlights the reason why Pilgrim Park is such an important secondary node.

Infrastructure conditions in Pilgrim Park are generally similar to other nodes, with sewer service available throughout. This node is particularly well suited for families due to its proximity to several conservation lands and multiple recreational facilities, which enhance livability. The presence of nearby fire stations, police services, and public schools further reinforces that the area could benefit from a long-term growth strategy focused on family-oriented development.

Pilgrim Park may also benefit from a more clearly defined commercial center. While its proximity to Post Road, Warwick Avenue, and City Centre Warwick provides access to a wide variety of local businesses, big box stores, and dining options, this pattern creates a fragmented, incohesive neighborhood character.

The ability for residents to access daily needs in a convenient, sensible manner will further enhance this node. These conditions form a foundation for long-term growth focused around family-oriented development in and around Pilgrim Park, which may encourage developers to build affordable single-family and multifamily buildings.

Corridors and Connections

Warwick's growth pattern is best explored through a network of corridors that connect the various nodes. Each node, primary and secondary, offers opportunities to expand Warwick as a regional leader in innovation and development. However, the corridors between them, including Post Road, Warwick Avenue, West Shore Road, Main Avenue, Jefferson Boulevard, and Greenwich Avenue, are equally important. These internodal connections link residential neighborhoods, employment centers, commercial districts, and open space resources, while serving as transitional spaces between distinct nodes.

The corridors reinforce a clear distribution of land uses across the City. Each corridor supports different types of activity, contributing to a broader balance between residential and commercial uses:

- **Post Road:** Functions as a primary commercial and mixed-use corridor, linking City Centre to Apponaug, while supporting a wide range of retail, dining, and service-oriented uses. It provides opportunities for adaptive reuse and mixed-use development between these two primary nodes.
- **Jefferson Boulevard:** Operates primarily as an employment and industrial primary corridor between Three Ponds and City Centre Warwick by supporting office and commercial activity adjacent to City Center Warwick with easy access to the residential Three Ponds node. It plays a critical role in sustaining the City's economic base while providing opportunities for small-scale development along the route.
- **Warwick Avenue** and **West Shore Road:** Serve as secondary corridors that primarily link established residential neighborhoods, including Main Avenue and Conimicut Village, to local services and coastal amenities. These corridors support a mix of residential homes and local businesses.
- **Greenwich Avenue:** Primary commercial and neighborhood-serving corridor, supporting local businesses and providing connections between City Centre Warwick and Apponaug.

Planning Implications and Recommendations

The preceding analysis identified where housing growth has occurred, where future development is most likely to occur, and the opportunities and constraints associated with Warwick's primary nodes, secondary nodes, and connecting corridors. The analysis also revealed several recurring themes, including the need for additional housing production, a greater diversity of housing types, improved multimodal connectivity, expanded access to recreation and services within growth areas, and continued coordination between housing, economic development, transportation, infrastructure, and land use planning. These findings generally reinforce the long-standing growth framework established in previous Comprehensive Plans, suggesting that many of Warwick's identified growth centers continue to function as the City's most logical locations for future investment and redevelopment.

The recommendations that follow are intended to build upon Warwick's existing planning framework rather than establish a new growth strategy. They are designed to assist the City in achieving the housing production goals established through Housing 2030 while supporting the goals, policies, and actions of the Comprehensive Plan Housing Chapter. Collectively, these recommendations focus on enhancing the relationship between housing, transportation, economic development, open space, public services, and infrastructure so that future growth occurs in locations capable of supporting complete, connected, and resilient communities. Particular emphasis is placed on implementation, recognizing that Warwick's future success will depend not only on where housing is built, but also on the transportation networks, public spaces, neighborhood services, and development policies that support it.

The recommendations are organized around four overarching objectives: establishing a realistic pathway to meeting Warwick's Housing 2030 obligations; strengthening the City's node-and-corridor network as the framework for future growth; encouraging redevelopment and housing diversification in strategic locations; and improving access to transportation, recreation, services, and amenities that support long-term neighborhood vitality. Together, these actions provide a coordinated strategy for accommodating future housing demand while preserving neighborhood character, supporting economic development, and enhancing quality of life throughout Warwick.

1. Establish a Warwick Housing 2030 Production Pathway

Translate Warwick's Housing 2030 obligations into a documented production pathway that identifies how the City can reasonably permit 1,545 total housing units, including 232 qualifying affordable units, during the 2026–2030 period. The pathway should account for projects already permitted or in the development pipeline, expected production under existing zoning and state enabling laws, and additional capacity that may result from the actions recommended in this Supplement. It should not assign unsupported unit quotas to individual nodes, but should identify whether Warwick's existing growth framework is likely to produce housing at the scale required by the State. Where the likely yield of a zoning or policy action is uncertain, the City should prepare a reasonable capacity estimate and clearly document the assumptions used. The pathway should be reviewed annually using permit, affordability, project-status, and certificate-of-occupancy data so that implementation priorities can be adjusted when production falls short.

2. Use a Differentiated Node-and-Corridor Network as the Implementation Framework

Coordinate zoning, redevelopment, transportation, public-realm, infrastructure, and capital investment through the network of primary nodes, secondary nodes, and connecting corridors identified in this Supplement. City Centre, Three Ponds, and Apponaug should remain the principal locations for analyzing and accommodating growth, while Main Avenue, Conimicut Village, and Pilgrim Park should support more incremental investment based on their individual conditions. The connecting corridors should not all be treated as interchangeable housing corridors: Post Road is best suited to mixed-use transition and redevelopment, Jefferson Boulevard should retain its primary employment and industrial function, and Warwick Avenue, West Shore Road, Main Avenue, and Greenwich Avenue should support neighborhood access, services, and connectivity. Warwick should use this differentiated framework when reviewing zoning amendments, capital projects, development incentives, and major development proposals. This approach carries forward the City's established growth geography while allowing the implementation response to reflect how each node and corridor actually functions.

3. Develop an Apponaug–Post Road–City Centre Corridor Program

Prepare an integrated implementation program for the Apponaug–Post Road–City Centre corridor that coordinates housing, economic development, transportation, open space, stormwater, utilities, and public-realm improvements. The program should identify where larger mixed-use development is appropriate, where small-scale infill can provide transitions, where viable commercial and employment uses should remain, and where obsolete or underutilized properties may support redevelopment. Public improvements should address sidewalks, crossings, bicycle connections, bus-stop access, streetscape, green infrastructure, public gathering spaces, and physical connections to Apponaug's waterfront. Because portions of Post Road are under State jurisdiction, Warwick should develop the program in coordination with RIDOT and RIPTA rather than treating it solely as a municipal street project. This should be an implementation document with a defined capital program and priority projects, not another generalized vision plan.

4. Evaluate a Tax Increment District or Comparable Corridor Financing Program

Evaluate the financial feasibility of establishing an Apponaug–Post Road–City Centre Tax Increment District, or a comparable value-capture and corridor financing mechanism, to support the integrated corridor program. The evaluation should test a potential district boundary, projected development and assessed-value growth, existing and proposed tax stabilization agreements, financing period, eligible public improvements, and anticipated municipal revenues. Potential investments may include sidewalks, pedestrian and bicycle improvements, streetscape, stormwater infrastructure, utilities, public spaces, and transportation improvements that directly support planned housing and mixed-use redevelopment. Warwick should coordinate the financing analysis with the proposed capital program so that the size and timing of improvements are evaluated alongside realistic revenue capacity. The recommendation is to establish the district only if the analysis demonstrates that anticipated revenue can support the desired investments without creating an unreasonable fiscal obligation for the City.

5. Create Redevelopment Pathways Based on Commercial Property Type and Economic Function

Update zoning and development standards to provide different redevelopment pathways for Warwick's varied commercial properties rather than relying solely on the State's adaptive reuse provisions. The regulatory framework should distinguish among large shopping centers, strip centers, freestanding commercial buildings, conventional offices, medical offices, institutional properties, and employment or industrial campuses. Permitted pathways may include conversion of suitable buildings, infill on excess parking or underused portions of developed sites, mixed-use additions to functioning commercial properties, demolition and replacement of obsolete structures, and phased redevelopment of larger sites. Routine redevelopment that advances the Comprehensive Plan should be governed by predictable zoning and objective design standards, while complex shopping-center or campus projects may appropriately require a master-plan process addressing infrastructure, circulation, phasing, public benefits, and fiscal incentives. This approach should preserve Route 2 and Jefferson Boulevard's important commercial and employment functions while supporting mixed-use transition in locations such as Post Road and selected neighborhood commercial centers.

6. Add the Middle Scale of Housing Missing from Warwick's Existing Stock

Conduct a targeted zoning and parcel-capacity review for duplexes, three- and four-unit buildings, townhouses, cottage-scale developments, and small apartment buildings. The review should focus on locations where existing lot patterns, infrastructure, transportation access, and surrounding building forms can support additional housing without undermining neighborhood character or environmental objectives. Particular attention should be given to regulations that may unintentionally discourage

middle-scale development, including situations where smaller multifamily projects face more discretionary review than larger projects. Areas with high concentrations of legally nonconforming lots provide evidence that dimensional standards may not reflect historic development patterns, but they do not justify a uniform reduction in lot standards across the City. Warwick should use form, design, landscaping, parking, and performance standards to ensure that permitted infill responds to neighborhood scale and architectural context.

7. Pursue a Diversified Affordable-Housing Production Strategy

Treat Warwick's Housing 2030 affordable production requirement and the composition of the City's existing affordable inventory as related but distinct objectives. To meet the State goal, Warwick should facilitate qualifying deed-restricted rental production while seeking to broaden the inventory toward more general-occupancy and family-oriented housing rather than relying primarily on age-restricted units. Separately, the City should expand lower-cost and deed-restricted homeownership opportunities because affordable ownership is minimally represented in the existing inventory and cannot be replaced by rental production alone. Warwick should coordinate municipal land disposition, density incentives, inclusionary requirements where feasible, project-based rental assistance, tax stabilization, and other municipal contributions through one diversified production strategy. Whenever the City provides land, tax relief, additional development value, infrastructure funding, or another material benefit, the City should establish the affordability outcome expected in return and document that commitment through an enforceable agreement.

8. Connect Housing Production with Aging in Place and Housing Preservation

Pair new housing production with programs that preserve the City's older housing stock and allow residents to remain safely housed as their needs change. Warwick should continue connecting owners and landlords to rehabilitation, lead-hazard reduction, energy-efficiency, accessibility, and sewer-connection resources, with priority given to properties at risk of deterioration or displacement. New development should include smaller, accessible, and lower-maintenance units near transportation, healthcare, shopping, and community services so that older residents have realistic alternatives to remaining in homes that no longer meet their needs. ADUs can contribute incrementally by supporting caregivers, multigenerational living, and supplemental homeowner income, but Warwick should monitor production before establishing a major new municipal ADU initiative. Together, preservation and age-friendly production can maintain existing units, expand housing choice, and improve mobility within the broader housing market.

9. Treat Recreation and Public-Space Access as Infrastructure for Growth

Integrate recreation, public-space, and green-infrastructure investments into growth planning for City Centre, Three Ponds, Apponaug, and other locations expected to accommodate additional residents. The node analysis identifies limited conservation land and recreational facilities within walking distance of the primary nodes, with particularly notable gaps in City Centre and Apponaug. Warwick does not necessarily need to acquire large parks in every developed node, but it should improve walking and bicycling connections to existing parks, create pocket parks and usable plazas, increase tree canopy, incorporate green stormwater infrastructure, and improve access to the Apponaug waterfront. Major redevelopment projects should be evaluated for opportunities to provide publicly accessible open space or contribute to nearby improvements through existing dedication, mitigation, capital-planning, or negotiated-development mechanisms. The City should include recreation and public-realm access in

neighborhood-focused plans and capital programming so that quality-of-life investments occur alongside housing growth rather than after deficiencies become more difficult to correct.

10. Improve Multimodal Connections According to Each Corridor's Function

Prioritize transportation improvements that connect growth nodes to housing, employment, neighborhood services, transit, and recreation, with particular attention to weak east-west connections. Post Road should receive integrated pedestrian, bicycle, transit-access, and streetscape improvements consistent with its mixed-use role, while Warwick Avenue and West Shore Road should provide safer neighborhood connections to services and coastal destinations. Improvements along Jefferson Boulevard should support access to employment and City Centre without compromising its industrial and commercial function. Warwick should coordinate land-development review and capital planning so that new projects complete missing sidewalk segments, improve crossings, provide internal pedestrian connections, and accommodate transit where appropriate. This corridor-specific approach is more defensible than applying the same housing or transportation treatment to every arterial and directly supports the Comprehensive Plan's connectivity, walkability, and mixed-use objective

References

Beets, K., Johnson, J., & Gaffney, A. F. (2024, January 16). 2024 Healthcare Real Estate Outlook. *JLL*.

Bureau of Labor Statistics. (2024). *Consumer Price Index for All Urban Consumers (CPI-U).* Retrieved October 16, 2024, from https://data.bls.gov/pdq/SurveyOutputServlet

City of Warwick. (2023). *Harbor Management Plan.* Retrieved from https://www.warwickri.gov/sites/g/files/vyhlif12206/f/agendas/harbor_management_plan_update_draft_20230612.pdf

City of Warwick. (2024, August). Building Permits: 2014-2024. Warwick, RI.

Fannie Mae. (2024, April). Commercial-to-Residential Conversions: A Review of Exitsting Research.

FreddieMac. (n.d.). *Mortgage Rates.* Retrieved from 2024: https://www.freddiemac.com/pmms

HousingWorksRI. (2025). *2025 Housing Fact Book.* Retrieved from https://stdidhousingworksriprod.blob.core.windows.net/housingworksri/documents/Housing-Fact-Books/HWRI_HFB25.pdf

LoopNet. (2025, October 21). Warwick Commercial Real Estate for Lease. Warwick, RI.

National Recreation and Park Association. (2025). *NRPA Agency Performance Review.* Retrieved from https://www.nrpa.org/globalassets/research/research-reports/2025-agency-performance-review-report.pdf

PolicyMap. (2025, August). *Percent fo All Business Addresses that Were Vacant in the First Quarter of 2025*. Retrieved from PolicyMap: https://www.policymap.com/newmaps/e/www

Rhode Island Association of Realtors. (2023). Retrieved from Residential Market Trends: https://www.rhodeislandliving.com/PressReleases/statistics/2023-Sales.asp

Rhode Island Association of Realtors. (2023). *Residential Market Trends.* Retrieved from https://www.rhodeislandliving.com/PressReleases/statistics/2013-Sales.asp

Rhode Island Department of Education. (2025). Retrieved from Enrollment, Dropout, and Graduation Data: https://www.eride.ri.gov/reports/reports.asp

Rhode Island Department of Housing. (2025). *2024 Annual Housing Report.*

RI Housing. (2023). *Low andModerate Income Housing by Community.* Retrieved from https://www.rihousing.com/low-mod-income-housing/

U.S. Census Bureau. (2012). Selected Housing Characteristics. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2012*. Retrieved October 16, 2024, from https://data.census.gov/table/ACSDP5Y2012.DP04?q=DP04: Selected Housing Characteristics

U.S. Census Bureau. (2014, 2024). *ACS 5-Year Estimates: S1901 (2014, 2022)*. Retrieved from US Census Bureau.

U.S. Census Bureau. (2014, 2024). *ACS DP04: Selected Housing Characteristics*. Retrieved from United States Census Bureau: https://data.census.gov/table/ACSDP5Y2024.DP04?q=warwick+ri+dp0

U.S. Census Bureau. (2014, 2024). *Selected Social Characteristics.* Retrieved from American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP02: https://data.census.gov/table/ACSDP5Y2022.DP02

U.S. Census Bureau. (2022). *Age of Householder by Gross Rent as a Percentage of Household Income in the Past 12 Months.* Retrieved from American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25072: https://data.census.gov/table/ACSDT5Y2022.B25072?q=B25072

U.S. Census Bureau. (2022). *Selected Economic Characteristics.* Retrieved from American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03, 2022: https://data.census.gov/table/ACSDP5Y2022.DP03?q=DP03

U.S. Census Bureau. (2022). *Selected Housing Characterstics.* Retrieved October 16, 2024, from American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04: https://data.census.gov/table/ACSDP5Y2022.DP04?q=DP04: Selected Housing Characteristics

U.S. Census Bureau. (2022). *Tenure by Families and Presence of Own Children.* Retrieved from American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25012: https://data.census.gov/table/ACSDT5Y2022.B25012

U.S. Census Bureau. (2022). *U.S. Census Bureau.* Retrieved from American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B19083, 2022: https://data.census.gov/table/ACSDT5Y2022.B19083?q=B19083: Gini Index of Income Inequality

U.S. Census Bureau. (2023). *OnTheMap Application and LEHD Origin-Destination Employment Statistics.* Retrieved from https://onthemap.ces.census.gov/

U.S. Census Bureau. (2024). *Age of Householder by Selected Monthly Owner Costs as a Percentage of Household Income in the Past 12 Months.* Retrieved from American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25093: https://data.census.gov/table/ACSDT5Y2024.B25093?q=B25093

U.S. Census Bureau. (2024). *Tenure by Bedrooms.* Retrieved from American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25042: https://data.census.gov/table/ACSDT5Y2022.B25042?q=B25042

U.S. Census Bureau. (n.d.). *Selected Economic Characteristics.* Retrieved from American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03, 2012: https://data.census.gov/table/ACSDP5Y2012.DP03?q=DP03

U.S. Department of Housing and Urban Development. (2011). Retrieved from Comprehensive Housing Affordability Strategy (CHAS) data: Housing needs for low-income households: https://www.huduser.gov/portal/datasets/cp.html

U.S. Department of Housing and Urban Development. (2021). Retrieved from Comprehensive Housing Affordability Strategy (CHAS) data: Housing needs for low-income households: https://www.huduser.gov/portal/datasets/cp.html

United States Census Bureau. (2014, 2024). *ACS 5-Year Estimates: B19083 (2014, 2024)*. Retrieved from U.S. Census Bureau: https://data.census.gov/table/ACSDT5Y2024.B19083?q=b19083&g=060XX00US4400374300

United States Census Bureau. (2014, 2024). *ACS 5-Year Estimates: DP02 (2014, 2024)*. Retrieved from U.S. Census Bureau: https://data.census.gov/table?q=households&g=060XX00US4400374300

United States Census Bureau. (2014, 2024). *ACS 5-Year Estimates: DP04 (2014, 2024)*. Retrieved from U.S. Census Bureau: https://data.census.gov/table/ACSDP5Y2014.DP04?q=rent+cost&g=060XX00US4400374300

United States Census Bureau. (2014, 2024). *ACS 5-Year Estimates: S1101 (2014, 2024)*. Retrieved from U.S. Census Bureau: https://data.census.gov/table/ACSST5Y2024.S1101?q=average+family+size&g=060XX00US4400374300

United States Census Bureau. (2014, 2024). *ACS 5-Year Estimates: S1101 (2014, 2024)*. Retrieved from U.S. Census Bureau: https://data.census.gov/table/ACSST5Y2024.S1101?q=households&g=060XX00US4400374300

US Department of Housing and Urban Development. (2012-2022). *Consolidated Planning/CHAS Data*.