

VILLAGE OF WARWICK COMPREHENSIVE PLAN



December, 2022

Funded in part by a grant from the Hudson River Valley Greenway.



**Hudson River
Valley Greenway**

Village of Warwick Comprehensive Plan

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Village of Warwick Comprehensive Plan

“Village comprehensive plan” means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the village.

New York Village Law, Sec. 7-722. Village Comprehensive Plan

I. Introduction

A Village comprehensive plan sets a direction for the future. This plan’s recommended goals and actions provide criteria to establish policies and set priorities for Village government. It replaces the Village’s previous comprehensive plan which was adopted in 2004.

But this plan, like its predecessor, goes beyond merely setting a direction for government policy. As declared in the 2004 Village Comprehensive Plan, the 2022 Comprehensive Plan “offers guidance to anyone interested in Warwick --- including residents, property owners, businesses, organizations, and prospective businesses or investors --- about our history, our current conditions, and what we prefer as our future.”

This document has four major sections. First, the introduction provides an overview of the plan’s purpose and the planning process. Second, the Plan Goals section provides an overall vision and approach and lays out the general policy goals for the Village. The Actions & Implementation section identifies the specific steps to be taken to accomplish the plan goals and puts forward a sequenced action plan to carry out these steps. The final section, Background Studies and Community Outreach documents the data analyses and community engagement processes involved in creating this plan.

The Planning Process

The Village of Warwick Comprehensive Plan Committee has been meeting regularly since January, 2021 to update the Village’s 2004 Plan. The members of the committee are:

Mayor Michael Newhard
Barry Cheney, Village Trustee and Comprehensive Plan Committee Chairman
Judy Battista, Resident at Large, Community, Cultural and Mental Health Advocate
Elizabeth Bourne, Resident at Large
Scot Brown, Zoning Board of Appeals
Rosemary Cooper, Albert Wisner Library
Jack Ellis, Warwick Valley Historical Society
Matthew Finn, Architectural and Historic Review Board
Carly A. Foster, Community2gether/Village Trustee
Corrine Iurato, Warwick Valley Chamber of Commerce
Robert M. Kennedy III, Resident at Large, Town Planning Board
Tom McKnight, Village of Warwick Planning Board/Village Trustee
Susan Metzger, Resident at Large

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Most committee meetings have been held via Zoom. Recordings of these sessions can be viewed at the [Village YouTube channel](#).

The consultant for the plan is Peter Fairweather of Fairweather Consulting, assisted by Alta Planning & Design, focusing on issues related to transportation, mobility and parks.

Community Outreach

The planning process has involved ongoing public outreach and community engagement involving meetings/focus groups, an on-line community survey and analysis of demographic and economic data about the Village.

MEETINGS/FOCUS GROUPS

The sessions held for the plan have included:

- Zoom Session on Transportation/Parking, Alta (via Zoom), June 17, 2021
- Posters Displayed in the Wisner Library for public comment, July 9 to August 31, 2021.
- Posters Displayed at the Village Sidewalk Sale for public comment, July 10-11, 2021
- Presentation & Discussion at the Chamber Mixer, July 12, 2021
- Presentation & Discussion at the Historical Society, August 10, 2021
- Focus Group for Downtown Merchants, August 10, 2021
- Presentation & Discussion with POWER via Zoom, August 12, 2021
- Posters Displayed at the Farmers Market for public comment, August 15, 2021
- Focus Group for Civic Groups (Rotary, Lions, Knights of Columbus, POWER, August 19, 2021
- Focus Group for Artists, September 15, 2021
- Focus Group for Hispanic Community, October 13, 2021

A summary of these outreach efforts can be downloaded as a PDF in the appendices or by clicking [here](#). The results of the focus group conducted by Alta Design can be viewed in the appendices or downloaded as a PDF [here](#).

ON-LINE COMMUNITY SURVEY

In addition, a community survey was conducted on line via Survey Monkey. You can view the summary in the appendices or download the results as a PDF [here](#).

DATA ANALYSIS

The planning process also included an analysis of demographic and economic data related to the Village. You can read the analysis in the appendices or download a summary of that analysis as a PDF [here](#).

II. Plan Vision & Goals

The Plan Vision articulates the outcome desired upon the full implementation of the Plan. The Plan Approach describes the overall means by which the plan will be implemented. The goals provide areas of special focus for the Village in its work to realize the Plan Vision.

The Plan Vision: The Village as an Essential Gathering Place

THE VILLAGE OF WARWICK PLAYS A UNIQUE ROLE AS A LOCATION WHERE PEOPLE GATHER FACE-TO-FACE TO PARTICIPATE IN AND CELEBRATE COMMERCE, CULTURE AND COMMUNITY LIFE.



This plan is intended to strengthen the Village as a 21st Century gathering place by fostering attractive, walkable human-scale development that provides:

- A sense of place. . .and a sense of history
- Abundant and diverse economic opportunities
- An inclusive community of economic, ethnic and social diversity
- Strong residential neighborhoods
- Celebrations of Arts, Culture and Civic Life
- Sustainability and resilience in the face of climate change
- Physical infrastructure to support and sustain Village life in an effective and affordable manner

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For the purposes of this plan, the Village's primary role is to serve as a gathering place for face-to-face interactions involving residents, business people, tourists and visitors. Its economic, social and cultural health all depend upon the Village continuing to fill that role effectively and efficiently.

The Approach to the Plan

This plan has been created at a time when the Village has little developable vacant land within its boundaries. In the map to the right, developable vacant parcels are colored yellow.

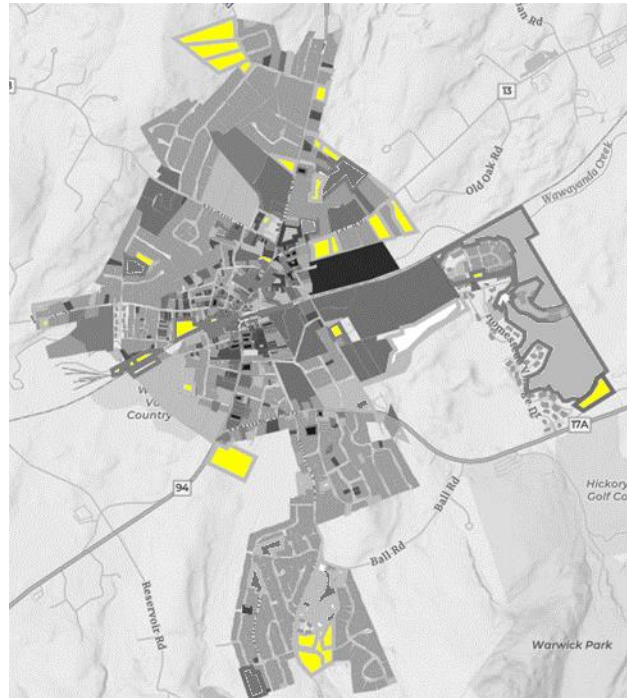
Consequently, the plan focuses on preserving and strengthening its existing assets as well as cultivating new sources of strength to enhance quality of life in the Village. In this context, in order for the Village to continue its role as a gathering place, it must address four elements of community life:

QUALITY OF PLACE as found in the quality of the built environment, housing and neighborhoods, parks and recreation as well as the culture of governance in the Village

COMMERCE AND CULTURE that support and bring meaning to daily life

CONNECTIVITY among residents, businesses, civic groups, partner municipalities and others as provided by transportation systems (including parking) and digital infrastructure

ENVIRONMENTAL SUSTAINABILITY & RESILIENCE that keeps the Village safe and affordable in the face of climate change



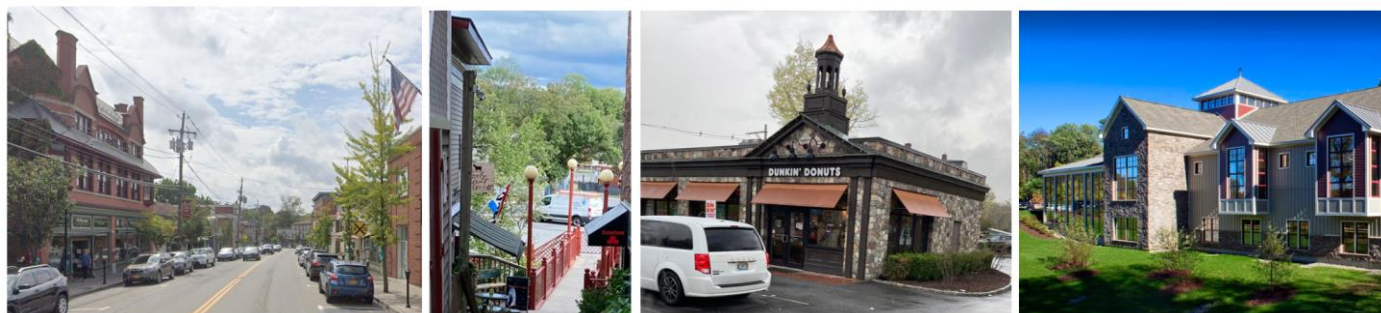
THE YELLOW PARCELS ARE VACANT LAND WITHIN THE VILLAGE THAT IS ABLE TO BE DEVELOPED.

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Plan Goals: Quality of Place

GOAL Q1: SAFEGUARD THE QUALITY OF RESIDENTIAL EXPERIENCE AND QUALITY OF LIFE IN THE VILLAGE.

Attractive design distinguishes the Village.



GOAL Q2: IMPROVE AFFORDABILITY OF HOUSING IN THE VILLAGE WHILE MAINTAINING THE QUALITY OF PLACE.

The Village plays a unique role in meeting local housing needs given the diversity of housing types it offers compared to the other two villages and the Town.



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GOAL Q3: CONTINUE TO INSTILL AND ENCOURAGE DIALOGUE IN THE COMMUNITY.

Village government has a distinctive culture that contributes to Warwick's quality of place. The culture is built on collaboration, inclusivity and a commitment to civic engagement. It also emphasizes maintaining a well-designed built environment in the Village and fostering entrepreneurial activity to meet local needs. The government plays an important role as convener of the Village's civil society to foster dialogue throughout the community.



Plan Goals: Commerce & Culture

GOAL C&C1: ENCOURAGE REDEVELOPMENT OF VACANT AND UNDER-UTILIZED PARCELS IN THE VILLAGE.

In a built-out Village, new growth can be accommodated in vacant and under-used areas, the Forester Avenue corridor and the Light Industry district along the railroad right of way.



GOAL C&C2: PROMOTE A BALANCE BETWEEN DIVERSIFIED RETAIL AND RESTAURANTS IN THE VILLAGE

A strong downtown requires a mix of retail, hospitality and residential uses.



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GOAL C&C 3: ACCOMMODATE NEW FORMS OF ECONOMIC ACTIVITIES OR ECONOMIC ACTORS THAT RE-USE EXISTING STRUCTURES.

It is important that the Village maintain a “churn” of new establishments and new types of entrepreneurs by expanding participation in the Village economy to businesses and/or individuals currently under-represented.



GOAL C&C4: CONTINUE TO PROMOTE VILLAGE AS CENTER OF ECONOMIC, CULTURAL AND SOCIAL ACTIVITY.



The village's primary role is to serve as a gathering place for face-to-face interactions involving residents, business people, tourists and visitors. Its economic, social and cultural health all depend upon the Village continuing to fill that role effectively and efficiently.

GOAL C&C5: SUPPORT EFFECTIVE AND EXPEDITIOUS REVIEW OF PROJECTS IN VILLAGE.

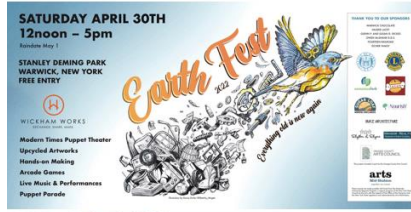
In a high-cost location like the Village, prompt decisions and community buy-in on applications keep costs down and help to attract more sophisticated developers.



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GOAL C&C6: ENCOURAGE ARTISTS TO LIVE AND PRACTICE IN THE VILLAGE.

GOAL C&C7: FOSTER CONNECTIONS BETWEEN ARTISTS AND THEIR AUDIENCES TO PROMOTE TOURISM AND ENHANCE QUALITY OF LIFE IN THE VILLAGE



Not only do culture and arts attract visitors to the community, they are an important part of what Village residents do with their time.

Plan Goals: Connectivity

GOAL C 1: IMPROVE THE VILLAGE'S CAPACITY TO ACCOMMODATE PARKING DEMAND.

It is recommended that before the Village moves forward with any major parking improvement project or investment, a complete study of the existing parking situation and the anticipated trends is conducted.

★ Public & Private Parking Lots near the Village Core.



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GOAL C2: ADOPT STREETSCAPE IMPROVEMENT STRATEGIES TO BETTER ACCOMMODATE PEDESTRIAN AND BICYCLE TRAFFIC IN THE VILLAGE.



A well-connected community will emphasize opportunities for walking and cycling for all residents and visitors as well as a well-maintained road network.

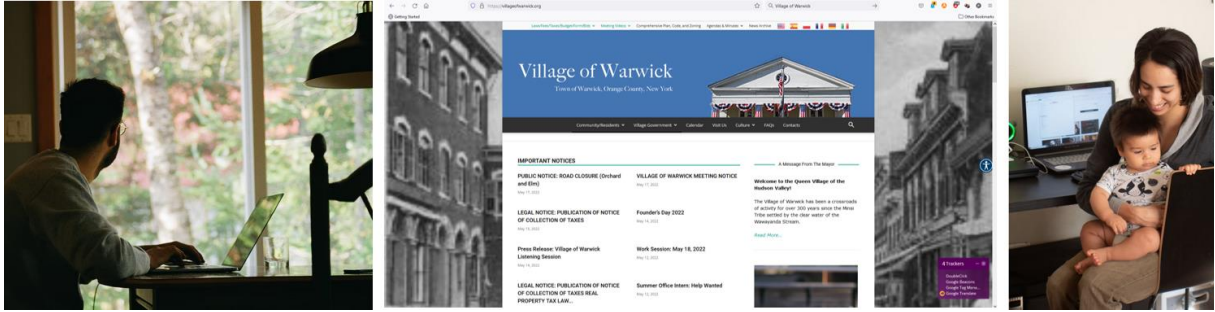
GOAL C3: FOCUS NEW INVESTMENTS IN PARKS AND RECREATION ON IMPROVING FLEXIBLE OUTDOOR RECREATION SPACES, ACTIVE TRANSPORTATION CORRIDORS, AND TRAILS.



The current and projected trends in the use of public outdoor spaces indicate that the priority should be on flexible, unprogrammed outdoor recreation space, along with trails for a variety of uses.

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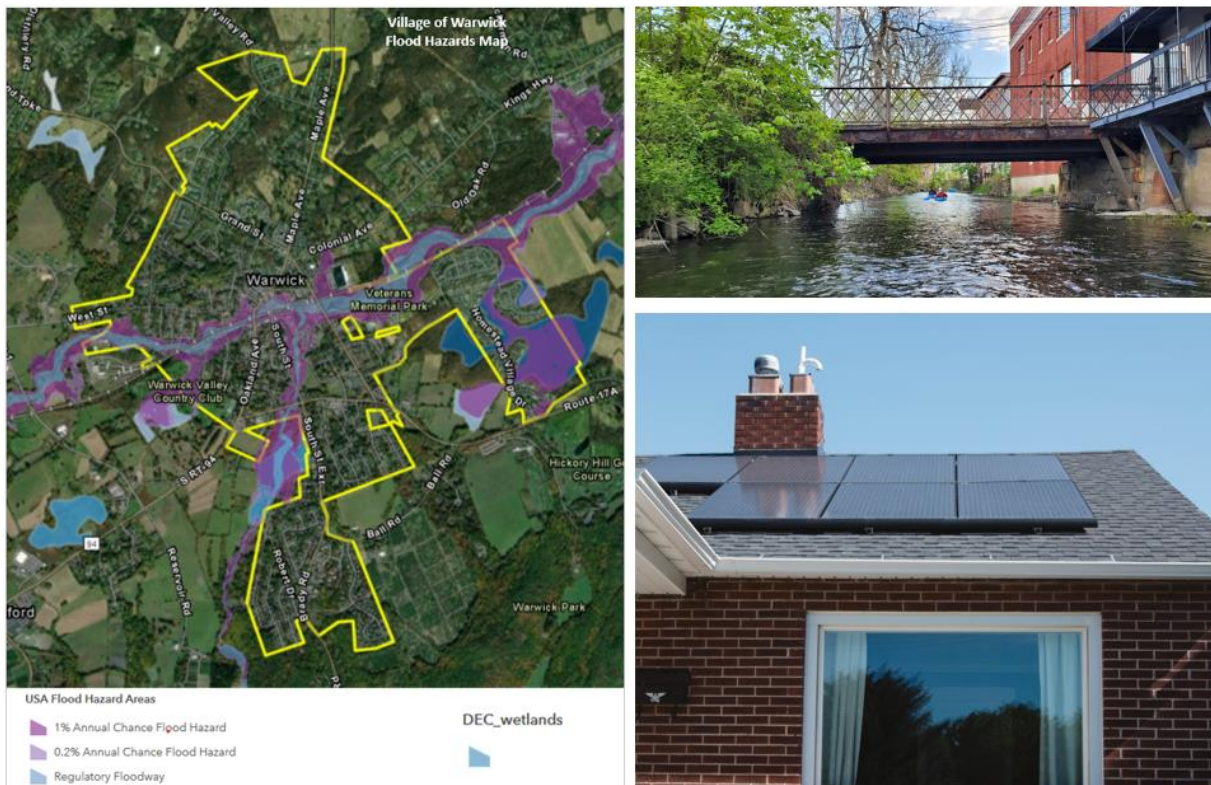
GOAL C4: ENSURE THAT AFFORDABLE BROADBAND INTERNET IS AVAILABLE THROUGHOUT THE VILLAGE.



Connectivity also extends to the digital realm, ensuring all residents and businesses have high speed access to the Internet.

Plan Goals: Resilience & Sustainability

GOAL R1: IMPROVE ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE THROUGHOUT THE VILLAGE OF WARWICK.



Environmental sustainability and resilience have become essential for the continued prosperity and quality of life in the Village of Warwick.

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GOAL R2: ENSURE THAT VILLAGE SEWER AND WATER INFRASTRUCTURE CAN ACCOMMODATE FUTURE DEMAND WITHOUT DIMINISHING THE QUALITY OF SERVICE PROVIDED TO RESIDENTS AND BUSINESSES.



III. Recommended Actions & Implementation

The essence of this Comprehensive Plan is its recommended actions, each created specifically to enable the Village to accomplish the various goals of the Plan. The recommended actions are listed under their corresponding goals.

Recommended Actions: Quality of Place

GOAL Q1: SAFEGUARD THE QUALITY OF RESIDENTIAL EXPERIENCE IN THE VILLAGE

RECOMMENDED ACTION: *Create a more comprehensive and simplified system of design standards/guidelines to manage the Village's sense of place.* The quality of a place can be largely maintained or improved by managing a limited number of factors: noise, light, greenspace, transportation access and the built form. The Village has a tradition of managing these factors effectively. However, the formal mechanisms for doing so are located in a wide variety of places in current zoning, which may make it difficult for applicants and planners to understand which tools are available and how and when they may be applied. One way to improve this situation would be to create a stand-alone section of the zoning law that addresses Village design standards. This could include using the design standards from the Traditional Neighborhood Design Overlay District as design guidelines to ensure new development in the Residential and Commercial zones is in character with the existing built environment in terms of scale, materials, etc., while maintaining a diversity of price points in Village housing. The TND design standards are a powerful tool for maintaining the residential character of neighborhoods. These standards could also be used as voluntary guideline, rather than mandatory standards for other parts of the Village.

RECOMMENDED ACTION: *Strengthen provisions that buffer residential areas from commercial intrusions.* Design standards in the Village's current zoning states that "residential uses proposed adjacent to a residential district or residential uses shall be reviewed with regard to the impact of the development on such district or use. The Planning Board shall encourage the use of a combination of landscaping, buffers, berms, screens, visual interruptions, and common building materials to create attractive transitions between buildings of different architectural styles and uses."¹ While such a flexible approach has its merits, the Village should provide greater specificity to the buffers required for commercial properties abutting residential districts, establishing specific yard setbacks and or landscaping requirements in such circumstances.

RECOMMENDED ACTION: *Regularly monitor the occupancy rates of the Village's subsidized senior housing and ensure that its zoning is appropriate to foster the continued occupancy and vitality of these units.*

RECOMMENDED ACTION: *Work with the Town to designate key parcels of open space to be incorporated into a greenbelt around the Village.* The two municipalities can both benefit by jointly

¹ Village of Warwick Zoning Law, February 17, 2009, 145-91 Objectives and Design Standards, I-2, page 146,

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identifying parcels to be included in a greenbelt that could provide scenic vistas, add recreational opportunities and/or preserve the working landscape.

RECOMMENDED ACTION: Incorporate considerations of public health in making decisions regarding development policies and projects in the Village. The configuration of the built environment of the Village can be a major asset in promoting healthy lifestyles for Village residents and visitors. To the greatest extent possible, considerations of such factors as walkability, accessibility to opportunities for exercise and other contributors to public health should be included in the Village's approach to development.

GOAL Q2: IMPROVE AFFORDABILITY OF HOUSING IN THE VILLAGE WHILE MAINTAINING THE QUALITY OF PLACE.

RECOMMENDED ACTION: Adopt policies to encourage "missing middle" housing, particularly for lands annexed into the Village. "Missing Middle Housing (MMH) are multi-unit, house-scale buildings intended to be part of low-rise residential neighborhoods. . . . [There] are numerous examples across the U.S. where, for example, a house-scale fourplex fits in nicely with single-family detached houses . . . [because] it's the same size and footprint as a typical single-family home."² One way to achieve the "missing middle" is by adopting form-based zoning that regulates the form and appearance of housing, but provides greater flexibility in terms of density. This can reduce construction costs and help make housing more affordable, while ensuring it is consistent with community character. While adopting such an approach throughout the residential zones may make development more complex, it would allow for greater variety of housing types while reinforcing the character of the Village's built environment. This should include development of residential units on the upper floors of commercial buildings, where appropriate. A description of this approach is included in the plan appendices. This approach should also consider the potential to use annexation to create small farms (AKA farmettes) in the Village as an option for housing, as well as encouraging co-housing developments that include shared garden spaces for residents.

RECOMMENDED ACTION: Review Village Zoning to ensure it can accommodate new forms of home-based businesses and remote work opportunities. The Covid-19 pandemic dramatically increased opportunities for remote work and home-based businesses. The trend has been strengthened by the continuing evolution of digital technologies to promote remote working and gig-based employment. The Village's current provisions for such activities should be reviewed to ensure they maximize the opportunities for residents while ensuring they do not negatively impact the quality of the residential experience.

RECOMMENDED ACTION: Regulate short-term rentals in the Village. The Village's regulatory efforts should seek to balance the financial benefits that short-term rental platforms such as Air BnB can provide homeowners who rent rooms in their residence against the potential for such rentals to degrade the quality of residential life in the Village and/or limit the availability of housing for purchase and/or long-term occupancy.

RECOMMENDED ACTION: Continue to minimize the tax burden on residential properties to improve the affordability of housing in the Village. The Village should continue to seek way to reduce taxes through

² <https://missingmiddlehousing.com/about/how-to-enable>

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any economies available through intermunicipal shared services, special funding opportunities, development of tax ratables and other efforts.

RECOMMENDED ACTION: Complete the Certified Local Government Program for the Village. The State Historic Preservation Office (SHPO) administers this program which, according to its website enables qualified local governments to have access to

- Ongoing, focused support from your SHPO;
- Technical preservation assistance and legal advice;
- Direct involvement in SHPO programs, such as identifying properties that may be eligible for listing in the State and National Registers of Historic Places;
- Training opportunities that increase the ability of communities to protect their historic resources and integrate them into short- and long-term planning initiatives;
- Grants designated exclusively for CLG projects; and
- Membership in statewide and national CLG networks.³

Participation in this process would position the Village to pass a local landmarks preservation law enhancing the Village's ability to protect local landmarks of historic or architectural significance.

GOAL Q3: CONTINUE TO INSTILL AND ENCOURAGE DIALOGUE IN THE COMMUNITY.

RECOMMENDED ACTION: Establish regular joint meetings involving the Village Board, the Architectural Review Board, the Planning Board and Zoning Board of Appeals. These should occur at least two times per year to establish regular dialogue on key issues and projects facing the Village. For major projects It may be desirable to create a task force of the various boards so that the review for the project can take place in a coordinated fashion.

RECOMMENDED ACTION: Village will serve as the regular convener of an annual meeting of community civic groups to coordinate setting an annual calendar for the use of shared Village resources. This meeting should also include arts organizations and recreation leagues.

RECOMMENDED ACTION: The village should develop a mechanism to foster regular outreach to underrepresented communities in the Village. This is intended to enable Village government to maintain awareness of what perspectives are under-represented and issues facing those communities. At the time of this plan's development, such communities include, among others, members of the BiPoC (Black, Indigenous, and People of Color) community (which includes, among others, Black, Latinos, Asian-Americans) and LGBTQ (which includes, among others, Lesbian, Gay, Bisexual, Transgender, Queer/Questioning, Intersex, and Asexual.) and, in turn, to make members of those groups aware of opportunities to serve on Village committees and boards. The mechanism used could be a committee or other approach to best reflect the diversity of Warwick's under-represented communities. Such an approach could include:

³ <https://parks.ny.gov/shpo/certified-local-governments/>

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- Creating a social justice initiative that is ongoing and committed to a new way of representing and doing business to overcome racism and design a community where Equity is available for everyone.
- Developing a policy for public engagement for Warwick that not only acknowledges issues, social outrage, but develops guiding principles with strategies for inclusivity, and offer solutions.
- Developing subcommittees that work in a welcoming atmosphere to increase accessibility to opportunity as well as a strategy to evaluate Process.
- Developing, supporting, and appointing liaison(s) within a representative group or business to have voices heard that are not normally heard, or included in the process.

RECOMMENDED ACTION: Encourage regular forums for Village neighborhoods. These sessions—whether in-person or on-line—would provide a venue to ensure greater awareness of issues and opportunities in the neighborhoods on the part of the residents and local officials.

Recommended Actions: Commerce and Culture

GOAL C&C 1: ENCOURAGE REDEVELOPMENT OF VACANT AND UNDER-UTILIZED PARCELS IN THE VILLAGE.

RECOMMENDED ACTION: Evaluate adding upper floor apartments as a use in Light Industry district. Under new economic conditions, the uses attracted to the Light Industry district are most likely to be services and retail. Increasingly, these uses are developed as part of mixed-use developments, with the primary use on the first floor and residential or office uses on the upper floors and this should be encouraged. In the aftermath of the COVID pandemic, the demand for office space may remain limited as remote work practices are more widely adopted. Consequently, in order to facilitate mixed-use development in the Light Industry district, it may be helpful to add 2nd and 3rd floor residential uses to that district. Adding second floor residential uses to the district may also provide additional opportunities to create new options for housing in the Village.

RECOMMENDED ACTION: Encourage redevelopment of vacant second floors in commercial properties. The Village should explore options from incentives using such tools as tax credits to taxes on vacant undeveloped commercial properties to spur their development.

RECOMMENDED ACTION: As part of a comprehensive parking study, identify underused parking lots that could be developed for commercial and/or mixed uses. Observations suggest that the parking lots for such businesses as Webster Bank, Chase Bank are currently underused. The Kuiken lot may also have potential for at least partial redevelopment. The Transportation section of the plan recommends a detailed parking study for the Village. Part of this study could determine if currently under-used private parking lots are needed to accommodate parking demand or if they are in fact available for redevelopment.

RECOMMENDED ACTION: Develop local policies for boutique lodging. As the hospitality industry is evolving, new types of lodging are being developed, ranging from boutique hotels to glamping establishments. Consequently, the Village policy should seek to accommodate such development while shaping it in a manner that preserves or enhances property values and maintain the unique character of the Village.

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For example, the Village could create a Boutique Lodging Floating Zone to assist in the siting of such facilities in the Village. Similar to the Village's Planned Adult Community Floating Zone, a Boutique Lodging Floating Zone would permit the Village to evaluate the need and demand for boutique lodging, address specific aspects of the proposed lodging, relate the type, design and layout of it to a particular site and control the impacts that such a development may have on the surrounding community. To avoid impacting residential areas, the floating zone could be limited to the Light Industry and Central Business zones.

In any case, the approach adopted by the Village should encourage innovative developments that enable the Village to capture the economic benefits of tourism in a manner consistent with the existing character of the Village's built environment.

GOAL C&C2: PROMOTE A BALANCE BETWEEN DIVERSIFIED RETAIL AND RESTAURANTS IN THE VILLAGE TO MEET BASIC NEEDS OF RESIDENTS.

RECOMMENDED ACTION: *Ensure start-up retailers have access to smaller footprint spaces.* This can include:

- smaller storefronts on secondary and tertiary streets in commercial zones
- creation of a new multi-use facility that could include an indoor market space with small stalls for retailers as well as pop-ups. This could be encouraged by the Village pre-approving a location for such a use through a Generic Environmental Impact Statement or similar means.

RECOMMENDED ACTION: *Accommodate innovative mixes of retail, dining and other uses.* In order to compete with on-line shopping, retail establishments have begun to combine their establishments with other uses, such as dining, drinking and entertainment. In order to maintain a strong retail sector, the Village should encourage such innovative mixing of uses (e.g., residences) with retail, particularly if such mixes allow the presence of retail operations providing groceries and other daily staples to Village shoppers.

GOAL C&C3: ACCOMMODATE NEW FORMS OF ECONOMIC ACTIVITIES OR ECONOMIC ACTORS THAT RE-USE EXISTING STRUCTURES.

RECOMMENDED ACTION: *Encourage/incentivize merchant ownership of buildings.* In the focus group held for merchants for this plan, it was pointed out that merchants are much more likely to succeed and remain in the Village if they are able to own their own building. The Village should seek to create incentives for merchants to own their own buildings in the downtown through such policies as:

- A partial exemption of property taxes for 10 years or less under Section 485-b of the New York State Real Property Tax Law for properties experiencing improvements of \$10,000 or more.
- Establish a revolving loan fund for such purpose. This can be created by the Village in partnerships with commercial lenders and government agencies. Public sources for capitalizing a revolving loan fund include the United States Department of Agriculture (via the Rural Economic and Community Development Administration), Housing and Urban Development (via Community

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Development Block Grants), and the Department of Commerce (via the Economic Development Administration).

- Other appropriate incentives can be created by using such sources as historic preservation tax credits, a SBA 504 loan for the purchase or construction of existing buildings or land, new facilities or long-term machinery and equipment (<https://www.sba.gov/funding-programs/loans/504-loans>)

RECOMMENDED ACTION: Encourage initiatives that broaden participation in the Village economy.

During the focus group for Latino communities in the Village, it was pointed out that there are entrepreneurs and small business people in those communities who need various forms of assistance ranging from translation of legal documents to basic business assistance to small business financing. The Village should ensure that, to the greatest extent possible, those looking to operate businesses in the Village have ready access to such services. In addition, the Village should encourage the Chamber of Commerce to hold sessions for Village merchants and commercial property owners on various types of technical and financial assistance available to them.

RECOMMENDED ACTION: Ensure that home offices for remote workers and home-based businesses are adequately accommodated in Village zoning. The COVID pandemic has seen a rise in remote work and working at home, particularly as people relocate to smaller towns such as Warwick. This trend is likely to continue. The Village should review its current provisions for home offices to ensure that these new trends can be accommodated with minimal disruption of residential areas.

GOAL C&C4: CONTINUE TO PROMOTE VILLAGE AS CENTER OF ECONOMIC, CULTURAL AND SOCIAL ACTIVITY.

RECOMMENDED ACTION: Promote better use of outdoor spaces and rights of way for dining, the arts and other social, cultural activities. The Village's response to the Covid involved creative ways to encourage retail, hospitality and arts-related businesses through eased restrictions on the use of outdoors space and rights of way. Beyond the end of pandemic, the Village should continue use this approach to foster even greater economic activity in the Village by taking advantage of outdoor spaces including rooftop dining.

RECOMMENDED ACTION: Explore the possibility for a Visitors/Welcome Center. Tourism is central to the Village's economy. Creating a visitors/welcome center can improve the attractiveness of the Village for visitors by improving their experience and directing them to facilities such as parking, restrooms, etc. To assist with its staffing, facility could also house the Chamber of Commerce offices.

RECOMMENDED ACTION: Promote opportunities in the Village to connect artists with their audiences. This can include fostering the creation of cooperative gallery space, venues for performances, live-work spaces for artists and pop-up spaces for artists included in events ranging from the Farmers Market to community festivals. Partners in this effort can include the Library and Historic Society.

RECOMMENDED ACTION: Consider the creation of a Business Improvement District (BID). Improving resident and visitor experience of the Village is essential for its economic success. A BID is a special district within which commercial property owners enable the Village to impose an assessment on their properties

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with the resulting revenues dedicated to support such improvements as wayfinding signage, marketing campaigns, etc.

RECOMMENDED ACTION: Regularly review the Village annexation policy. The annexation policy helps build the village's residential base and provides tax revenues that can support enhancements for the downtown. It should be reviewed every few years to assure that its terms, conditions and associated revenues remain a viable means to achieve these ends.

RECOMMENDED ACTION: Promote the creation of facilities for year-round programming to support cultural celebrations, local food systems, etc. The Village, through zoning and other regulations and actions should encourage the creation of a facility (or redevelopment of an existing structure) that could serve as a "four season" site for a farmers' market, makers' market, cultural programming, etc. While a private facility would be the preferred solution, the Village may want to participate in appropriate public-private partnerships to foster the development of this type of structure.

GOAL C&C5: SUPPORT EFFECTIVE AND EXPEDITIOUS REVIEW OF PROJECTS IN VILLAGE.

RECOMMENDED ACTION: The Planning Board, Architecture Review Board and others involved in project review will maintain clear public communications to set expectations as early as possible regarding projects coming before them (e.g., is it an as-of-right-use according to the zoning, whether variances be required, criteria used to issue variances, special use permits, etc.). This will support focused and productive public engagement.

RECOMMENDED ACTION: During the annual summit of boards, focus a portion of the agenda on a review of economic development goals and activities. The annual summit, as described in the "Quality of Place" recommendations, will provide an opportunity for the boards involved in project review to ensure their work is both well-coordinated and is effectively addressing the economic development priorities in the Comprehensive plan.

GOAL C&C6: ENCOURAGE ARTISTS TO LIVE AND PRACTICE IN THE VILLAGE.

RECOMMENDED ACTION: Encourage Opportunities for Live/work spaces for artists and artisans. Approaches to be considered for this objective include including artist live/work spaces as a use in the commercial and light industry zones, creating a registry of practicing artists who would be allowed to have gallery space in their homes as long as their registration was current, and targeting financial incentives for artists to occupy and improve dwellings as live/work spaces.

RECOMMENDED ACTION: Promote public art in the Village. Many communities support local artists by finding ways to fund the creation of public art (e.g., statues, murals, etc.). Possible approaches include a "percent for public art" program in which a certain percent of the budget for capital improvement projects is set aside specifically for public art, or matching funding programs where the municipality devotes a certain amount to public art, provided it can be matched by private contributions. Other approaches involve setting aside a portion of tax revenues and/or fees (e.g., real estate transfer) to fund public art and/or dedicating public or private spaces (e.g., walls, courtyards, etc.) to host works of art.

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RECOMMENDED ACTION: *Promote affordable indoor venues for concerts, exhibits and other arts-related events.* This can involve several approaches. Village zoning could be reviewed to see if there are opportunities for adding performance venues to permitted uses in existing zones, or creating an overlay zone in which those uses could be permitted. The Village could also use section 485-b of NYS real property tax law to establish reductions in property tax liability for purpose of commercial, business or industrial activity, in this case performance space.

GOAL C&C7: FOSTER CONNECTIONS BETWEEN ARTISTS AND THEIR AUDIENCES TO PROMOTE TOURISM AND ENHANCE QUALITY OF LIFE IN THE VILLAGE.

RECOMMENDED ACTION: *Continue to foster collaboration on annual/seasonal arts calendar.* Warwick has a number of organizations involved in arts related events, including Wickham Works, the Warwick Art League, Historical Society, etc. These groups should be encouraged to collaborate on an annual or seasonal arts calendar to improve coordination of the staging of these events and to encourage visitors and residents to attend these events.

RECOMMENDED ACTION: *Encourage regular arts events to build audience for the arts in the Village.* Many communities have built tourism traffic and arts audience through scheduled arts events such as arts walks, studio tours, etc. held on a regular basis (e.g., monthly) throughout the year. This could be accomplished through an annual arts calendar, leveraging existing events (e.g., the Farmers Market and Arts on the Green) to create a full program.

RECOMMENDED ACTION: *Encourage the use of pop-up performance/exhibit spaces.* During the Covid pandemic, the Village discovered the value of making better use of outdoor spaces to encourage dining and shopping. As these efforts continue, they should, to the greatest extent possible, formally incorporate arts exhibitions and performances as additional “pop up” uses.

Recommended Actions: Connectivity

GOAL C1: IMPROVE THE VILLAGE’S CAPACITY TO ACCOMMODATE PARKING DEMAND.

RECOMMENDED ACTION: *Undertake a Comprehensive Parking Study.* It is recommended that before the Village moves forward with any major parking improvement project or investment, a complete study of the existing parking capacity and demand along with anticipated trends is conducted in order to make the best decision regarding this expense. This should include an analysis of existing parking demand during several peak times, an inventory of available parking, and an estimate of potential future demand, including potential demand from second story apartments in the downtown. In previous planning studies, parking garages have been a recommended solution. A complete dedicated detailed parking study is recommended for the Village prior to considering the construction of a garage and that any recommendation for a parking garage is made cautiously since recent trends and the future expectation is for decreased use of parking garages as more active transportation and shared mobility become viable options.

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RECOMMENDED ACTION:

Improve Wayfinding in the Village.

It has been noted that there are often empty parking spaces located in free public lots. This may be because visitors and even residents of Warwick are often unaware of these parking facilities. Improving the wayfinding within the Village to better orient people to parking

facilities, as well as other major destinations would be a significant benefit to improving the parking situation. As an example, the CVS lot is available for free public parking, but it is only marked by undersized, faded, low contrast signs.

Examples of Wayfinding Signage, Montpelier, VT



RECOMMENDED ACTION: *Undertake a transit study—in cooperation with the Town and County Transportation Planning Agency—to consider regularly scheduled shuttle service along with parking shuttles for visitors/events.* This study could identify potential new shuttle routes to alleviate the need for autos and parking in the Village and Town. As part of this effort, and in lieu of a large, permanent parking structure, a shared shuttle system could be implemented for busy weekends or events. This system could utilize an existing parking facility, or facilities, such as the Park and Ride at the Warwick County Park. A simple shuttle system could provide rides to the Village center or other event spaces. The Village may choose to impose a fee to use the shuttle by charging to park in the designated parking lot or they (the Village) can provide the service free of charge. Alternatively, they can charge an event permit fee or require the event holder to provide a shuttle if it is a private event not held by the Village.

RECOMMENDED ACTION: *Use Small surface lots to address parking shortfalls.* Based on public input/surveys, it appears that parking for residents is not adequate when there are large numbers of visitors for events or busy weekends. There are currently two designated parking lots where residents can pay an annual fee to park without restricted dates and times located at the Chase Bank Lot and First Street lot. Additional residential permit lots scattered throughout the residential neighborhoods could relieve some of this parking pressure, ensuring more parking for residents. Additionally, partnerships between private lot owners (such as churches) and the Village can be established for public use of specific lots during closed business hours. Allowing the public to use lots at specific times may help alleviate parking stress during hi-peak hours in the Village. It may be beneficial for the Village to purchase spaces in lots, such as the Chase Bank lot, to secure the spaces for long-term use.

GOAL C2: ADOPT STREETSCAPE IMPROVEMENT STRATEGIES TO BETTER ACCOMMODATE PEDESTRIAN AND BICYCLE TRAFFIC IN THE VILLAGE.

[Note: Many of the recommended actions below refer to the Connectivity Map found on page 22.]

RECOMMENDED ACTION: *Employ techniques to facilitate streetscape improvements* that incorporate traffic calming elements and bicycle and pedestrian use, such as:

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1. Mixed traffic facilities appropriate for roads with low volumes of traffic operating at low speeds
2. Visually separated facilities suited for roads with low volumes of traffic operating at speeds between 25-35 mph (in cooperation with the NYS Department of Transportation on state roads in the Village)
3. Physically separated facilities recommended along roads with higher volumes of traffic and posted speed limits.

See the appendix for the full recommendations from Alta Design on this topic.

RECOMMENDED ACTION: Adopt Additional Traffic Calming Elements to better integrate pedestrian and bicycle traffic in the Village. In addition to the streetscape improvements listed above, there are additional traffic calming elements that can be included when designing a safer road for multiple users.

- Midblock Crosswalks
- Pedestrian Safety Islands / Raised Medians
- Narrowing Traffic Lanes
- Speed Humps / Speed Tables
- Bulbs / Curb Bump Outs

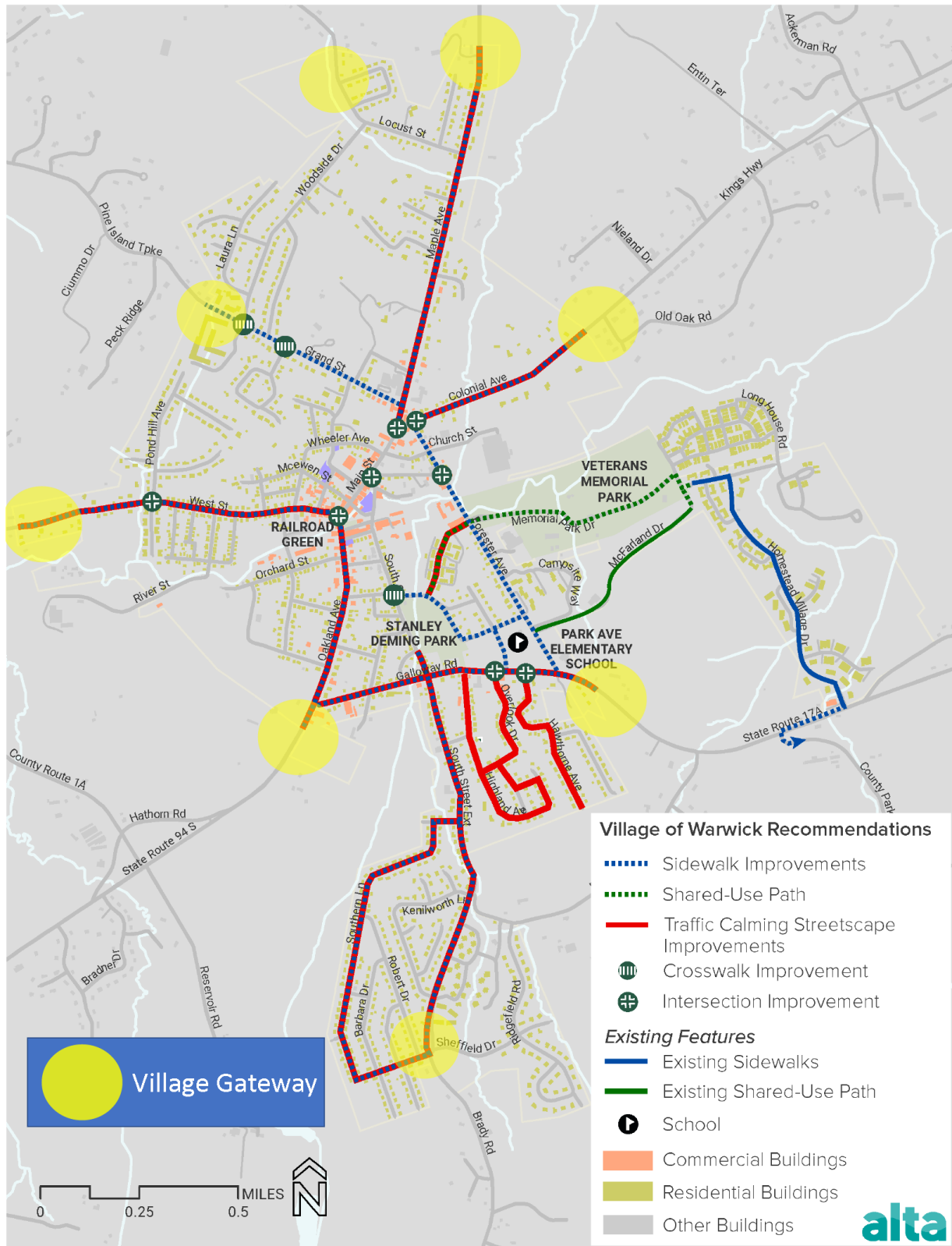
This could be an appropriate focus for the Gateways to the Village. See the appendix for the full recommendations from Alta Design on this topic.

RECOMMENDED ACTION: Improve corridors that currently allow drivers to easily access the Village from the surrounding area to improve traffic flow. At the end of the corridors near the boundary of the Village, there is a noticeable transition zone where the interface between the Village and the rural landscape meets. This is reflected in the street typology as the treatment changes from rural to urban. The rural road treatment consists of wide roads, with travel lanes ranging from 10-13 ft. with additional shoulder space, no sidewalks or curbs, no on-street parking, and faster speed limits.

See the appendix for the full recommendations from Alta Design regarding the specific corridors to be improved.

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CONNECTIVITY MAP:



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RECOMMENDED ACTION: Undertake Intersection Improvements Strategies. An intuitive and safe intersection is designed to address mobility and safety concerns for all modes of transportation while maintaining its functionality to assign right-of-way to conflicting movements. There are a number of best practices that can be used to create bicycle and pedestrian-friendly intersections. The design features include:

- Crosswalks
- Curb extensions
- Timed countdown signals
- Proper signage at intersection

See the appendix for the full recommendations from Alta Design on this topic.

Recommended Intersection Improvement Locations

There are a number of intersections within the Village of Warwick that could benefit from the improvements discussed above (see the Connectivity Map on page 22):

1. Colonial Avenue + Forester Avenue*

This non-signalized intersection is directly adjacent to the signalized Main Street and Colonial Avenue intersection, which leads to vehicular traffic backups. See the Alta memo for a full description of the “Forester Square” plan for this intersection.

2. Main Street + Colonial Avenue*

This signalized intersection is in the center of the downtown district and is designed with a small island in the center with the traffic light situated in the northern quadrant. It connects Colonial Avenue, Main Street, and Maple Avenue. It is adjacent to the non-signalized intersection at Colonial and Forester Avenue.

3. Main Street + South Street

This non-signalized intersection is the location where High Street, South Street, and Main Street meet. There are two crosswalks at this location; one crosswalk crosses Main Street and the other crosses South Street, west of where High Street approaches.

4. Forester Avenue + High Street

This non-signalized intersection is at the eastern end of High Street. There are no crosswalks or stop signs at this location due to High Street being a one-way street.

5. West Street + Pond Hill Avenue

This non-signalized intersection is located outside of the downtown area and has no crosswalks present. Vehicles traveling along West Street do not have to stop.

6. West Street + Oakland Avenue

This signalized intersection is one of the more complex locations in the Village of Warwick considering it connects West Street, Oakland Avenue, and Main Street. Main Street and Oakland Avenue are also

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sections of Route 94, which is a major thoroughfare through the Village. Approximately 100 feet north of the signal, there is another traffic light at the intersection where a set of railroad tracks crosses Oakland Avenue.

7. Overlook Drive + Galloway Road

This non-signalized intersection is directly adjacent to a bus stop along Galloway Road / NYS Route 17A. It is equipped with one crosswalk, that may be considered a mid-block crossing, and one stop sign on Overlook Drive. The intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

8. Hawthorn Avenue + Galloway Road

This non-signalized intersection is nearly identical to the intersection at Overlook Drive and Galloway Road, however, it lacks a crosswalk and a bus station. This intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

Intersection improvements may include neighborhood roundabouts. These facilities are recommended at intersections that are designed to benefit from roundabouts and will need to be discussed in detail before implementation. Intersections operating at low vehicle speeds and low volume are best suited for a roundabout intersection facility. Other intersections that should be assessed for safety and congestion include Route 94 and Locust Street as well as Route 94 and Grand Street.

GOAL C3: FOCUS NEW INVESTMENTS IN PARKS AND RECREATION ON IMPROVING FLEXIBLE OUTDOOR RECREATION SPACES, ACTIVE TRANSPORTATION CORRIDORS, AND TRAILS.

RECOMMENDED ACTION: *Integrate new bicycle and pedestrian facilities throughout the existing park infrastructure with the active transportation network outside of the parks.*

RECOMMENDED ACTION: *Transform the Wawayanda Creek into a linear park and active transportation route, as proposed in the Village's 2012 Strategic Plan for the Wawayanda Creek.*

RECOMMENDED ACTION: *Link Stanley Deming Park and Veterans Memorial Park with a safe, active transportation route that includes adequate sidewalks and wayfinding signage.*

RECOMMENDED ACTION: *Link Veterans Memorial Park with Warwick County Park by utilizing the sidewalks along Homestead Village Drive, considering the development of Homestead Village Drive as a "bicycle boulevard" and adding wayfinding signage.*

RECOMMENDED ACTION: *Create a path within the wide right of way of Park Lane, transforming it into a pedestrian friendly slow street, bicycle boulevard or green street.*

RECOMMENDED ACTION: *Study the feasibility of creating a "green belt trail" to connect important parks, public institutions and commercial areas with an active transportation network.*

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GOAL C4: ENCOURAGE AFFORDABLE BROADBAND INTERNET THROUGHOUT THE VILLAGE

RECOMMENDED ACTION: *Create a digital strategy for the Village that assesses the extent and location of high-speed Internet throughout the Village and recommends steps to address any gaps in service.*

This could include such measures as creation of a Village-wide high-speed WiFi network in cooperation with the local private sector including Internet Service Providers and technology companies, ensuring regulations are in place so 5-G technology can be employed in a visually unintrusive manner, and other appropriate options.

Recommended Actions: Resilience & Sustainability

GOAL R1: IMPROVE ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE THROUGHOUT THE VILLAGE OF WARWICK.

RECOMMENDED ACTION: *Conduct a Climate Vulnerability Assessment.* According to the Climate Smart Communities (CSC) website, the CSC program “recommends that local governments complete a vulnerability assessment as one of the first and most foundational steps in developing an effective strategy for adapting to climate change at the local level. Developing a vulnerability assessment involves identifying, analyzing and prioritizing the effects of climate hazards and risks, like flooding, heat stress or short-term drought. . . Local governments may elect to undertake this action as a standalone project, or as part of a larger effort, such as a PE7 Action: Climate Adaptation Plan, PE6 Action: Comprehensive Plan with Sustainability Elements, PE7 Action: Hazard Mitigation Plan, PE7 Action: Watershed Assessment, local waterfront revitalization plan, or others. Hazard Mitigation Plans should help identify relevant community climate hazards.

RECOMMENDED ACTION: *Implement policies to reduce reliance upon fossil fuels by:*

Encouraging the increased use of geothermal heating in new construction and building rehabilitations through the creation of zoning and subdivision regulations that promote and/or create incentives for both the installation of geothermal systems serving individual buildings as well as the creation of geothermal heating districts serving multiple structures operating by a utility and/or special district.

Promoting the use of solar energy by encouraging new construction to be sited to maximize the electric power generation potential of on-site solar panels.

Improving the availability of options for mobility that do not rely as heavily on fossil fuels as single passenger autos, such as walking, biking, transit and electric vehicles.

RECOMMENDED ACTION: *Promote energy efficiency throughout the Village by:*

Considering adoption of regulatory measures to minimize energy consumption in new construction in a manner that maximizes energy conservation without unduly increasing construction costs (i.e., the NYStretch building code).

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Promoting energy efficiency and sustainability in Village buildings, vehicles and other capital equipment by, whenever feasible, applying energy conservation principles and practices when purchasing, constructing or repairing Village properties.

Accommodating increased use of electric vehicles through policies and/or incentives that encourage the installation of residential charging stations in housing units and expand the availability of public charging stations throughout the Village.

RECOMMENDED ACTION: Promote Resilience in the Face of Climate Change by:

- Adopting policies to mitigate the threat of increased flooding including riparian buffers and other flood mitigation measures for any new development along the Wawayanda Creek.
- Reviewing existing zoning and subdivision regulations to ensure height, bulk and surface area regulations, lot coverage, setbacks and other provisions are consistent with best practices in flood mitigation, habitat protection and reduction of excess heat due in urban areas.
- Ensuring local codes support Disaster Preparedness by including addressing temporary emergency dwelling permits, emergency staging bases, temporary mobile office units and other means to aid preparedness and disaster recovery.
- Seeking to minimize the production of solid waste through policies and educational efforts that promote recycling, composting and/or anaerobic digestion of organic materials.
- Ensuring Village sewer and water infrastructure is safeguarded against flooding by reducing infiltration and inflow of stormwater in to the sewer system and by continuing to ensure storm drains and sump pumps are separated from the sewer system.

RECOMMENDED ACTION: Enhance capacity to monitor issues related to climate change and energy conservation by designating a citizen's committee or other group to follow these issues and inform Village Government on important related topics. This could involve creation of Climate Smart Communities Task Force, A Conversation Advisory Commission or coordination with such entities as the Town's Conservation Board or a private citizen's group such as Sustainable Warwick.

RECOMMENDED ACTION: Continue to promote the development of (or the conservation of) local food systems. The Village will seek ways of supporting the development or conservation of local food systems by providing support and assistance for related activities such as the Farmers' Market, encouraging development of "farm to table" initiatives, community gardens, etc.

RECOMMENDED ACTION: In cooperation with the Town, seeks ways to conserve natural areas in and adjacent to the Village. This can involve such initiatives as protection of and planning for community parkland and ensuring that—to the greatest extent possible—development projects occurring on lands annexed into the Village are designed to maximize the creation of parkland and/or protected open space.

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GOAL R2: ENSURE THAT VILLAGE SEWER AND WATER INFRASTRUCTURE CAN ACCOMMODATE FUTURE DEMAND WITHOUT DIMINISHING THE QUALITY OF SERVICE PROVIDED TO RESIDENTS AND BUSINESSES.

RECOMMENDED ACTION: *Continue to seek funding to improve sewer and water infrastructure throughout the Village.* The Village will continue to identify and apply for State and Federal funding for this purpose.

RECOMMENDED ACTION: *Implement a capital improvement planning process for the sewer and water system.* The process should identify and prioritize equipment replacements and/or improvements needed to maximize the efficiency and effectiveness of the Village sewer and water infrastructure over a long-term (e.g., five years) with annual review and update of plan priorities.

RECOMMENDED ACTION: *Seek ways to further safeguard Village water sources,* including wellhead protection plans, purchase of additional buffer land to protect water sources.

Implementation Schedule

The table below presents a draft implementation schedule for the Comprehensive Plan. The recommended actions for the plan are placed into three categories:

- Immediate priority (to be completed within 2 year of plan adoption)
- Intermediate priority (to be completed within 3 to 5 years of plan adoption)
- Long-term priority (to be completed within 6 years of plan adoption)

The table identifies the Plan Goal with which the action is associated and specifies the “responsible party” to carry out that action. The implementation schedule suggests the following entities be tasked with implementation:

- Village Gov’t.: The Village Administration, including the Mayor’s Office, the Village Board, etc.
- Pub. Wks.: The Village Department of Public Works.
- Broadband Task Force created to develop Village digital strategy.
- Zoning Task Force created to oversee the changes in zoning required to implement this Comprehensive Plan and improve overall administration of zoning.
- CSC Task Force created to oversee the Village’s participation in the Climate Smart Communities program.
- Transportation Task Force created to oversee implementation of the transportation-related recommendations in this Comprehensive Plan.
- Inclusion Task Force to foster broader participation in Village civic life.

This implementation schedule in this table should be reviewed and as necessary revised by each committee as it begins its work to reflect the resources available to each committee. In addition, the implementation plan should be revisited each year at the annual boards’ retreat to ensure it continues to reflect the priorities and capacities of the Village.

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PLAN GOAL	RECOMMENDED ACTION:	RESPONSIBLE PARTY
	IMMEDIATE PRIORITY (within 2 years of plan adoption)	
	<i>Appoint and organize Task Forces for plan implementation</i>	
R1	<i>Conduct a Climate Vulnerability Assessment.</i>	CSC Task Force
R1	<i>Implement policies to reduce reliance upon fossil fuels</i>	CSC Task Force
R1	<i>Promote Resilience in the Face of Climate Change</i>	CSC Task Force
R1	<i>Enhance capacity to monitor issues related to climate change and energy conservation by designating a citizen's committee or other group.</i>	CSC Task Force
C1	<i>Undertake a Comprehensive Parking Study.</i>	Transport. Task Force
C1	<i>Improve Wayfinding in the Village.</i>	Transport. Task Force
C2	<i>Undertake Intersection Improvements Strategies.</i>	Transport. Task Force
Q2	<i>Continue to minimize the tax burden on residential properties to improve the affordability of housing in the Village.</i>	Village Gov't.
Q3	<i>Establish regular joint meetings involving the Village Board, the Architectural Review Board, the Planning Board and Zoning Board of Appeals.</i>	Village Gov't.
Q3	<i>Village will serve as the regular convener of an annual meeting of community civic groups to coordinate setting an annual calendar for the use of shared Village resources.</i>	Village Gov't.
Q3	<i>The village should develop a mechanism to foster regular outreach to the Black, Indigenous and People of Color (BIPOC) and Latino communities in the Village.</i>	Inclusion Task Force
Q3	<i>Encourage regular forums for Village neighborhoods.</i>	Village Gov't.
C&C3	<i>Encourage initiatives that broaden participation in the Village economy.</i>	Inclusion Task Force
C&C7	<i>Foster collaboration on annual/seasonal arts calendar.</i>	Village Gov't.
R2	<i>Continue to seek funding to improve sewer and water infrastructure throughout the Village.</i>	Village Gov't.
R2	<i>Implement a capital improvement planning process for the sewer and water system.</i>	Village Gov't.
Q1	<i>Create a more comprehensive and simplified system of design standards/guidelines to manage the Village's sense of place.</i>	Zoning Task Force
R2	<i>Seek ways to further safeguard Village water sources</i>	Village Gov't.
Q1	<i>Strengthen provisions that buffer residential areas from commercial intrusions.</i>	Zoning Task Force
Q2	<i>Regulate short-term rentals in the Village.</i>	Zoning Task Force

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PLAN GOAL	RECOMMENDED ACTION:	RESPONSIBLE PARTY
C&C1	<i>Develop local policies for boutique lodging.</i>	Zoning Task Force
C1	<i>Undertake a transit study in cooperation with Town and County.</i>	Transport. Task Force
R1	<i>Promote energy efficiency throughout the Village</i>	Zoning Task Force
	INTERMEDIATE PRIORITY (within 3 to 5 years of plan adoption)	
Q2	<i>Complete the Certified Local Government Program for the Village.</i>	Village Gov't.
C3	<i>Integrate new bicycle and pedestrian facilities throughout the existing park infrastructure with the active transportation network outside of the parks.</i>	Pub. Wks.
C3	<i>Link Stanley Deming Park and Veterans Memorial Park with a safe, active transportation route that includes adequate sidewalks and wayfinding signage.</i>	Pub. Wks.
C3	<i>Link Veterans Memorial Park with Warwick County Park by utilizing the sidewalks along Homestead Village Drive,</i>	Pub. Wks.
C3	<i>Create a path within the wide right of way of Park Lane, transforming it into a pedestrian friendly slow street, bicycle boulevard or green street.</i>	Transport. Task Force
C3	<i>Study the feasibility of creating a “green belt trail” to connect important parks, public institutions and commercial areas with an active transportation network.</i>	Transport. Task Force
C1	<i>Use Small surface lots to address parking shortfalls.</i>	Transport. Task Force
C2	<i>Employ techniques to facilitate streetscape improvements.</i>	Transport. Task Force
C2	<i>Adopt Additional Traffic Calming Elements to better integrate pedestrian and bicycle traffic in the Village.</i>	Transport. Task Force
C2	<i>Improve corridors that currently allow drivers to easily access the Village from the surrounding area to improve traffic flow.</i>	Transport. Task Force
C&C2	<i>Ensure start-up retailers have access to smaller footprint spaces.</i>	Village Gov't.
C&C3	<i>Encourage/incentivize merchant ownership of buildings.</i>	Village Gov't.
C&C4	<i>Explore the possibility for a Visitors/Welcome Center.</i>	Village Gov't.
C&C4	<i>Promote opportunities in the Village to connect artists with their audiences.</i>	Village Gov't.
C&C4	<i>Consider the creation of a Business Improvement District (BID).</i>	Village Gov't.
C&C5	<i>The Planning Board, Architecture Review Board and others involved in project review will maintain clear public communications to set expectations regarding the issues involved in the review.</i>	Village Gov't.

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PLAN GOAL	RECOMMENDED ACTION:	RESPONSIBLE PARTY
C&C5	<i>During the annual summit of boards, focus a portion of the agenda on a review of economic development goals and activities.</i>	Village Gov't.
R1	<i>In cooperation with the Town, seeks ways to conserve natural areas in and adjacent to the Village.</i>	Village Gov't.
Q1	<i>Regularly monitor the occupancy rates of the Village's subsidized senior housing and ensure that its zoning is appropriate to foster the continued occupancy and vitality of these units.</i>	Zoning Task Force
Q2	<i>Adopt policies to encourage "missing middle" housing, particularly for lands annexed into the Village.</i>	Zoning Task Force
C&C1	<i>Evaluate adding upper floor apartments as a use in Light Industry district.</i>	Zoning Task Force
C&C1	<i>Encourage redevelopment of vacant second floors in commercial properties.</i>	Zoning Task Force
C&C1	<i>Identify underused parking lots that could be developed for commercial and/or mixed uses.</i>	Zoning Task Force
C&C2	<i>Accommodate innovative mixes of retail, dining and other uses.</i>	Zoning Task Force
C&C4	<i>Promote better use of outdoor spaces and rights of way for dining, the arts and other social, cultural activities.</i>	Zoning Task Force
	LONG-TERM PRIORITY (within 6 years of plan adoption)	
R1	<i>Promote the development of (or the conservation of) local food systems.</i>	CSC Task Force
C3	<i>Transform the Wawayanda Creek into a linear park and active transportation route.</i>	Pub. Wks.
C&C4	<i>Regularly review the Village annexation policy.</i>	Village Gov't.
C&C6	<i>Promote public art in the Village.</i>	Village Gov't.
C&C6	<i>Promote affordable indoor venues for concerts, exhibits and other arts-related events.</i>	Village Gov't.
C&C7	<i>Encourage regular arts events to build audience for the arts in the Village.</i>	Village Gov't.
C&C7	<i>Encourage the use of pop-up performance/exhibit spaces.</i>	Village Gov't.
Q2	<i>Review Village Zoning to ensure it can accommodate new forms of home-based businesses and remote work opportunities.</i>	Zoning Task Force
C&C3	<i>Ensure that home offices are adequately accommodated in Village zoning.</i>	Zoning Task Force
C&C6	<i>Encourage Opportunities for Live/work spaces for artists and artisans.</i>	Zoning Task Force
C4	<i>Create a digital strategy for the Village that assesses the extent and location of high-speed Internet throughout the Village and recommends steps to address any gaps in service.</i>	Broadband Task Force

IV. APPENDICES Background Studies, Analyses and Community Outreach

ALTA PLANNING & DESIGN'S RECOMMENDATIONS

DESCRIPTION OF "MISSING MIDDLE" APPROACH TO HOUSING

SUMMARY OF MEETINGS/FOCUS GROUPS

RESULTS OF ON-LINE COMMUNITY SURVEY

SUMMARY OF DATA ANALYSIS



To: Peter Fairweather | Fairweather Consulting

From: Bill Sprengnether | Alta

Kara McKnight | Alta

Date: 11/18/2021

Re: **Warwick Existing Parking Demand and Intersection and Streetscape Improvements**

Comprehensive Plan Recommendations Summary

Over the last 20-25 years, since at least the publication of the Central Place Strategy published in 1999, many of the recommendations and themes discussed within this document have been proposed as action items for the Village. Much of the topics related to active transportation, parking, pedestrian safety and open space remain part of the public discussion and discourse.

Especially in tight, spatially constrained village centers like Warwick, NY, there is a conflict between the needs and demands of vehicular circulation and parking with those of pedestrian circulation and safety. However, the recommendations in this section are all consistent with the goal of improving the quality of life for residents and maintaining a pleasant experience for visitors.

For several decades, there has been a focus in the community on improved access to parking for both visitors and residents. In order to make specific recommendations to improve parking, it is recommended that a complete and comprehensive parking study is conducted.

Pedestrian and bicycle circulation within the village is challenged by road corridors that are designed to move passenger vehicles quickly. These corridors were not designed or built to accommodate or prioritize pedestrian traffic, bicycle traffic and heavy vehicular loads. For instance, crosswalks are unmarked, curbs, and curb ramps are rare, and in many parts of the Village, sidewalks are non-existent. The recommendations contained within this document emphasize safety to improve walking and cycling for all residents and visitors. By creating a village that focuses on pedestrian safety, the quality of life will be improved as more people have greater opportunities to recreate and travel without a vehicle. The proposed locations and an overview of the different types of recommendations for pedestrian and bicycle improvements that will positively impact the quality of life in Warwick are discussed in the streetscape improvement section.

Along with recommendations to improve the active transportation experience in the Village of Warwick, recommendations for parks and open spaces are also made. The current and projected trends in the use of public outdoor spaces indicates that flexible, unprogrammed outdoor recreation space, along with trails for a variety of uses, are the priority.

All of these recommendations are geared toward improving the quality of life within the Village, maintaining it as a desirable place to live, and an attractive destination, and safe place to walk.

Parking

Parking Discussion and Background

The perceived need for parking in the Village of Warwick (the Village) has been a high priority since the Comprehensive Plan was updated in 2004. The Comprehensive Plan lists recommendations to create a Business Development Plan that addresses the need for parking, as well as the design of future improvements. These recommendations include specifically addressing the need for additional parking within the Central Business District, redirecting on-road and strip mall parking to side streets or parking areas behind commercial buildings, and replacing large, conglomerated parking lots with smaller, interconnected lots.

Other recommendations noted in the Comprehensive Plan include the removal of parking meters with the addition of timed parking along specific roads, such as Church Street, High Street, and Wheeler Avenue. To account for the additional parking demand seen in the Village, the Comprehensive Plan recommended the construction of a small parking structure, such as a parking garage, with retail at the ground-level.

Today, parking is still perceived as a limited commodity by residents and visitors, but the public survey and input from the stakeholders and steering committee indicate that parking is only limited for some residential neighborhoods and during some highly attended events. It is suggested that the limitation on parking is less about the total number of parking spaces but rather, knowledge of the location.

Existing Parking Facilities

On-Street Parking

Virtually all streets within the Village of Warwick allow parking in some capacity, which includes metered parking, timed parking, and free parking. The majority of metered parking can be found along Main Street and Oakland Avenue where many storefronts are situated. Additionally, the north side of West Street has approximately 11 designated parking spaces, as well as the adjacent road, Spring Street.

Free and timed parking can be found along High Street, Park Lane, and Grand Street. The parking spaces along High Street and Park Lane are free and generally utilized by residents along the corridors while Grand Street parking spaces are timed at a maximum of three hours and likely serve visitors at St. Anthony Community Hospital.

Off-Street Parking

The Village of Warwick has numerous off-road parking lots where residents and visitors can park for specific amounts of time. In total, there are six parking lots, two of which require permits for an allotted amount of time, and four that can be used for 3 to 12 hour durations.

Chase Bank Parking Lot

Chase Bank allows the Village to use over 75 parking spaces within their parking lot on South Street. Permits are required to park between the hours of 8am to 6pm, Monday through Saturday and can be purchased for \$200 per year. Alternatively, residents can purchase a "Tenant Permit" that allows them to utilize the parking lot 24-hours a day, seven days a week for an additional \$200 per year (totaling at \$400/year). The lot is free to use on Sundays.

First Street Parking Lot

This lot is located at the intersection of Oakland Avenue and First Street and allows for both free parking and permit parking. Residents who are interested in using the lot overnight must purchase a permit that costs \$250 a year. A non-permit holder can pay via a parking meter and stay for up to three hours between the hours of 8am to 6pm, Monday through Saturday. The parking lot is free to use on Sunday, however the three hour time frame must be adhered to.

South Street Parking Lot

The South Street parking lot is located directly across the street from the Chase Bank lot. There is a three hour time limit in this lot with no parking fee. Parking is prohibited during the Warwick Valley Farmers Market operation that occurs in this lot every Sunday (6am-3pm) from May through November.

CVS Parking Lot

The Village has an agreement with CVS stating that residents and visitors can use the large lot associated with the pharmacy as long as the spaces closest to the store front remain available for CVS customers. The lot consists of two unpaid sections; the front lot near Main Street and the back section near Spring Street. The front lot has about 78 parking spaces and can be used for up to four hours. The back lot has approximately 38 spaces where cars can be parked for a maximum of 12 hours.

Spring Street Lot

This parking area is adjacent to the CVS lot and has over 40 parking spaces where cars can stay for a maximum of 12 hours. No fee is required to park in this lot.

Wheeler Lot

This 10-space parking area is located on Wheeler Avenue and Spring Street and can be accessed from the adjacent CVS lot. There is no fee to park a car at this location for a maximum of 12 hours.

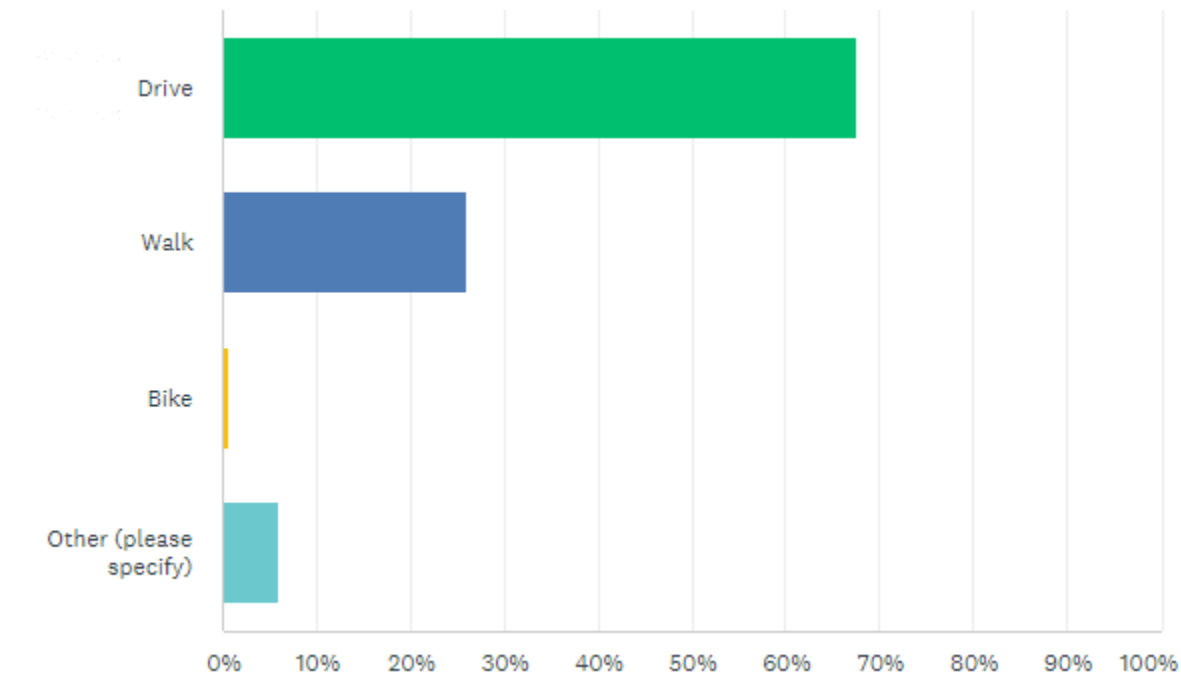
Warwick County Park - Park & Ride

While the Park & Ride lot is just beyond the Village boundary, it can serve as an overflow parking area during major events, such as the Warwick Applefest. This lot has over 220 free parking spaces and is a short distance from the Village Main Street.

Parking Related Survey Results

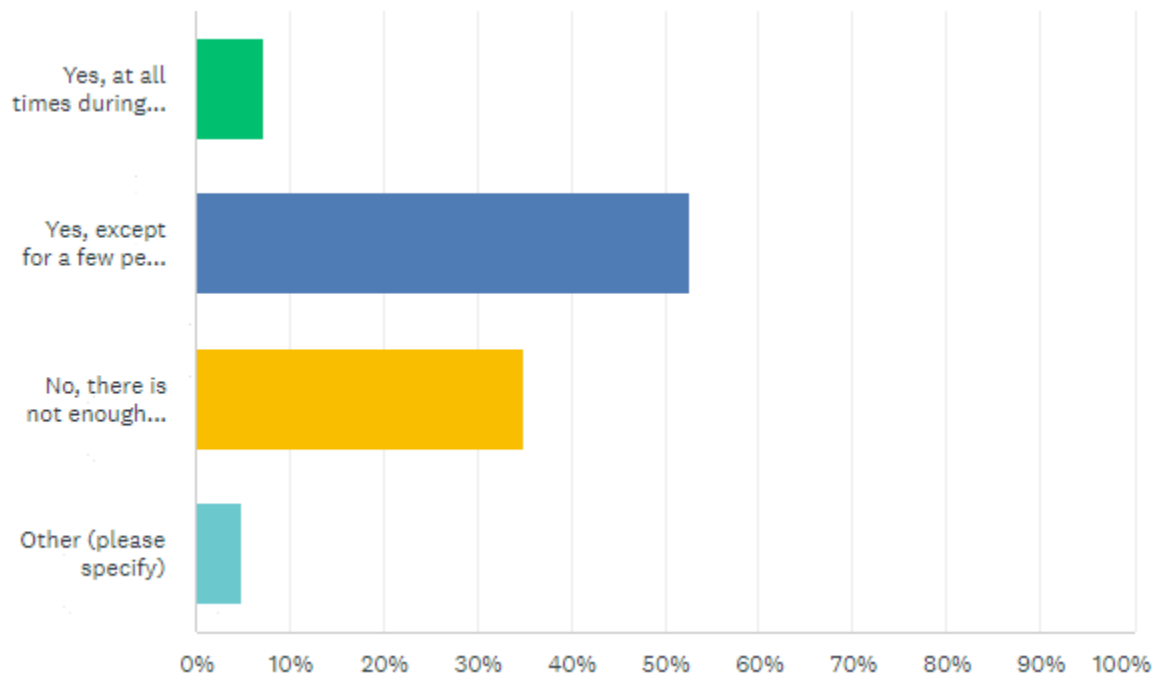
A survey was conducted and sent out to the public regarding pedestrian access, recreational space, and parking demand. With respect to traveling within the Village, 68% of respondents stated that they drove to their destinations, 25% stated that they usually walked, and less than 1% used a bike. The perceived walkability within the Village and its surrounding areas showed that about 60% of respondents felt that the area was moderately walkable (3 and 4 on a Likert scale of 1 to 5) and 21% of people stated that it was highly walkable. Of the remaining respondents, 6% stated that they perceived the walkability to be very low in the study area.

How do you usually travel to destinations in the Village?



When it came to parking availability in the Village, the respondents were more divided on their perceptions of the parking supply. Only 7% of respondents said that they think there is adequate parking at all times during the week. Just over 52% stated that there was sufficient parking except for peak periods of demand and 35% of respondents said that there is not enough parking at any time.

Is there sufficient parking in the Village's Central Business District?



Parking Recommendations

The recent public input and survey responses reflect that there is a perceived lack of parking for residents within the Village, especially when there is a peak influx of visitors. Many of the respondents who noted that there was inadequate parking stated their reasons, which included the need for more parking permits for downtown workers and fewer parking time constraints for those who park for long durations of time. Event parking was an important factor in the desire for more parking and it is recognized parking lots outside of the Village with a shuttle could potentially mitigate the parking existing constraints.

Comprehensive Parking Study:

First and foremost, it is recommended that before the Village moves forward with any major parking improvement project or investment, a complete study of the existing parking situation and the anticipated trends is conducted in order to make the best decision regarding this expense. This should include an analysis of existing parking demand during several peak times, an inventory of available parking, and an estimate of potential future demand.

Wayfinding:

It has been noted that there are often empty parking spaces located in free public lots. This may be because visitors and even residents of Warwick are often unaware of these parking facilities. Improving the wayfinding within the Village to better orient people to parking facilities, as well as

other major destinations would be a significant benefit to improving the parking situation. As an example, the CVS lot is available for free public parking, but it is only marked by these undersized, faded, low contrast signs.



Free municipal parking lot at CVS

Parking Garage:

In previous planning studies, parking garages have been a recommended solution. This comprehensive plan update suggests that any recommendation for a parking garage is made cautiously. Recent trends and the future expectation is for decreased use of parking garages as more active transportation and shared mobility become viable options. A complete dedicated detailed parking study is recommended for the Village to get a full understanding of the needs and demands for parking before any concrete recommendations can be made.

Parking Shuttle for Visitors/Events:

In lieu of a large, permanent parking structure, a shared shuttle system could be implemented for busy weekends or events. This system could utilize an existing parking facility, or facilities, such as the Park and Ride at the Warwick County Park. A simple shuttle system could provide rides to the Village center or other event spaces. The Village may choose to impose a fee to use the shuttle by charging to park in the designated parking lot or they (the Village) can provide the service free of charge. Alternatively, they can charge an event permit fee or require the event holder to provide a shuttle if it is a private event not held by the Village.

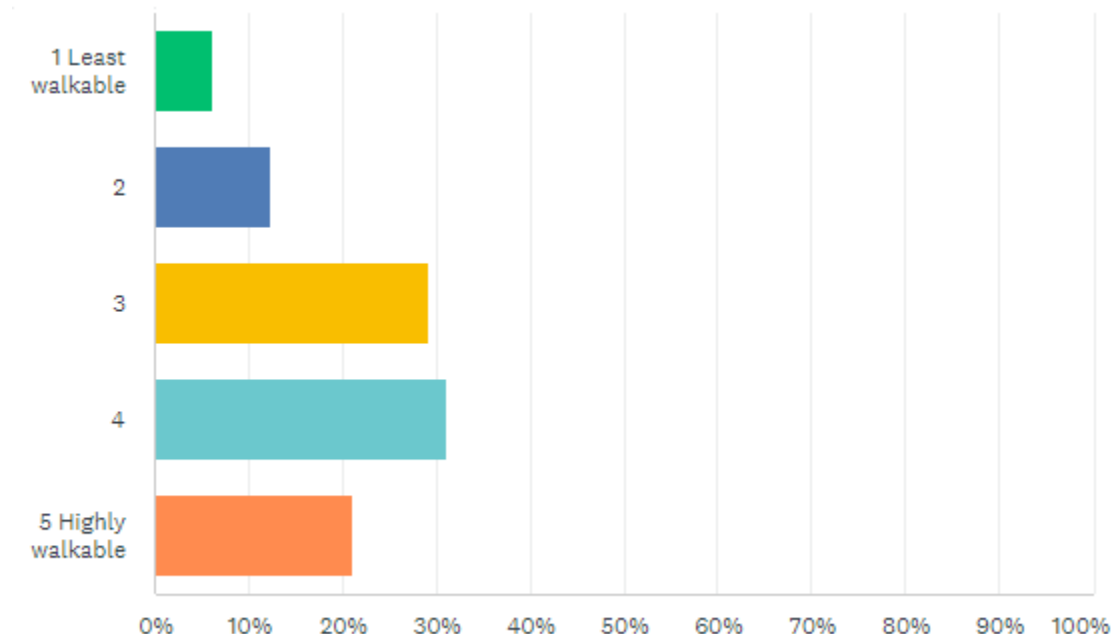
Small surface lots:

Based on public input/surveys, it appears that parking for residents is not adequate when there are large numbers of visitors for events or busy weekends. There are currently two designated parking lots where residents can pay an annual fee to park without restricted dates and times. These lots are located at the Chase Bank Lot and First Street lot. Additional residential permit lots scattered throughout the residential neighborhoods could relieve some of this parking pressure, ensuring more parking for residents.

Analysis of Pedestrian and Bicycle Circulation

Upon review of the streetscape and the traffic and pedestrian circulation pattern in the Village of Warwick, it is apparent that the greatest need is for pedestrian safety improvements on many of the streets leading to Main Street, rather than on Main Street itself or within the downtown core. Because of the constrained nature of the Main Street corridor, use of shared roadways is recommended to accommodate cyclists.

How walkable or pedestrian friendly is the Village to you?



Aside from the commercial business core of Warwick, one of the most impactful ways to improve pedestrian safety and circulation is to connect sidewalks where they currently do not exist. Historically, it is difficult to build these community assets after a parcel is developed because the Village, like many municipalities in New York State, requires that sidewalks are built and maintained by the adjacent property owner. It is prohibitively expensive, inefficient, and would result in a patch-work quilt style sidewalk infrastructure if left to existing homeowners to build. One idea, supported by 67% of respondents to a public poll, suggests that the best solution could be for the Village to build sidewalks in road corridors where they are needed and

attach the cost to the property tax, paid out over a long period of time (20-30 years). This would prevent any one person from paying for the improvement up front, and it would attach the cost of the improvement to the property, not the property owner.

Throughout Warwick, there are a number of streets and intersections that should be improved to enhance pedestrian and bicycle safety, overall, positively impacting the quality of life in the Village. The following sections outline common strategies and suggest priority locations for typical improvements.

Streetscape Improvements Strategies

The Village of Warwick has two prominent roadway typologies. One type is within the center of the Village and the other type is out towards the fringes. Near the border of the Village boundary, where residential dwellings and commercial enterprises are less dense, the roads are generally wider with narrow shoulders, there are no sidewalks or curbs present and appear as a rural typology, generally resulting in higher rates of speed. As a driver approaches the Village center there is a clear visual change from the rural road characteristics. The streets become narrower, curbs and sidewalks are introduced, and the density of buildings, utilities, and other street furnishing increases. This encourages drivers to naturally slow down given the change in their surrounding environment.

A number of streetscape and traffic calming improvements would be appropriate within the Village of Warwick to increase safety for vehicular traffic and cyclists.

As per the Small Town and Rural Design Guide, there are three major ways to facilitate streetscape improvements that incorporate traffic calming elements and bicycle and pedestrian use:

1. Mixed traffic facilities
2. Visually separated facilities
3. Physically separated facilities

Mixed Traffic Facilities

A mixed traffic facility is appropriate for roads with low volumes of traffic operating at low speeds, such as many of the Village roads in Warwick. They are corridors that are shared by vehicles, cyclists, and pedestrians and due to the low intensity of motor vehicle traffic they allow all users to navigate the space comfortably and safely without the addition of robust separation. The three primary road treatment designs for mixed facilities include bicycle boulevards, yield roadways, and advisory shoulders. The recommended treatment for a mixed traffic facility in the Village would be a **bicycle boulevard**. A bicycle boulevard is defined as a low-stress shared roadway that is designed to offer priority to cyclists that are operating in a corridor with vehicular traffic. Typically, this treatment consists of features such as a shared roadway where cyclists and vehicles share the same space and operate at similar speeds, separated sidewalks where roadway speed increases, traffic control at minor intersections, horizontal and vertical deflections to serve as traffic calming devices, and adequate signage to guide users along the corridor.



Image source: Small Town and Rural Design Guide

Visually Separated Facilities

A visually separated facility is best suited for roads with low volumes of traffic operating at speeds between 25-35 mph. These types of facilities use pavement markings and buffer stripping to designate spaces and increase the distance between motorists and non-motorized users. The most beneficial visually separated treatment recommended for the Village of Warwick would be **bike lanes**. While there is not sufficient space along the corridors close to the Village center due to on-street parking, those outside the Village center generally have adequate road width to incorporate bike lanes. Bike lanes are typically 5 ft. wide (minimum 4 ft.), which makes them applicable on wider roads, such as Oakland Avenue, that operate at higher speeds. They can increase the total capacity of streets carrying mixed-traffic, increase cyclist comfort, and visually remind drivers that cyclists may be present on the street. This visually separated treatment typically consists of a bike lane that is separated from the road by a solid white line (dashed at intersections), bike lane markings that identify the lane as being exclusively bicycle-oriented, and adequate signage to guide cyclists and prohibit on-street parking that can hinder the lane. Bike lanes are always designed to operate in the same direction as vehicular traffic, unless it is designated as a contra-flow bike lane along a one-way street, and may be painted green to increase visibility.

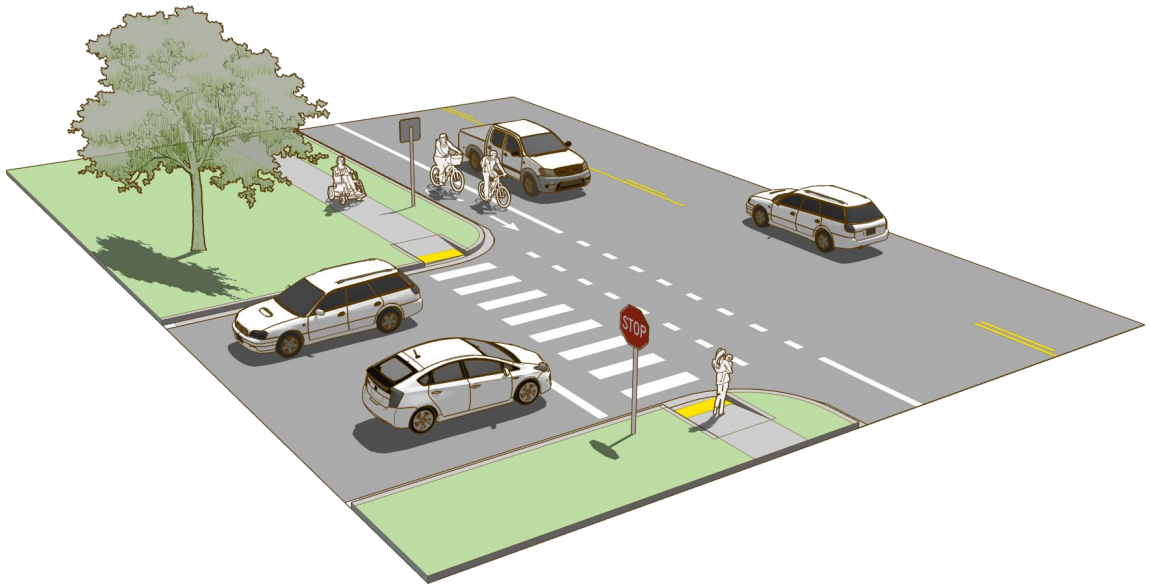


Image source: Small Town and Rural Design Guide

Physically Separated Facilities

Physically separated facilities use vertical barriers, such as raised curbs, or provide an unpaved separation, such as a grass maintenance strip, between the road and the sidewalk or sidepath. This type of facility is recommended along roads with higher volumes of traffic and posted speed limits. The best physically separated treatment for the Village of Warwick would be a **sidepath** along roads such as Maple Avenue and West Street where there is adequate space and right-of-way (ROW). A sidepath would allow both cyclists and pedestrians to travel safely and comfortably along these roads. This treatment generally consists of a 10 ft. sidepath (can vary in width if there are pinch points), intersection treatments that prioritize bicyclists and pedestrians, and a 5 ft. grass separation from the roadway or a curb. **Sidewalks** may be installed along roads that lack sufficient space for sidepath, considering the minimum width is 5 ft. It is beneficial to separate a sidewalk from the road by including a grass separation or a vertical curb if space is insufficient. Sidewalks are not permissible to cyclists in many municipalities, so it is recommended to designate the adjacent road as a shared road to create permitted space for them. Creating a shared roadway involves installing signage and road markings, or sharrows, and reducing posted speed limits.

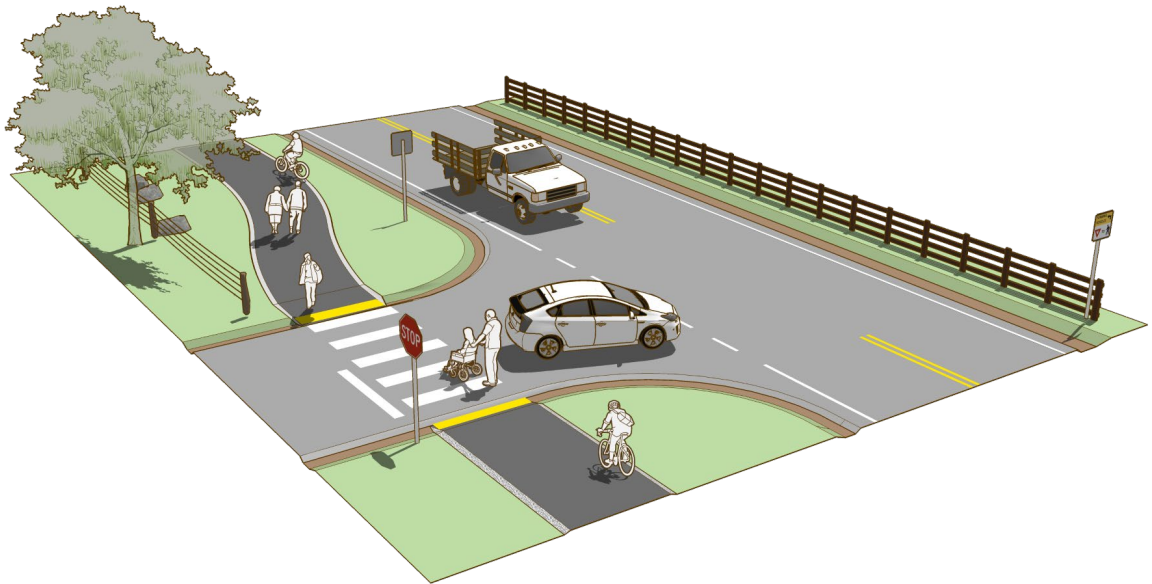


Image source: Small Town and Rural Design Guide

Additional Traffic Calming Elements

In addition to the streetscape improvements listed above, there are additional traffic calming elements that can be included when designing a safer road for multiple users.

Midblock Crosswalks

Midblock crosswalks are pedestrian crossings that are located at unsignalized sections of a road. Generally, they are designed at locations where there is a significant pedestrian desire line. These crossings typically lead to bus stops that are not located at an existing intersection, building entrances, plazas, and schools.

Pedestrian Safety Islands / Raised Medians

A raised median is an elevated island that is parallel to traffic lanes and runs down the middle of a street. Medians provide a pedestrian refuge when crossing wide roads and split up lengthy curb-to-curb distances, which can be especially useful to people who cannot move quickly.

Narrowing Traffic Lanes

Traffic lanes can be narrowed to a certain width to inhibit speeding within a corridor. A corridor can be narrowed by simply adding fog lines (white lines along the shoulder of the road) as opposed to physically altering the existing pavement width.

Speed Humps / Speed Tables

These elements reduce speed by introducing minimal variation in the level of the street, thereby requiring drivers to drive slowly. A speed hump is a rounded mound that generally spans 10-12 feet across a road and is spaced intermittently along a roadway. A speed table is slightly longer than a speed hump and spans the entire roadway.

Bulbs / Curb Bump Outs

Curb bump outs or bulbs extend the sidewalk into parking lanes along roadways to create a shorter crosswalk distance for pedestrians. Additionally, they can create extra space for street furniture and trees or stormwater management infrastructure.

Recommended Corridor Improvement Locations

The following corridors are considered main thoroughfares that allow drivers to easily access the Village from the surrounding area. At the end of the corridors near the boundary of the Village, there is a noticeable transition zone where the interface between the Village and the rural landscape meets. This is reflected in the street typology as the treatment changes from rural to urban. The rural road treatment consists of wide roads, with travel lanes ranging from 10-13 ft. with additional shoulder space, no sidewalks or curbs, no on-street parking, and faster speed limits.

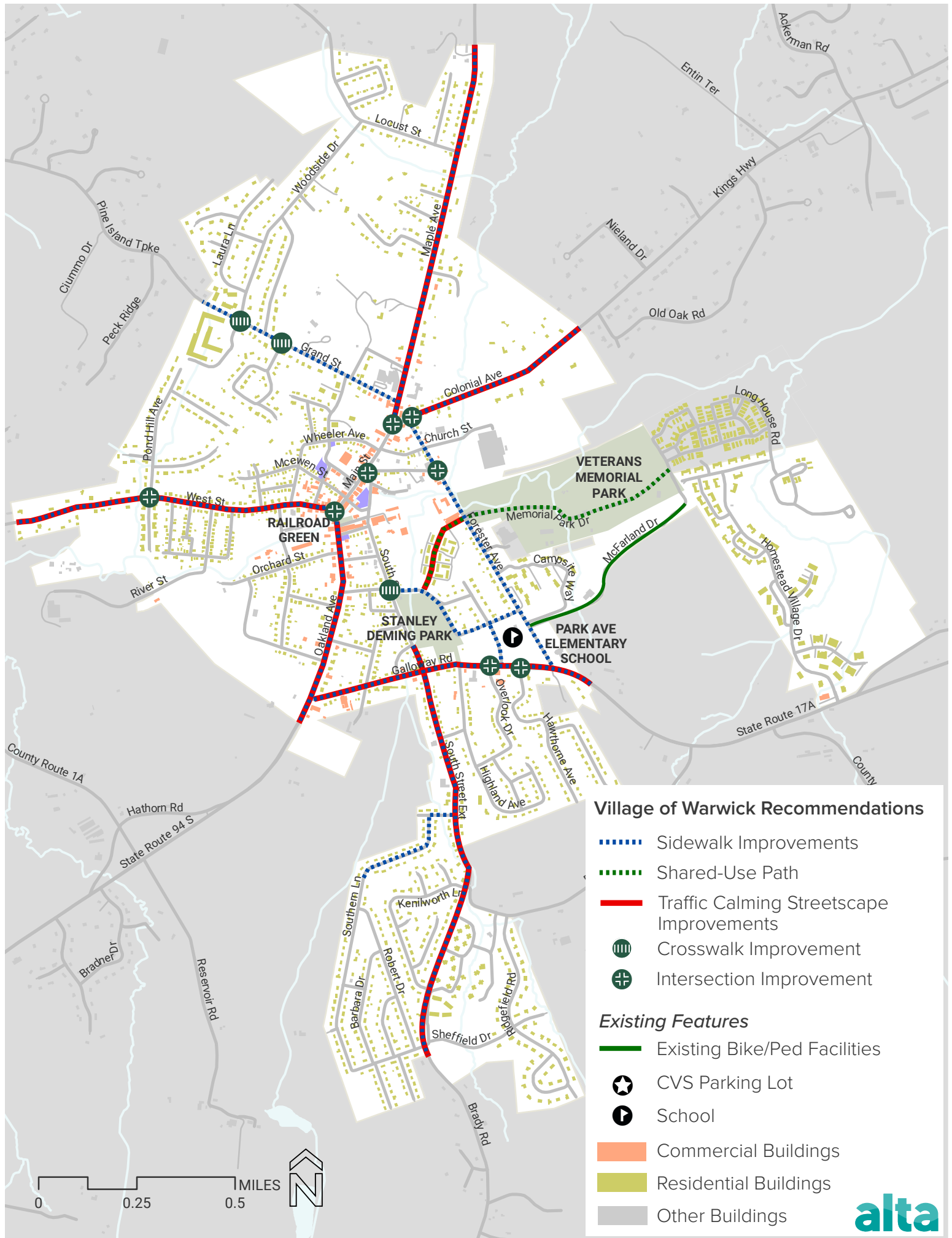
The following table (Table 1) correlates to the recommendations map and outlines each corridor and intersection where improvements are recommended.

Table 1

Corridor Improvements	
Roads	Recommendations
Maple Avenue	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk / Sidepath Improvements*
Colonial Avenue	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements
Forester Avenue	<ul style="list-style-type: none"> • Sidewalk improvements
Oakland Lane	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements
West Street	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements
Grand Street	<ul style="list-style-type: none"> • Sidewalk improvements
Memorial Park Drive	<ul style="list-style-type: none"> • Shared-use path
McFarland Drive	<ul style="list-style-type: none"> • Shared-use path
Park Lane	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Shared-use path
Park Way/Park Place/Burt Street	<ul style="list-style-type: none"> • Sidewalk improvements
Galloway Road	<ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements
South Street Extension	<ul style="list-style-type: none"> • Does the pencil meant to add a red line (traffic calming streetscape improvements)
Southern Lane	<ul style="list-style-type: none"> • Sidewalk improvements

Intersection Improvements	
Colonial Avenue + Forester Avenue	Main Street + Colonial Avenue
Main Street + South Street	Forester Avenue + High Street
West Street + Pond Hill Avenue	West Street + Oakland Avenue
Overlook Drive + Galloway Road	Hawthorn Avenue + Galloway Road

* Requires detailed design before considering a sidewalk or sidepath



Village of Warwick Recommendations

- Sidewalk Improvements
- Shared-Use Path
- Traffic Calming Streetscape Improvements
- ⦿ Crosswalk Improvement
- ⦿ Intersection Improvement

Existing Features

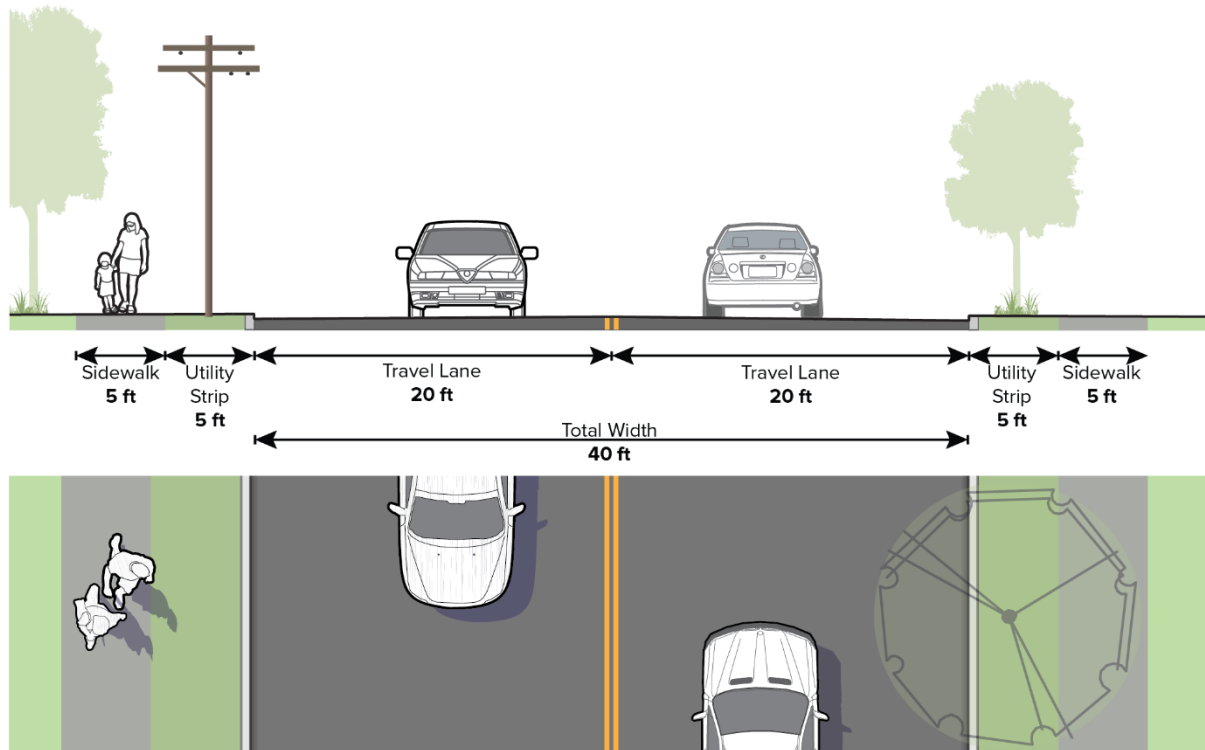
- Existing Bike/Ped Facilities
- ★ CVS Parking Lot
- ⦿ School
- Commercial Buildings
- Residential Buildings
- Other Buildings



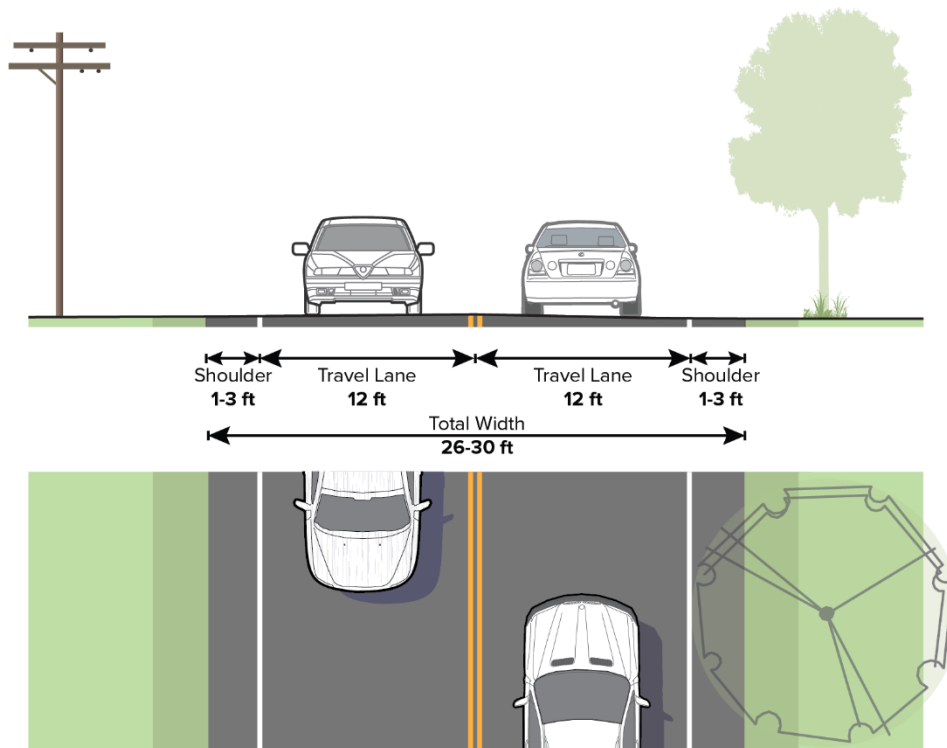
Cross-Sections and Map

Typical Cross-Sections

Oakland Avenue is one of the many roads that lead to the Village center. This particular roadway offers a buffered sidewalk for pedestrians from the Village to the Warwick Cemetery entrance. Additionally, Oakland Avenue has on-street parking heading north, beginning at 2nd Street. The road width remains the same when parking is no longer present on-road, thus creating high-speed driving conditions upon leaving the Village.

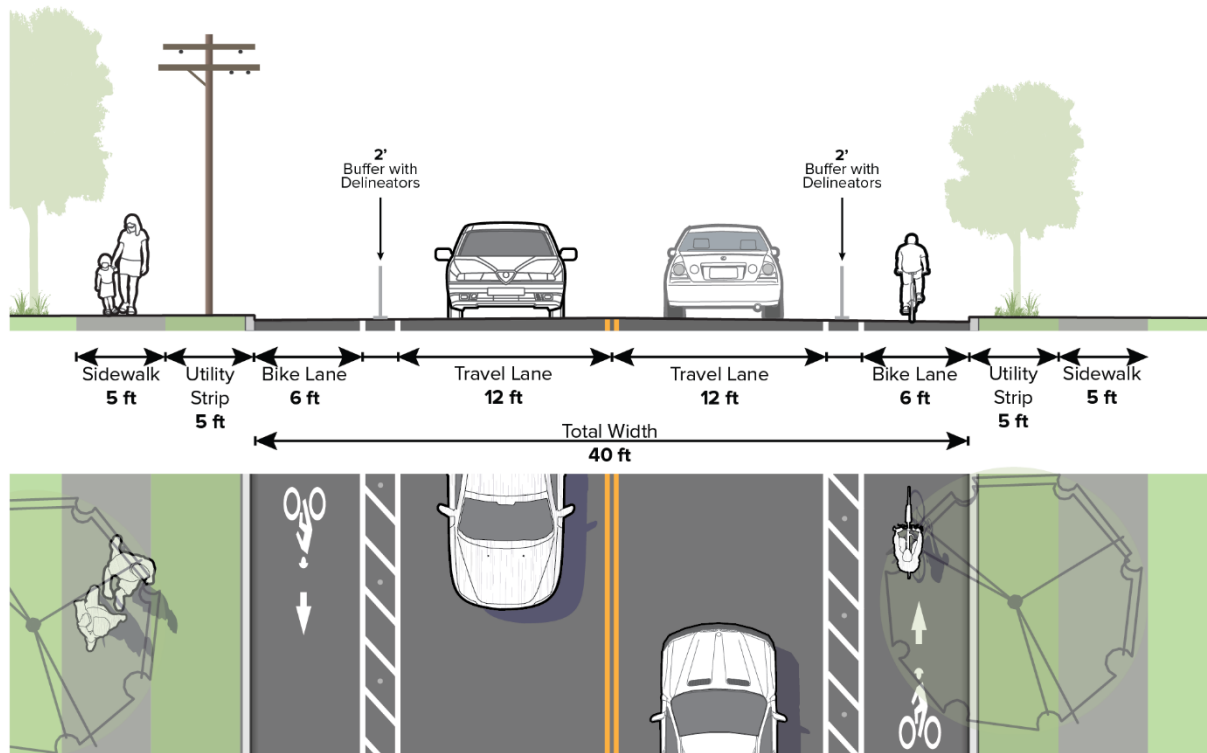


Maple Avenue is another Village entrance road similar to Oakland Avenue, however sidewalk amenities end abruptly at Van Duzer Place. The road width is much smaller along Maple Avenue and the lane widths are narrower than those along Oakland Avenue.

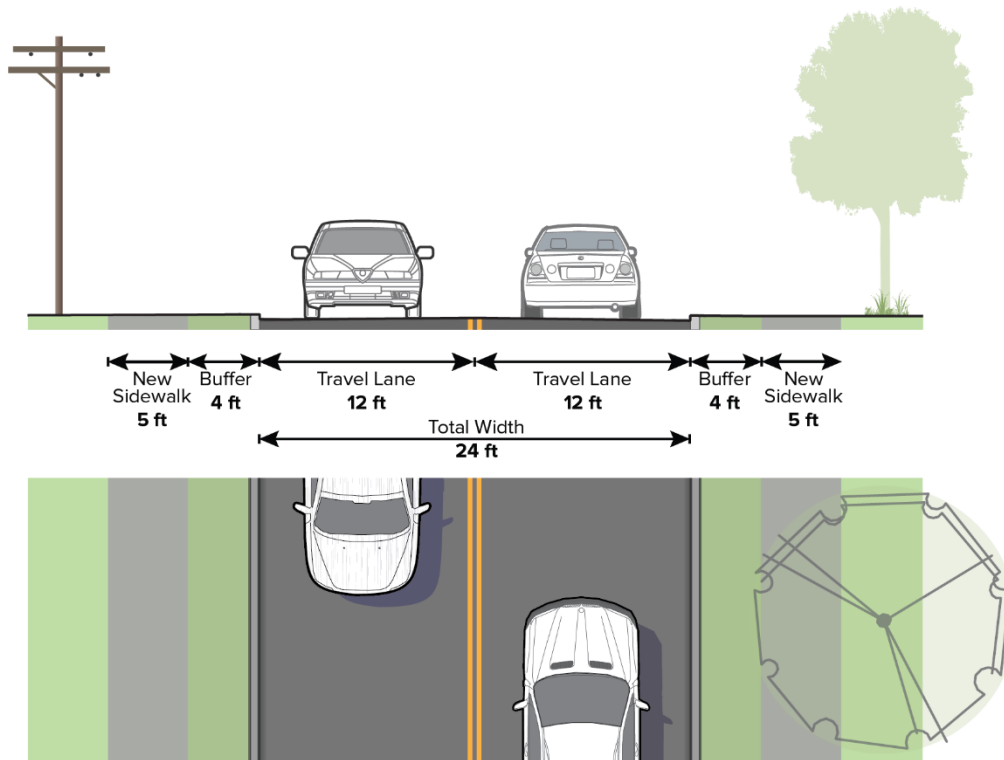


Recommended Cross-Sections

Considering the wide width of Oakland Avenue, buffered bike lanes are recommended along the corridor where there is no on-street parking. Upon entering the downtown core, the separated bike lanes should transition into a shared roadway to accommodate the existing on-street parking.



Given the adequate right-of-way along Maple Avenue, it is recommended to install new sidewalks or a sidepath for a safer pedestrian connection from surrounding neighborhoods to the Village's downtown core. Bike lanes are not recommended for this corridor due to the lack of road width and a shared roadway is not feasible given the 45 MPH speed limit.



Intersection Improvements Strategies

An intuitive and safe intersection is designed to address mobility and safety concerns for all modes of transportation while maintaining its functionality to assign right-of-way to conflicting movements. There are a number of best practices that can be used to create bicycle and pedestrian-friendly intersections. The design features include:

- Crosswalks
- Curb extensions
- Timed countdown signals
- Proper signage at intersection

Crosswalks

Crosswalks are designated locations where pedestrians can cross a road. They are generally located at intersections and can be signalized or unsignalized. For increased safety and efficacy crosswalks should be designed with hi-visual markings, such as zebra and continental prints, have adequate lighting, and have accessible curb ramps on either end if necessary. When installed at a four-way intersection, there should be a crosswalk at each leg of the crossing to reduce the need for a 3-stage crossing.

Curb Extension

Curb extensions are features that visually and physically narrow a roadway to create a shorter crossing distance for pedestrians. Curb extensions have multiple applications and can be implemented on downtown, neighborhood, and residential streets.

Timed Countdown Signal

A countdown signal is a timer that digitally displays the amount of time remaining for a pedestrian to safely cross a street. Timers may start at the beginning of the pedestrian walk phase or they can begin at the onset of the “DON’T WALK” phase. Crosswalk timers are generally understood by most people and they help pedestrians judge whether or not there is sufficient time to cross a road. Timers can be especially useful to mobility-challenged individuals, elderly pedestrians, and adults with small children.

Proper Signage at Intersection

Signage directed towards both drivers and pedestrians can be immensely helpful at intersections where “right-on-red” is permissible or where there are left turning lanes. Signage encouraging vehicles to yield to pedestrians is recommended at busy intersections where there is increased pedestrian traffic.

Recommended Intersection Improvement Locations

There are a number of intersections within the Village of Warwick that could benefit from the improvements discussed above:

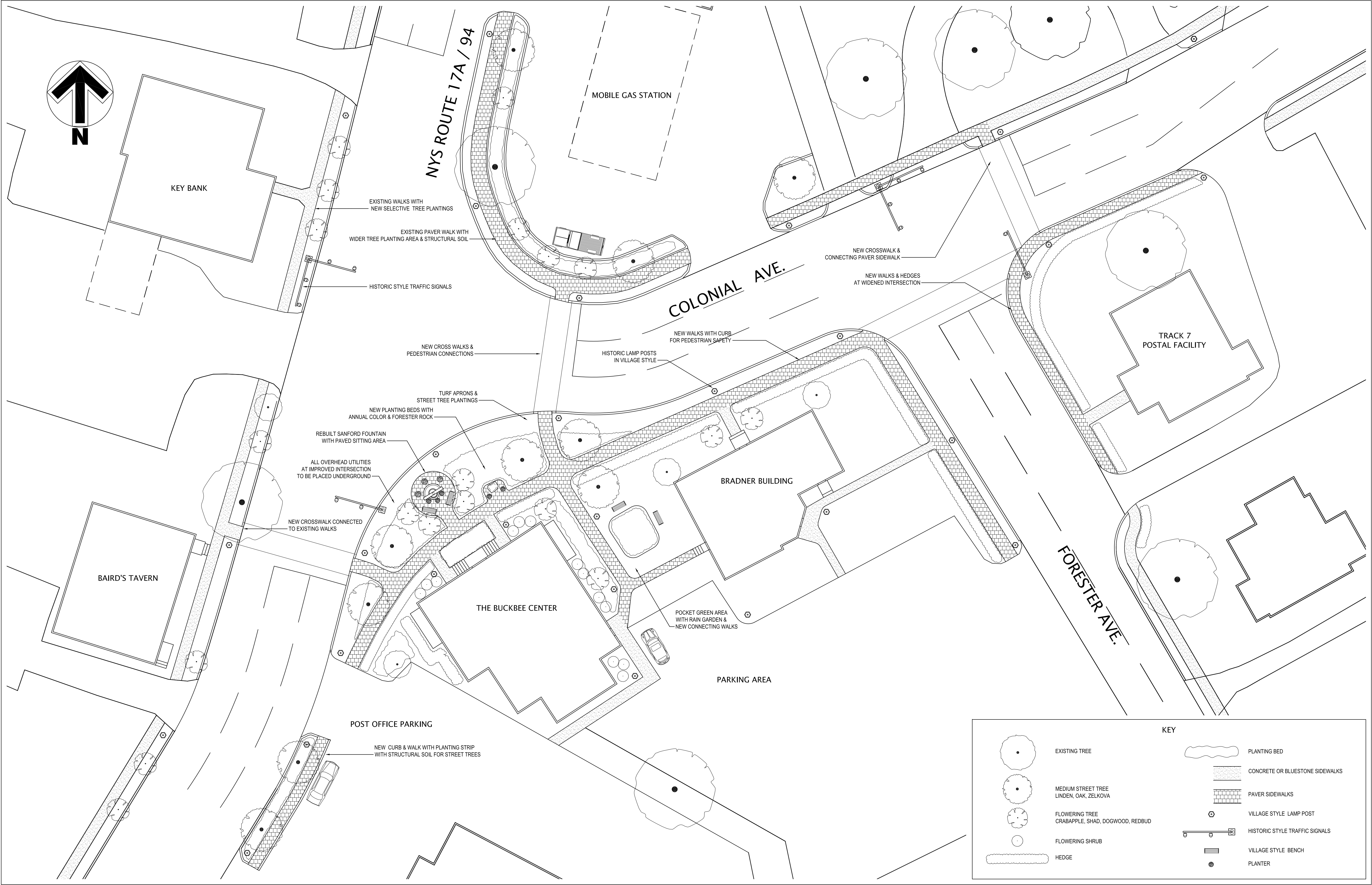
1. Colonial Avenue + Forester Avenue*
This non-signalized intersection is directly adjacent to the signalized Main Street and Colonial Avenue intersection, which leads to vehicular traffic backups.
2. Main Street + Colonial Avenue*
This signalized intersection is in the center of the downtown district and is designed with a small island in the center with the traffic light situated in the northern quadrant. It connects Colonial Avenue, Main Street, and Maple Avenue. It is adjacent to the non-signalized intersection at Colonial and Forester Avenue.
3. Main Street + South Street
This non-signalized intersection is the location where High Street, South Street, and Main Street meet. There are two crosswalks at this location; one crosswalk crosses Main Street and the other crosses South Street, west of where High Street approaches.
4. Forester Avenue + High Street
This non-signalized intersection is at the eastern end of High Street. There are no crosswalks or stop signs at this location due to High Street being a one-way street.
5. West Street + Pond Hill Avenue
This non-signalized intersection is located outside of the downtown area and has no crosswalks present. Vehicles traveling along West Street do not have to stop.
6. West Street + Oakland Avenue
This signalized intersection is one of the more complex locations in the Village of Warwick considering it connects West Street, Oakland Avenue, and Main Street. Main Street and Oakland Avenue are also sections of Route 94, which is a major thoroughfare through the Village. Approximately 100 feet north of the signal, there is another traffic light at the intersection where a set of railroad tracks crosses Oakland Avenue.
7. Overlook Drive + Galloway Road
This non-signalized intersection is directly adjacent to a bus stop along Galloway Road / NYS Route 17A. It is equipped with one crosswalk, that may be considered a mid-block crossing, and one stop sign on Overlook Drive. The intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

8. Hawthorn Avenue + Galloway Road

This non-signalized intersection is nearly identical to the intersection at Overlook Drive and Galloway Road, however, it lacks a crosswalk and a bus station. This intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

*In 2013, the Village hired a landscape architect to design a realignment of Colonial Avenue that would enhance the intersection at Main Street and Colonial Avenue, as well as the intersection at Forester Street and Colonial Avenue. The intersection, known as Forester Square, redesign includes features such as new crosswalks, turf aprons, and extended curbs as well as updated overhead signals, new sidewalks, and multiple street plantings. The most significant change is the removal of the porkchop island at the center of Colonial Avenue and Main Street.

The figures on the following pages illustrate the Forester Square intersection improvements.



FORESTER SQUARE INTERSECTION
VILLAGE OF WARWICK, NEW YORK
CONCEPTUAL PLAN

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzt@restainodesign.com
AUGUST 8, 2013



0 10 20 50
SCALE IN FEET

FORESTER SQUARE INTERSECTION

VILLAGE OF WARWICK, NEW YORK

CONCEPTUAL PLAN

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzz@restainodesign.com
AUGUST 7, 2013



ARTIST'S RENDERING - NOT TO SCALE

FORESTER SQUARE INTERSECTION

VILLAGE OF WARWICK, NEW YORK

CONCEPTUAL ILLUSTRATION

SOUTHEASTERN VIEW

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
 GRAHAMSVILLE, NY 12740
 845-985-0202 bzz@restainodesign.com
 AUGUST 12, 2013



ARTIST'S RENDERING - NOT TO SCALE

FORESTER SQUARE INTERSECTION
VILLAGE OF WARWICK, NEW YORK
CONCEPTUAL ILLUSTRATION

SOUTHWESTERN VIEW

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzr@restainodesign.com

AUGUST 12, 2013

Parks and Recreation Infrastructure

Existing Park Infrastructure

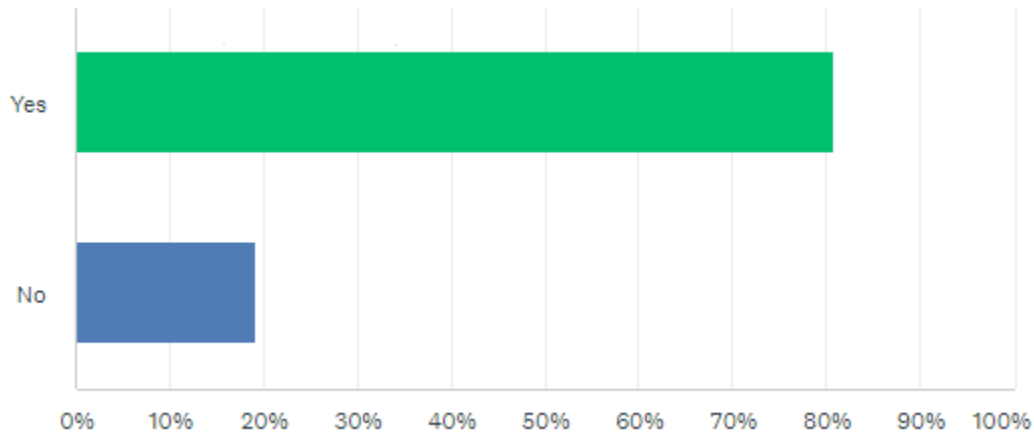
The Village of Warwick has approximately 58 acres of parkland that spans across five parks. These include Lewis Park, Park Avenue Park, Stanley Deming Park, Veterans Memorial Park, and Madison Lewis Woodlands. Each park has a unique set of amenities and facilities. Table 2 shows the size and amenities for each park location.

Table 2

Park	Acerage	Amenities
Lewis Park	2.1	<ul style="list-style-type: none"> Historical Society location
Park Avenue Park	4.1	<ul style="list-style-type: none"> Playground
Stanley Deming Park	8.4	<ul style="list-style-type: none"> ADA-accessible playground Summer concert series venue Basketball court Volleyball court Handball court
Veterans Memorial Park	29.2	<ul style="list-style-type: none"> Skate park Baseball fields Pavilion Recreational fields
Madison Lewis Woodlands	14	<ul style="list-style-type: none"> Woodland preserve Native plant and wildlife sanctuary Improvement projects are limited to trails, benches, interpretive signs, and unpaved parking for no more than 5 cars

Importantly, there are Town and County managed parks near the Village of Warwick that offer a number of shared resources with residents of the Village. When asked in a public survey, if the Village currently has adequate recreational open space. Over 80% of the residents said, “yes.”

Does the Village currently provide adequate open/recreational space for residents and visitors?



In regards to recreational space for residents and visitors, 80% of the respondents stated that they think there is adequate space and 20% said they think there should be more space.

In general, the consensus in the community is that more programmed parkland is not needed within the community. Between the village, town and county parks there are adequate resources for recreational team sports. Moreover, as the region's population ages and more kids recreate in the digital realm, the trend in recreation is away from team sports and toward passive or small group recreation activities. Walking and biking trails, golf, disc golf, tennis, pickleball, family outdoor gatherings, and skateboarding are increasing in popularity.

For these reasons, it is recommended that the Village concentrate its efforts on improving flexible outdoor recreation spaces, active transportation corridors, and trails

Recommendations for future park investments:

1. Integrate new bicycle and pedestrian facilities throughout the existing park infrastructure with the active transportation network outside of the parks.
2. Transform the Wawayanda Creek into a linear park and active transportation route, as proposed.
3. Link Stanley Deming Park and Veterans Memorial Park with a safe, active transportation route.
4. Create a path within the wide right of way of Park Lane, transforming it into a pedestrian friendly slow street, bicycle boulevard or green street.
5. Study the feasibility of creating a “green belt trail” to connect important parks, public institutions and commercial areas with an active transportation network

Quality of Life Enhancements

Quality of life improvements in Warwick have traditionally focused on creating an inviting, safe and comfortable place for residents to live and visitors to enjoy. In 2021 much of the focus on physical improvements that positively impact the quality of life include solutions that promote active transportation, a reduced dependence on private automobiles, and opportunities to interact with other community members. The strategies outlined in the previous section are all intended to build on the existing high quality of life in Warwick and create an even more comfortable, unique village in the coming decades.

According to feedback from the steering committee and the public survey, prioritizing pedestrian safe development and focusing on strategies that reduce vehicular speeds and provide accessible and easily discovered parking facilities are priorities. For instance, when asked the polling question, *“Within the public right of way there is a balance of priorities between pedestrians and vehicular infrastructure. By offering greater space and security to pedestrian use, space for vehicular parking or travel may be sacrificed. Please provide your opinion of how Warwick should address this balance in the future.”* 65% of the public responded that there should be a stronger emphasis on pedestrian infrastructure, while only 17% felt that more emphasis should be placed on vehicular infrastructure.

Priorities to improve Warwick’s Quality of life

- Develop policies and practices to promote bicycle and pedestrian infrastructure by integrating existing and proposed facilities, trails, parks and sidewalks into a comprehensive Active Transportation Plan.
- Prioritize active transportation network strategies such as sidewalks, slow streets, bicycle boulevards to improve the village street typology, road safety and appeal of Warwick.
- Reduce vehicular traffic speeds on roads and intersections entering the village by implementing additional visual cues and design features that distinguish village roads from rural highways.
- Complete a comprehensive detailed parking study projecting demand into the future based on known data, demographics and transportation trends.
- Develop new parking facilities or strategies after understanding the complete picture of parking and parking demand.
- Provide improved wayfinding to existing parking facilities.
- Enhance opportunities for flexible outdoor space.
- Focus future parks and recreation on passive use areas and linear corridors.

Density, Form-Based Codes, and Missing Middle Housing

Market Demand and Housing Affordability

The baby boomer generation represents almost 20 percent of the population—by 2030, one in five Americans will be 65 or older (Urban Land Institute, *What's Next? Real Estate in the New Economy*, 2011). This growing population of retirees doesn't want to live in traditional retirement communities. A mix of housing types can help meet differing income and generational needs, even allowing seniors to age in place within the same community. Millennials want to live in walkable communities where they can live, work, and play. In order to retain both Boomers and Millennials as residents, and spur economic development, communities need a diverse range of housing types. Millennials are willing to sacrifice less space in favor of more flexible working situations, stimulating mixed-use neighborhoods, and a variety of rental and for-sale housing.

Housing affordability, in both urban and suburban areas, is an increasing concern as markets bounce back after the recession. Emily Badger wrote an article for the Washington Post on why there isn't enough decent affordable housing. It came down to a lack of overall housing supply. Increase the sheer amount of housing, and competition for it will fall, bringing down rents along the way to the benefit of everyone. In tight markets, poor and middle-class households are forced to compete with one another for scarce homes. So new market-rate housing eases that competition, even if the poor are not the ones living in it. Over time, new housing also filters down to the more affordable supply, because housing becomes less desirable as it ages. That means the luxury housing being built today will contribute to the middle-class supply 30 years from now; it means today's middle-class housing was luxury housing 30 years ago.

Missing Middle Housing

Especially in terms of affordability, we tend to think of a dichotomy between single-family detached homes and apartments and townhouses, and people quickly become concerned about increasing density affecting neighborhood character. One way many communities in the United States are increasing density while maintaining a streetscape that is compatible with single-family housing types is to incorporate the concept of Missing Middle housing types. Missing middle housing can assist in both increasing the number of units built and providing units for a wide variety of price points. This involves allowing a broader diversity of housing types than most ordinances allow today, but that used to be built in many communities historically. Opticos Founder Dan Parolek coined the phrase Missing Middle Housing to describe a range of multi-unit or clustered housing types. Much of the information in this memo comes from his websites and writings at <http://opticosdesign.com/> and <http://missingmiddlehousing.com/>. While the land to build and expand missing middle housing types is scarce in the hottest markets around the country, second tier cities are prime examples of a city where this concept could really take hold because of the ability to better utilize the single most expensive element of housing construction, the land.

Because land costs and home size often limit affordability, a classic solution is to aim for greater

density and/or smaller lots and/or smaller homes. Concord at Riverwalk, in Massachusetts, is a good demonstration of the smaller home, smaller lot concept that has been successfully used across the country to build more affordable communities. This project actually features single-family cottages around a common green and includes community gardens as well.



Concord Riverwalk

Duplexes, townhomes, bungalow courts, carriage houses, and other missing middle housing types provide more units on less land than traditional single-family homes. Developers can make more money on the same property even with lower rents because the costs are spread across multiple units. Additional benefits are that they are more affordable, and create the necessary fabric for a walkable neighborhood. Sixteen dwelling units (du)/acre is the minimum threshold for main street type development with neighborhood serving retail.

This approach can also work in master planned communities. Habersham in South Carolina, East Beach in Virginia and Daybreak in Utah are master planned communities where large production developers are successfully mixing a range of housing types with traditional single-family homes.

Illustration of Missing Middle Housing Types

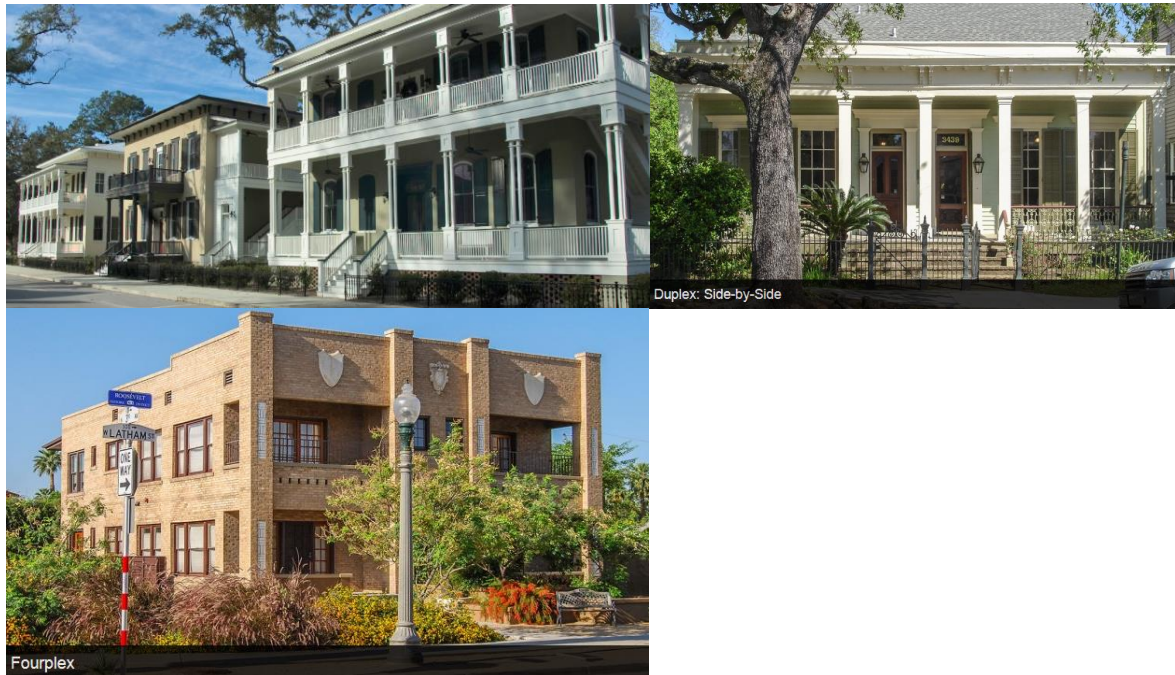


Form Based Code

A key challenge with building missing middle housing types in a conventional zoning environment is that, while the final product does not resemble high density housing types, it requires high density zoning to be in place. These building types typically range in density from 16 to 35 du/acre depending on the building type and lot size. However, it is important not to get caught up in these density numbers because the PERCEIVED density is much lower. The photos below are good examples of this. The actual density vs. the perceived density is quite different. The Urban Land Institute published a [report](#) in 2015 on ways to increase missing middle housing types including:

- Allow missing middle housing in more zones by using form-based codes instead of density-based codes.
- Streamline the review process for select missing middle housing types.
- Work with the community to demonstrate the compatibility of missing middle housing with existing neighborhoods.





Photos from missingmiddlehousing.com

The largest of these types -- mansion apartment and side-by-side duplex -- may have a width of about 40 to 50 feet, which is comparable to a large estate home. These building types require medium to high densities, excluding them from the singly-family use zone, but their small footprints with lower heights don't fit the requirements of multifamily use zones. Hence the need for a form-based code or [hybrid code](#) to achieve the desired result.

For example, a bungalow court can have densities of up to 35 dwelling units per acre, even though the buildings are only one story tall, and the size of each cottage is only 25 feet by 30 feet. If a zoning district sets a maximum density of 20 dwelling units per acre, it would not allow the bungalow court type, but if the zoning district is a maximum density of 35 dwelling units per acre with few or no additional form standards, every builder/developer will max out a lot with a large, out-of-scale apartment building. Hence the need for form based code, which would require multiple smaller buildings once a lot reaches a certain size (frontage width in particular). It should also be noted that form-based code doesn't need to be implemented citywide. It can be confined to certain areas where you wish to see this type of development.

Form based code also allows the city to move toward by-right zoning approvals. By-Right Zoning is a tool to help solve the affordable housing crisis many communities are facing. A zoning code is considered "By-Right" if the approvals process is streamlined so that projects that comply with the zoning standards receive their approval without a discretionary review process.

Accessory Dwelling Units

Accessory dwelling units (ADU) can increase density and stock of affordable units, as well as help current residents increase their incomes. ADUs, are a second small dwelling on the same

property as or attached to a single-family home. It is a self-contained living unit that typically has its own kitchen, bedroom(s) and bathroom space. Although a number of communities still restrict development of accessory dwelling units, there is a growing awareness and acceptance of ADUs as an inexpensive way to increase the affordable housing supply

There are multiple economic benefits of ADUs. They generate local jobs during construction, enhance property tax base for the city, and create additional housing near employment centers and public transportation as ADUs are typically built where there is a demand for housing. There are also environmental and societal benefits to building ADUs. Smaller buildings use less energy, do not require additional infrastructure to be built, and are considered infill development. ADUs are an affordable solution for multigenerational households, either to house an aging parent or a college-age child, and they do not change the existing neighborhood character. Examples of ADU ordinances include:

- Barnstable, Massachusetts – [Accessory Affordable Apartment Program](#)
- Lexington, Massachusetts – [Comprehensive Plan](#)
- Wellfleet, Massachusetts – [Accessory Apartment Bylaws](#)
- Santa Cruz, California – [Accessory Dwelling Unit Development Program](#)
- Portland, Oregon – [ADU Information](#)
- Arlington County, Virginia – [ADU Zoning Ordinance Provisions](#)
- Fauquier County, Virginia – [Accessory Dwelling Units Zoning Ordinance](#)
- Montgomery County, Maryland – [News Article on Improved ADU Regs](#)
- [Accessory Dwelling Unit Zoning Codes](#) – West coast examples

Case Study – Cincinnati, Ohio

The city of Cincinnati has lost 40 percent of its population since 1950. What the Millennials and Baby Boomer population wanted was small, simple spaces for living, a sense of community, people, density, access to transit, and proximity to services and amenities. A Form-Based Code is one of the tools they are using to achieve these goals. A Sustainable Communities Challenge Grant from the Department of Housing and Urban Design is funding the project. The photo below is an example of the existing missing middle housing types ripe for redevelopment and the kind of streetscape the city is trying to achieve.



Left: Revitalizing neighborhood main streets are necessary to make Cincinnati's urban neighborhoods viable. This corner in the Over-the-Rhine neighborhood had the highest crime rate of any intersection in the city in 2005, but two years later looked like this. Right: With strategies to revitalize the broader neighborhoods, the diverse collection of Missing Middle housing types (all rich architecturally) provide many different living choices, including live/work units located in former corner stores.

Photo from opticosdesign.com

The city is using the concept of The Transect, which is part of Smart Code, to draft the new zoning code and pay particular attention to appropriate scales. Additional information of Smart Code and The Transect can be found at <https://transect.org/transect.html>.

Case Study: Bellevue, Kentucky Form-Based Code

This is a mandatory Smart Code that aims at shaping public space and preserving Bellevue's historic downtown character. It describes and sets standards for transects, thoroughfares, public frontages, thoroughfare assemblies, public lighting, and civic space. It is clearly labeled and accurate in the presentation of spatial configurations. Regulations and standards are keyed to specific locations on the zoning map and emphasize parameters for form with predictable physical outcomes (build-to lines, frontage type requirements, etc.) rather than rely on numerical parameters (FAR, density, etc.). View the code at <http://bellevueky.org/services-bellevue/zoningcode-enforcement/zoning-ordinance/>

Case Study: St. Petersburg, Florida



The photo above is a community in St. Petersburg, Florida. City leaders in St. Petersburg are considering a unique way to bring more affordable housing to the area. “Skinny” homes are 1,300 to 2,000 sq. ft. homes that would include three bedrooms and two bathrooms and cost between \$150,000 and \$300,000. The city would offer up foreclosed, vacant lots to private, for and non-profit companies to build the homes on. This is another example of using high density, low scale housing to create attractive, affordable neighborhoods.

<http://www.abcactionnews.com/news/region-pinellas/leaders-consider-bringing-skinny-more-affordable-homes-to-st-pete>

NAHB Resources

NAHB has developed a [Smart Codes, Smart Process Checklist](#) to help communities enhance housing affordability with a comprehensive planning and development framework. Some of the items on that list focus on streamlining the land development review and approval process. Additional strategies can be found in the NAHB report, [Development Process Efficiency: Cutting Through the Red Tape](#). In addition to exploring ways to increase market-rate affordability, public-private partnerships are becoming an even more common way of providing additional affordable units. Strategies and case-studies on how developers and communities work together to build these types of projects can be found in [How Did They Do It? Discovering New Opportunities for Affordable Housing](#).

Additional Resources

Webinar on form-based codes <https://courses.planetizen.com/track/form-based-codes-101>

Library of existing codes through the Form Based Codes Institute

<http://formbasedcodes.org/codes/>

Much of the information in this memo was found on the following web pages:

<http://missingmiddlehousing.com/>

<http://missingmiddlehousing.com/category/the-types/>

<http://missingmiddlehousing.com/about/assembly/>



<http://missingmiddlehousing.com/about/how-to-regulate/>
<http://opticosdesign.com/>
<http://opticosdesign.com/projects/form-based-codes/>
<http://opticosdesign.com/news/>

Staff Contact

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From: Bill Sprengnether, Alta
Kara McKnight, Alta

Date: 08/20/2021

Re: Comprehensive Plan Recommendations

Public Comments & Site Visit Recommendations

Polling Questions from Public Meeting #1 (PPT)

1. Within the public right of way there is a balance of priorities between pedestrians and vehicular infrastructure. By offering greater space and security to pedestrian use, space for vehicular parking or travel may be sacrificed. Please provide your opinion of how Warwick should address this balance in the future.
 - 65% - Stronger emphasis on pedestrian infrastructure
 - 17% - Balance is right
 - 17% - More emphasis on vehicular infrastructure
2. Is there enough off-street parking for residents?
 - 53% - No
 - 47% - Yes
3. How often do you feel visitors are inconvenienced by a difficult parking situation to the point that they are discouraged from returning?
 - 0% - Always
 - 27% - Often
 - 33% - Sometimes
4. The development of Wawayanda Creek as a linear park has been discussed and even designed in concept, please rank this as a future priority.
 - 57% - High priority
 - 43% - Low priority
5. Do you feel a loop trail around the Village is a priority or is even feasible?
 - 38% - High priority / Feasible
 - 50% - Medium priority / Possibly feasible
 - 13% - Low priority / Not feasible
6. Of the three options listed above for improving the pedestrian connectivity within the village please pick the option that you feel is the best for Warwick?
 - 67% - Adding sidewalk and curb improvement projects to the taxes of adjacent property – spreading out payment over a long period of time.
 - 33% - Public funding of sidewalk (requires public investment or grant funding)

Summary of Questions / Comments

The overall feedback from participants was that improved pedestrian infrastructure is a priority. People commented frequently on the lack of sidewalks on South Street Extension, Galloway and at the Intersection of Hamilton and Galloway. These improvements would go a long way to improving walk to school options for the elementary school.

In regards to parking, it was suggested that local residents know where to find parking and therefore never have a difficult time finding downtown parking. Conversely, visitors don't know where to park, which may be more of a signage and communications problem.

Recommendations

Sidewalk improvements: Generally, sidewalk improvements involve the reconstruction of a dilapidated surface that can make the sidewalk difficult for users to navigate. Sidewalk improvements may also include the construction of a sidewalk along a road where there is a high need for pedestrian access. Typically, these locations serve as connections to schools, downtown business districts, and residential neighborhoods.

From a policy standpoint, sidewalk improvement recommendations involve a change in sidewalk construction regulations. Ideally, this would shift the responsibility of constructing and maintaining a sidewalk from home owners to the Town/Village authority. In order to do so, a program may be developed to fund the construction and maintenance through a property tax assessment, which will spread the cost out over many years at low interest rate.

Streetscape improvements: This type of improvement will be implemented as a traffic calming measure that will create a safer environment for all user types within the Village. The traffic calming measures will include visual cues, such as signage, crosswalks, speedhumps, and curb extensions to reduce vehicular speed when drivers enter certain corridors, such as main streets and school zones.

[Table 1] Pedestrian Improvements

Corridor	Improvement Description	Length
Maple Avenue	Sidewalk improvements are recommended along Maple Avenue to connect residents to downtown Warwick. Streetscape improvements, such as pedestrian signage and curb extensions, are recommended along Maple Avenue to mitigate traffic speed.	5250 feet
Colonial Avenue	Sidewalk and streetscape improvements are recommended from Forester Street to the Village boundary to mitigate traffic speed and create a safe connection for residents traveling to the Village.	2910 ft.
Grand Street	Sidewalk improvements are recommended from Maple Avenue to the Village boundary near Laura Lane. A crosswalk installation is recommended at Fairview Avenue and Woodside Drive.	

Corridor	Improvement Description	Length
West Street	School. Sidewalk and streetscape improvements are recommended to connect downtown Warwick to Warwick High School and Middle School. With coordination with the Village, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor	3200 ft.
Oakland Avenue	Sidewalk improvements are recommended along Oakland Avenue from Main Street to the Village boundary. Streetscape improvements are recommended along Colonial Avenue to mitigate traffic speed.	2800 ft.
Galloway Road	Sidewalk improvements, including crosswalk installations are recommended from Oakland Avenue to the Village boundary just east of Hawthorne Avenue. After new sidewalk improvements are made, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor.	3720 ft.
Forester Avenue	Sidewalk improvements are recommended along this route to connect Galloway Road to Colonial Avenue, thus creating a safe route to Veterans Memorial Park and Park Avenue Elementary School. After new sidewalk improvements are made, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor.	3900 ft.
Park Avenue / Park Place / Park Way / Burt Street	Sidewalk improvements and installations are recommended on Park Avenue to connect South Street to Galloway Road, thus creating a safe corridor adjacent to Park Avenue Elementary School.	2490 ft.
Southern Lane / Carol Drive	Sidewalk installations are recommended along Southern Lane and Carol Drive to create a safer pedestrian connection to downtown Warwick from the adjacent neighborhoods.	1720 ft.
Park Lane	Recommendations for Park Lane include the installation of a shared-use path or a bike boulevard along this section. Streetscape improvements, such as a bike boulevard, are recommended along Park Lane in front of Park Lane Apartments to mitigate traffic speed and create an environment that is conducive to pedestrian traffic. The improved route would provide a safe connection between Stanley Deming Park and Veterans Memorial Park.	1180 ft.

Corridor	Improvement Description	Length
Memorial Park Drive	A shared-use path is recommended along the entire length of Memorial Park Drive to create a safe route for pedestrians using the park.	2950 ft.

Intersection improvements: This type of improvement will be implemented as a traffic calming measure that will create a safer environment for all user types within the Village. The traffic calming measures will include visual cues, such as signage, crosswalks, speedhumps, and curb extensions to reduce vehicular speed when drivers enter certain corridors, such as main streets and school zones.

[Table 2] Intersection Improvements

Corridor	Improvement Description
Maple Avenue & Colonial Avenue	This intersection is one of the main junctions within the Village of Warwick. It poses a unique challenge in that it is currently designed with a center island and it is directly adjacent to another intersection (Colonial & Forester Avenues). Additionally, crosswalks should be reoriented at this intersection.
Colonial Avenue & Forester Avenue	An intersection improvement is recommended at this location due to the difficulty of making a left turn onto Colonial Avenue from Forester Avenue.
High Street & Forester Avenue	An intersection improvement at this location
West Street & Oakland Avenue & Main Street	This three-road intersection poses a unique challenge considering it is situated directly adjacent to a small bridge and an active railroad line on Oakland Avenue.
Galloway Road & Overlook Road	Galloway Road traffic does not have to stop for cars exiting Overlook Drive, however, they are enforced to yield to pedestrian traffic at the mid-block crossing and bus stops. Installing additionally signage and a facility such as a RRFB ¹ would increase safety for pedestrians crossing at this location and it would help this route become eligible for designation as a Safe Routes to School (SR2S) corridor.
Galloway Road & Hawthorne Avenue	An improvement at this intersection, such as the installation of sidewalks and crosswalks, could help this route become eligible for designation as a Safe Routes to School (SR2S) corridor.

¹ A rectangular rapid flash beacon (RRFB) is a crosswalk enhancement that is used to improve safety at an uncontrolled, marked crosswalk.

Parking Recommendations

There are multiple municipal parking lots and on-road parking options within the Village of Warwick that residents deem sufficient most of the time.

A survey found that 53% of residents think there is sufficient parking in the Village's central business district except for peak periods of demand². About 35% of respondents stated that they don't think there is enough parking in general and 7% said there is enough all the time. Some commenters stated concerns regarding metered parking and how they believe it poses an issue regarding ticketing, especially for those residing in the Village, the lack of handicap parking, and the influx of people parking on the weekends versus the weekdays.

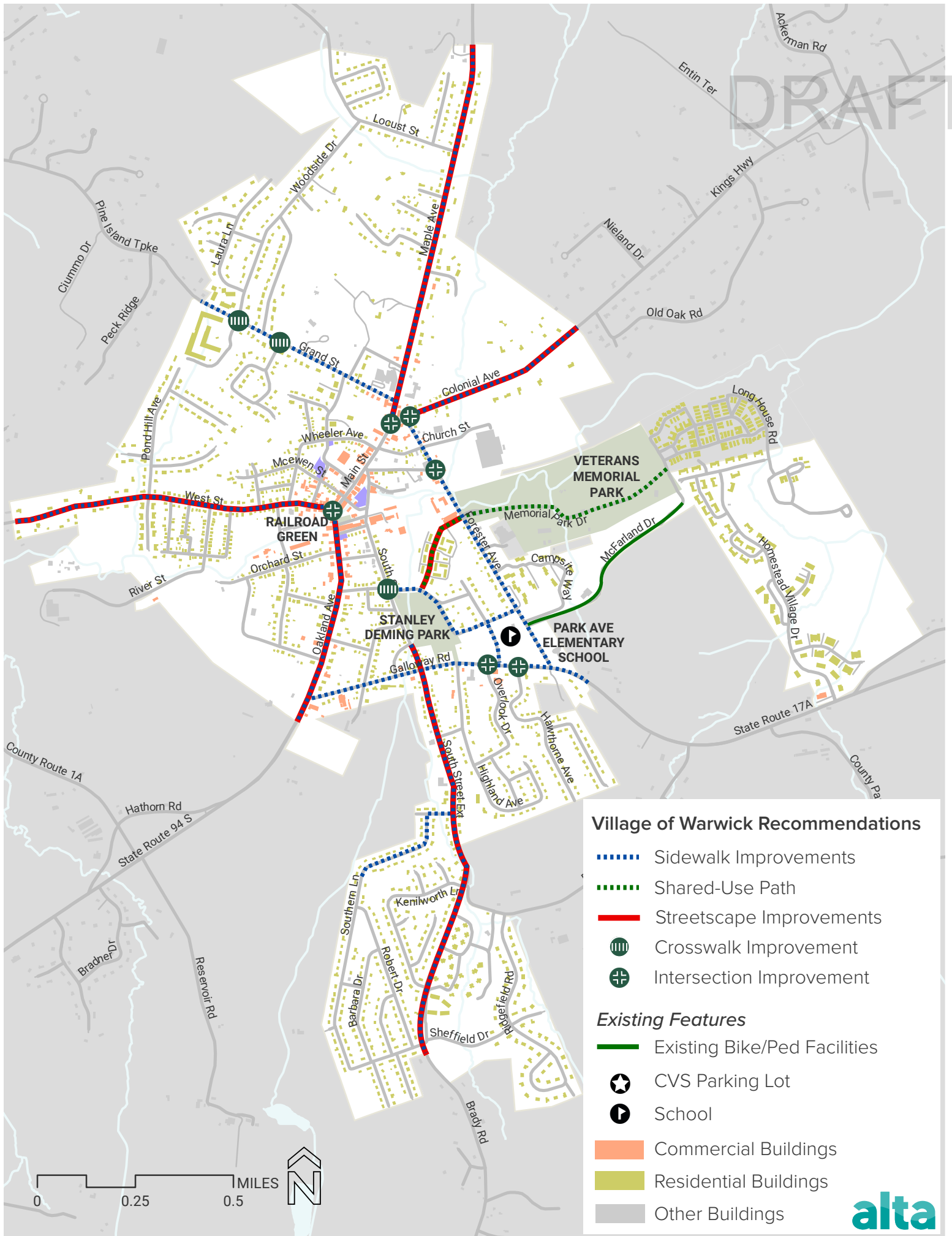
In the previous planning documents a parking garage installation was recommended to combat the perceived lack of parking. While a parking garage may resolve those issues, the cost could potentially outweigh the benefits. For instance, the cost of one parking space in a surface lot is approximately \$10K - \$15K. A parking space in a parking structure, such as a parking garage, may cost two to three times that amount for one parking space.

Alternatively, small surface parking lots could address the need for flexible parking spaces that are only needed at high-peak times, such as weekends and events. Shared parking facilities, such as the lot at CVS on Main Street, can also have a positive impact on parking within the Village. Essentially, a shared parking lot involves an agreement between the Village or Town and the business that owns the lot. During non-peak or closed hours, these lots that would typically be virtually empty become municipal lots.

Additionally, the Village could provide "off-site" parking for large community events, such as the Warwick Apple Fest, and on weekends when the parking demand is higher than usual. The "off-site" lot would be coupled with a shuttle service that operates for an extended amount of time and runs on a schedule. There could be a fee associated with parking in the lot or using the shuttle service to offset the operating cost for the Village.

² Peak periods of demand include events such as the Warwick Apple Fest that can see an influx of thousands of visitors in one day.

DRAFT



VILLAGE OF WARWICK COMPREHENSIVE PLAN
RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021

Introduction

The Village of Warwick Community Survey was conducted in order to collect data on current life in Warwick as well as to provide residents and visitors with a platform to share their input on the future of the Village. To date, 826 surveys were completed. Respondents were predominately residents of the Village of Warwick (65.09 percent) with residents of the Town of Warwick and other surrounding areas making up the remainder. Respondents answered a variety of questions about the quality of life in Warwick as well as what could be improved. The responses highlighted a handful of major themes. These included the importance of community and quality of life, issues related to walkability, parking and the importance of environmental sustainability.

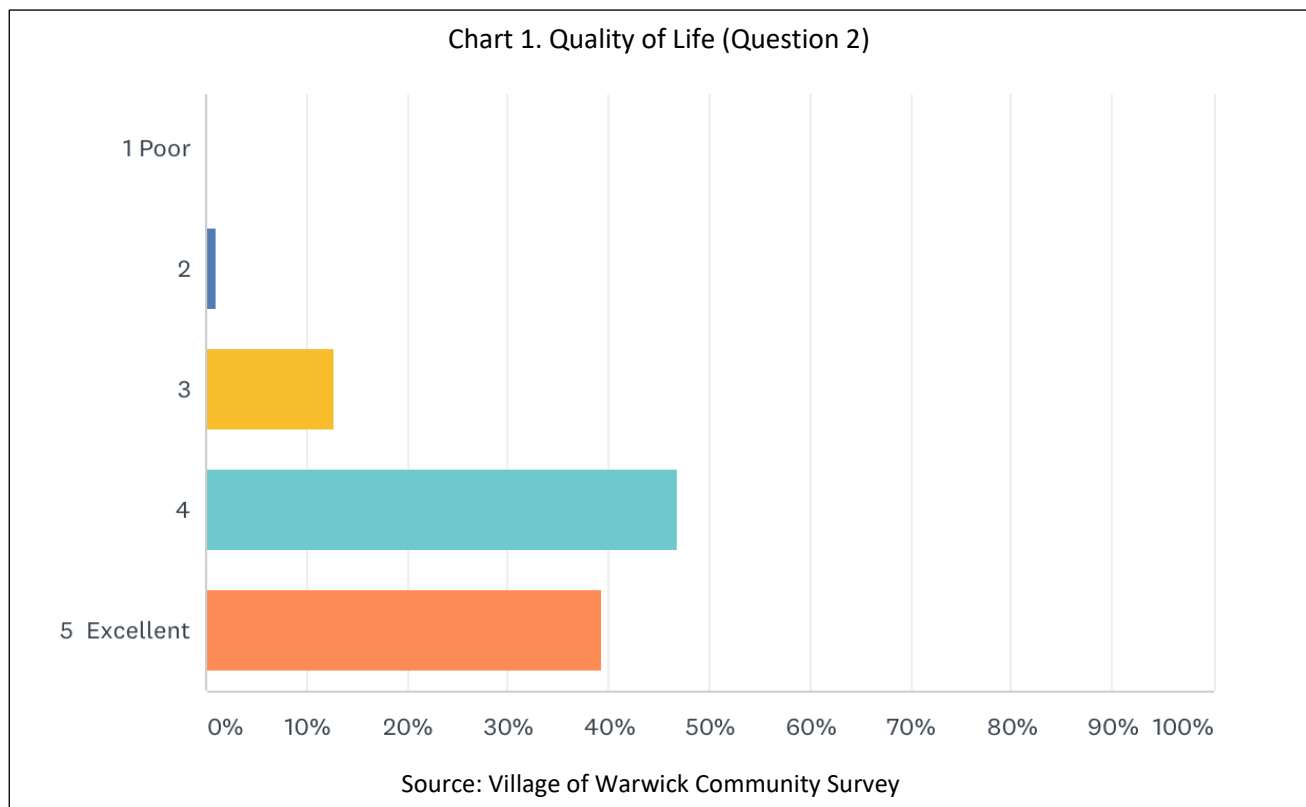
NOTE: you can also look at the survey results directly via Survey Monkey:

All results: <https://www.surveymonkey.com/results/SM-RS8GCCJ99/>

For village residents only: <https://www.surveymonkey.com/results/SM-9RTWB2599/>

Sense of Community and High Quality of Life

Maintaining the sense of community and high-quality of life that comes with living in a small town was a recurring theme throughout the survey. The high quality of life found in the Village of Warwick was apparent when respondents were asked to rate their overall quality of life on a scale from one to five.



VILLAGE OF WARWICK COMPREHENSIVE PLAN
RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021

The overwhelming majority of survey respondents consider themselves to have a high quality of life with roughly 86 percent rating their quality of life at either four or five out of five. Only about 1 percent of respondents rated their quality of life at a one or a two.¹

Respondents were then asked to provide more detail on the contributing factors to their quality of life by listing the three things they liked most about the Village. Figure 1 illustrates the results with the size of the words indicating the number of mentions in the responses.

Figure 1. Word Cloud of Responses for Things that People Like about the Village (Question 3.)



Many of the most popular responses referenced things that can be tied to a sense of community and small-town feel such as “people” and “local”. There were also frequent mentions of the many things to do in the Village including shopping, restaurants, and parks.

There was substantial overlap between things that contribute to quality of life and the places and activities that make the Village fun. Figure 2 shows the responses to this question in the form of a word cloud.

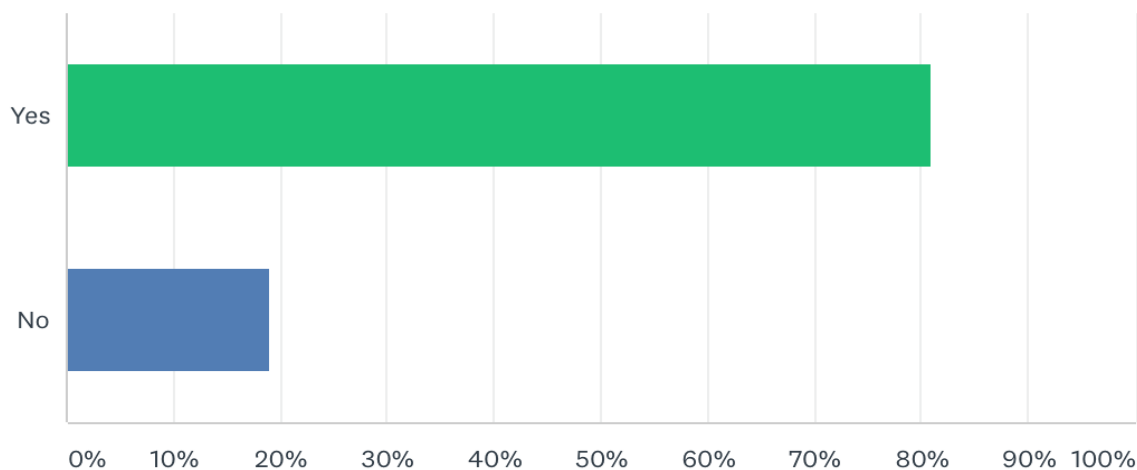
¹ Community Survey (<https://www.surveymonkey.com/results/SM-RS8GCCJ99/>)

VILLAGE OF WARWICK COMPREHENSIVE PLAN
RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021

Figure 2. Things that Make the Village Fun (Question 18).
Main Street Christmas open space time School take s things
Stanley Deming small also love walk summer concerts
Closing Main Street memorial park street eating area fun different
Applefest concerts Railroad Green restaurants shops drive
kids food festivals well enjoy see many variety
Railroad Green Halloween parade activities
farmer s market parades businesses town wonderful
Warwick Outdoor concerts farmers market
summer concert series events lots village
Historical Society restaurants nice love feel parks
farms concerts Apple Fest library arts shops place
great residents walking community events community
sidewalk sales playground weekends music built good new
people beautiful shops restaurants green local green spaces
Lewis Park programs live even etc need outdoor dining
walking village summer Stanley Demming family excellent stores bike going
cafes Stanley Deming Park neighbors dining visit live music really

Restaurants, shops, and events such as the farmers' market, concerts, and parades were some of the most frequently mentioned fun activities or places. There were also many references to Warwick's

Chart 2. Adequate Open and Recreational Spaces (Question 9)

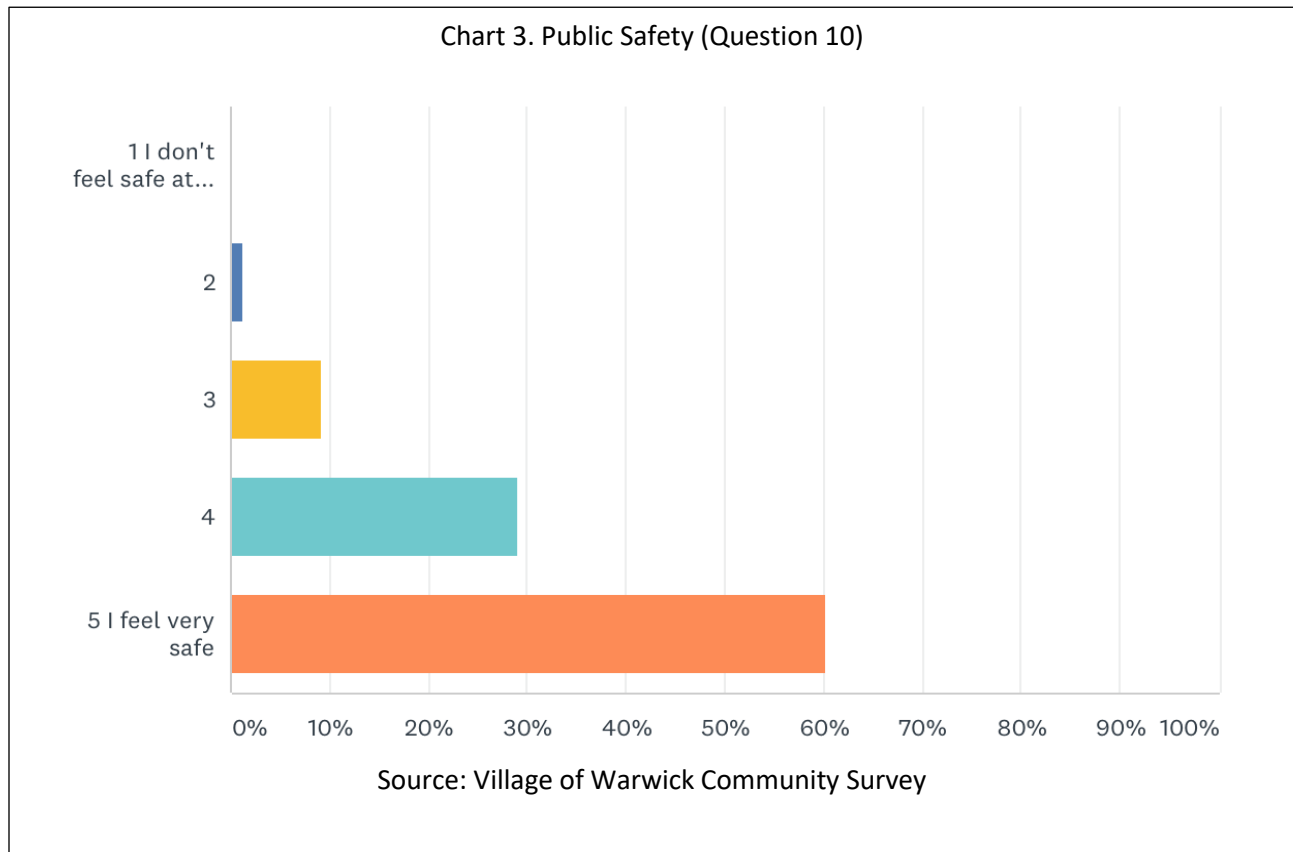


Source: Village of Warwick Community Survey

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RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021

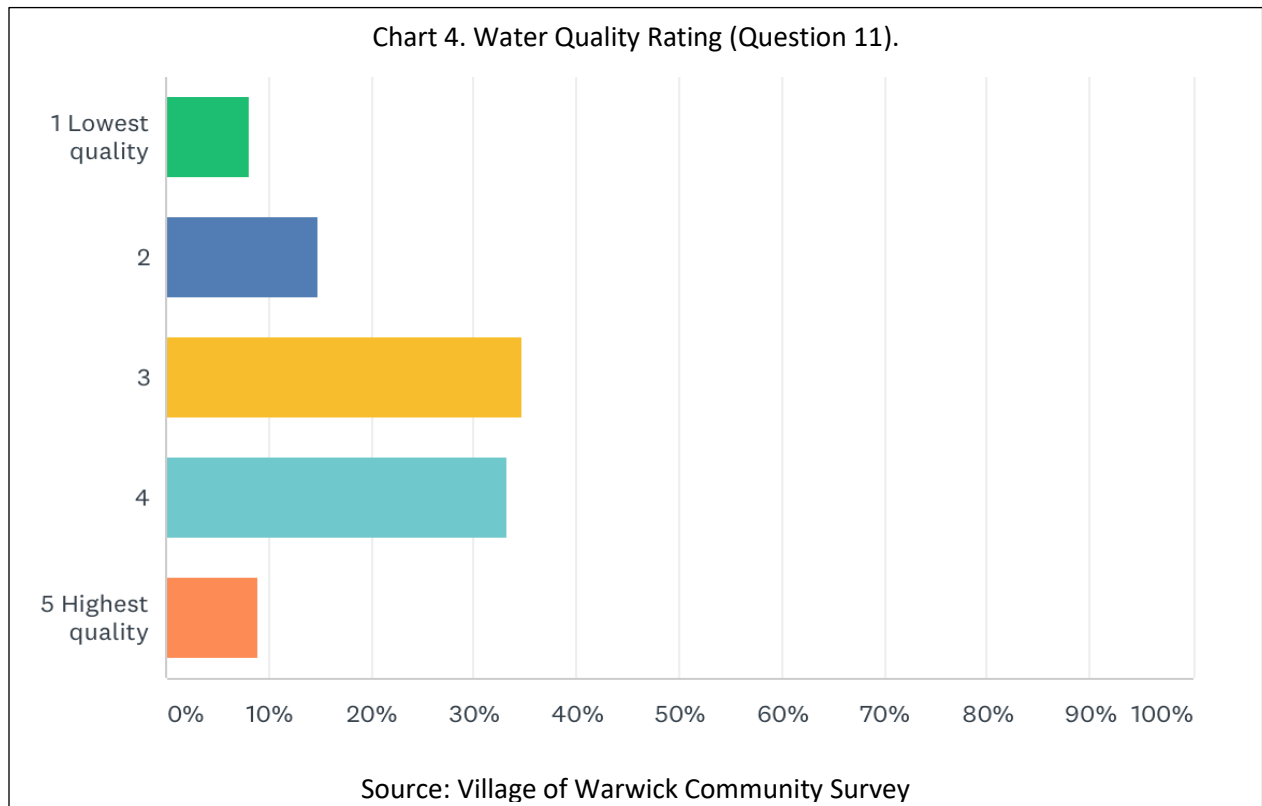
numerous parks. As shown in Chart 2, About 81 percent of respondents reported being satisfied with the current open and recreational spaces in the Village.

Public safety was also seen to be a benefit associated with the Village. About 89 percent of respondents rated Warwick's public safety at four or five out of five. (See Chart 3.)



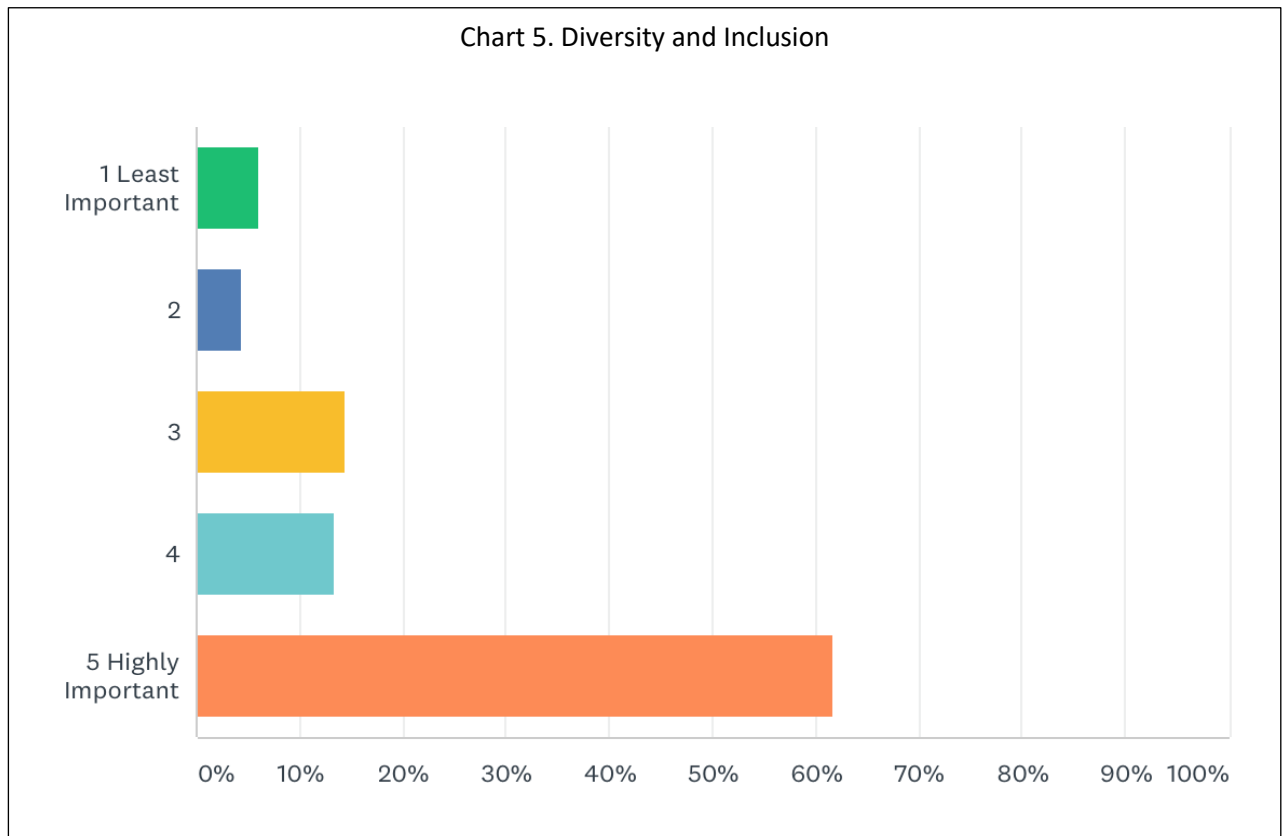
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RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021

An area where the Village of Warwick has room for improvement is its water quality. As shown in Chart 4, when asked to rate the water, respondents had a wide range of opinions. The most common rating (out of five) for water quality was a three (34.66 percent) with only 9.02 percent rating it a five and only slightly fewer (8.12 percent) rating it a one.



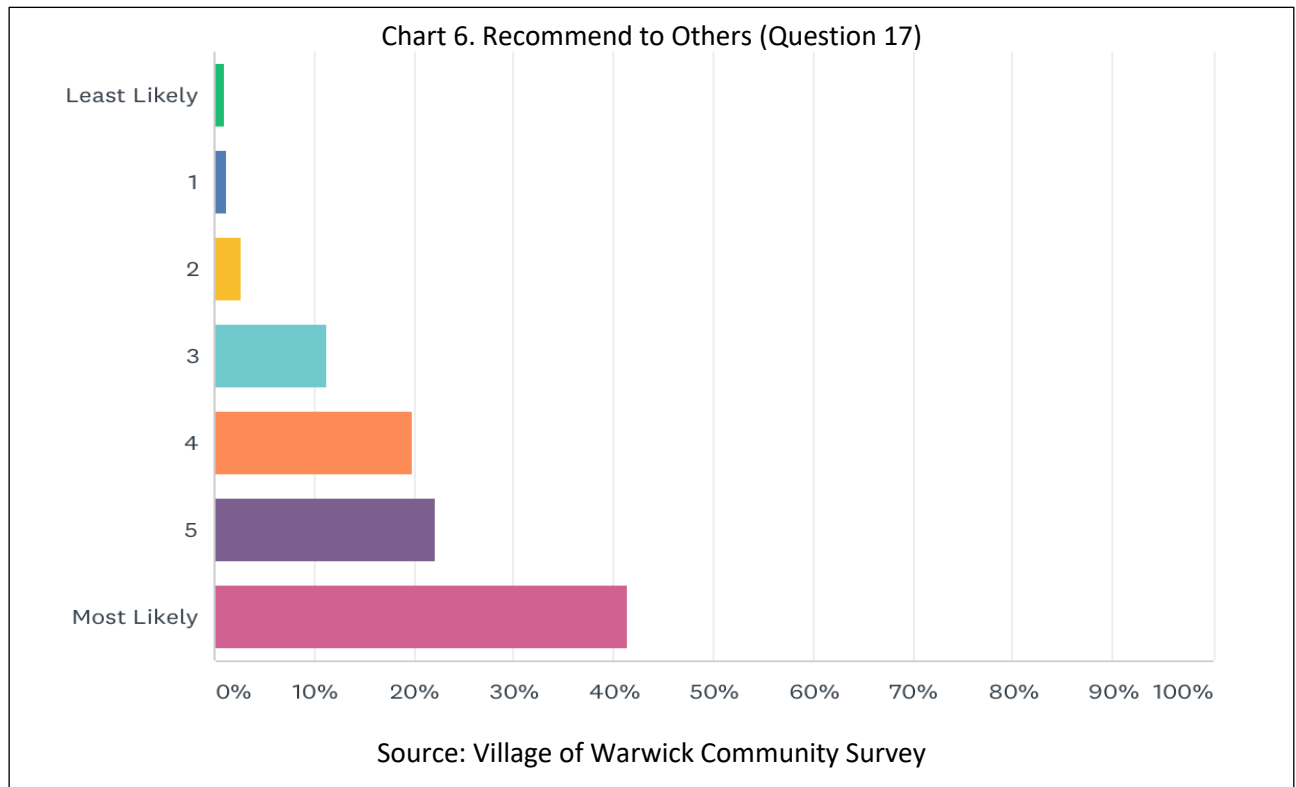
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Inclusivity is an essential part of maintaining a sense of community. Roughly 62 percent of respondents indicated that diversity and inclusivity are highly important to them. However, slightly more than 10 percent of respondents rated the importance of diversity and inclusivity at only a one or a two.



VILLAGE OF WARWICK COMPREHENSIVE PLAN
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Unsurprisingly, given the high quality of life and many positive aspects of the Village, most respondents recommend Warwick as a place to live. More than 83 percent of respondents selected a four or above when asked if they would recommend living in the Village to others.



VILLAGE OF WARWICK COMPREHENSIVE PLAN
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Walkability

Even though walkability is regularly cited as one of the assets of life in the Village, the survey responses on walkability were a mixed bag. The majority of respondents rated walkability as a three or four but almost 20 percent ranked it at only a one or a two.

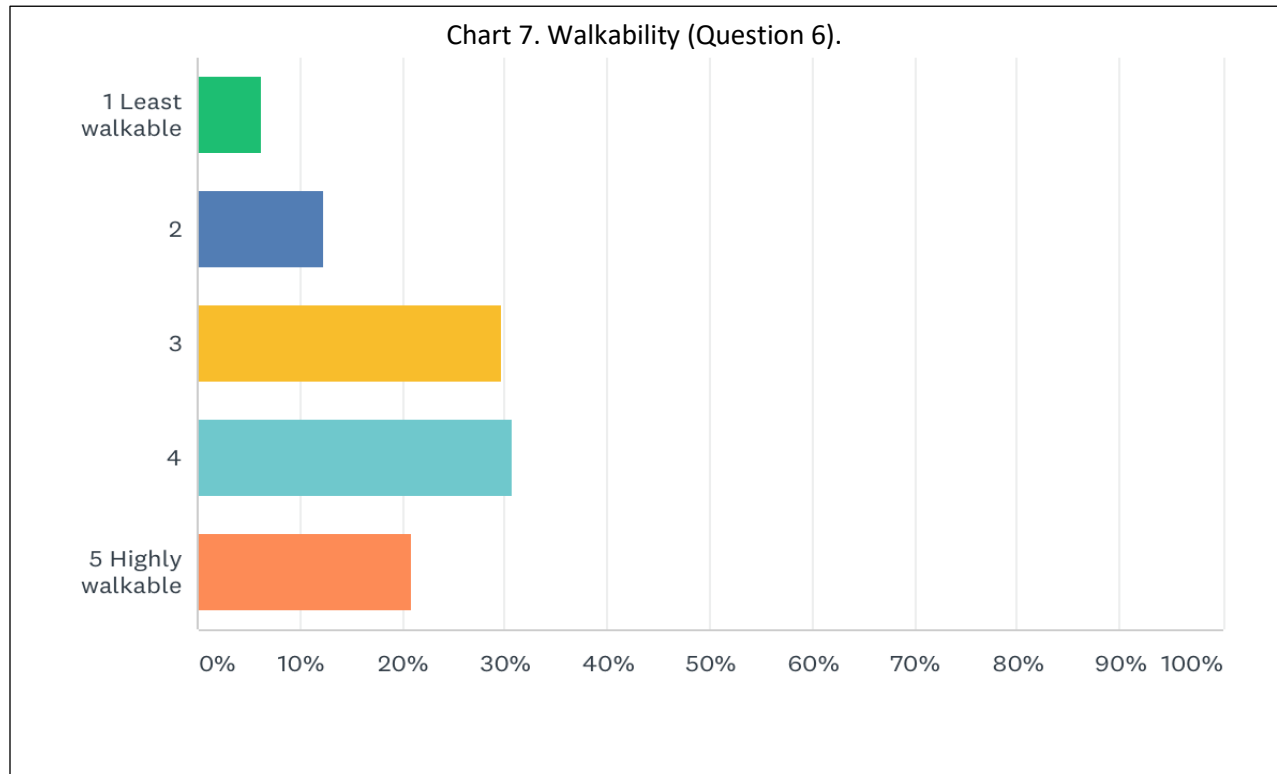


Figure 3 displays the survey responses to question 7, in which people were asked to list places in the Village to which they usually walk or bike. Continuing the theme of appreciation of the Village of Warwick's various public outdoor spaces, parks are one of the most popular places that respondents reported walking or biking to. Walking or biking to Main Street and the downtown Village area was also a popular response.

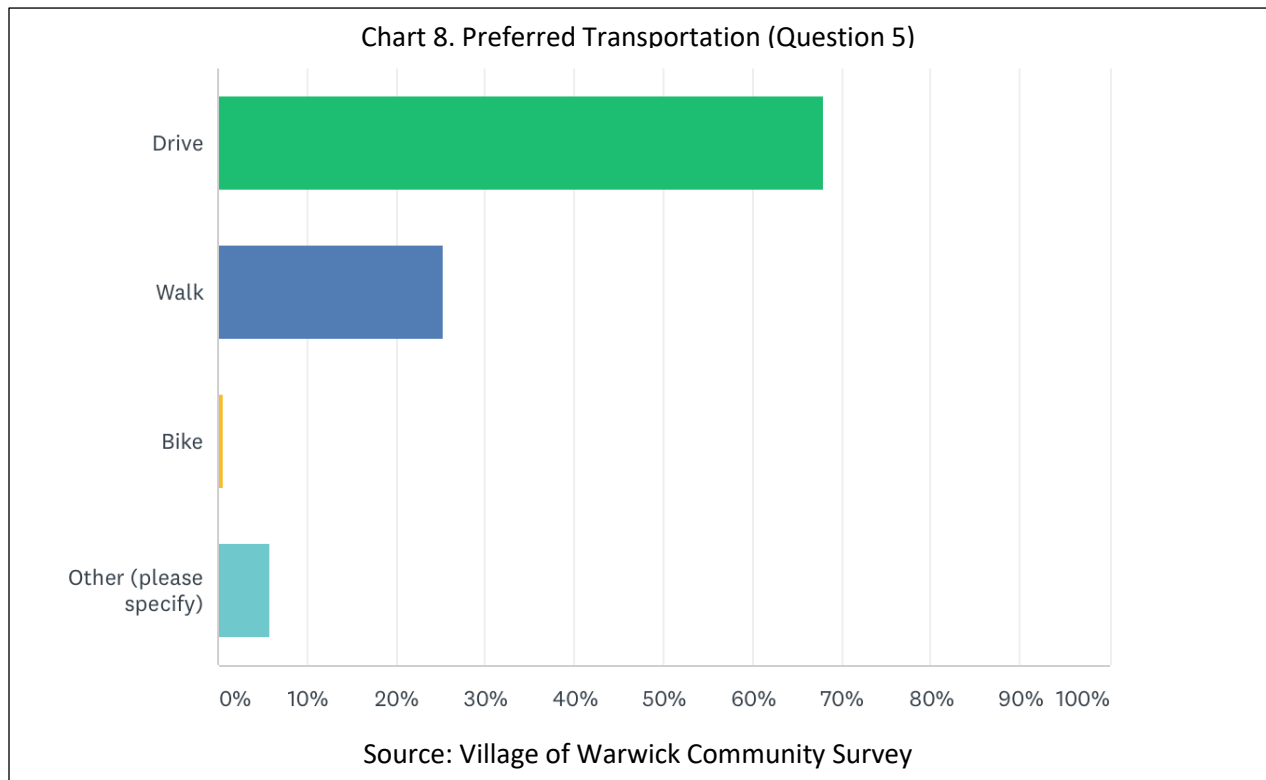
VILLAGE OF WARWICK COMPREHENSIVE PLAN
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Figure 3. Word Cloud of Responses for Places to which People usually Walk or Bike (Question 7).

pharmacy dentist hospital Akins church dog around town live
high school Wadesons Railroad Ave along
Main Street Railroad NA local occasionally Warwick Grove
Homestead Village Farmer s Market friends homes West Street
Kings Highway Lewis Park Larry s deli Railroad Green Grappa
Stanley Deming house cafes roads
Restaurants shops Frazzleberries
Stanley Deming Park None stores walk around
Main St don t post office Tuscan Cafe town
Central Business District shops Ave Stanley Demming
walk market Main Street green library dangerous
park Newhards restaurants street stanley demming
Memorial Park Street Stanley Deming downtown
Park Ave School village Coffee shops farmers market
drug stores CVS galloway shops restaurants businesses
bank drive Stanley Demming St Warwick streets
bike Craft Beer Cellar area Wickham Lake stores restaurants
Walk dog Veterans Memorial Park CVS Akins
Restaurants bars Dunkin Donuts walk bike lot south street
near neighborhood playground Main Street Stanley anywhere
school etc Park Ave Stanley concerts N exercise mile Main home center

VILLAGE OF WARWICK COMPREHENSIVE PLAN
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Even though, the Village is considered walkable, driving is still the primary method of transportation. About 68 percent of respondents said they typically drove to destinations in the Village while only about 25 percent reported walking.



As would be expected, Village Residents tended to walk more than other. When responses were disaggregated by residence, only 57.38 percent of village respondents listed driving as their primary method of transportation while 33.83 percent reported walking. (See Chart 9.) This was the only survey response that showed an appreciable difference between Village and Town residents.

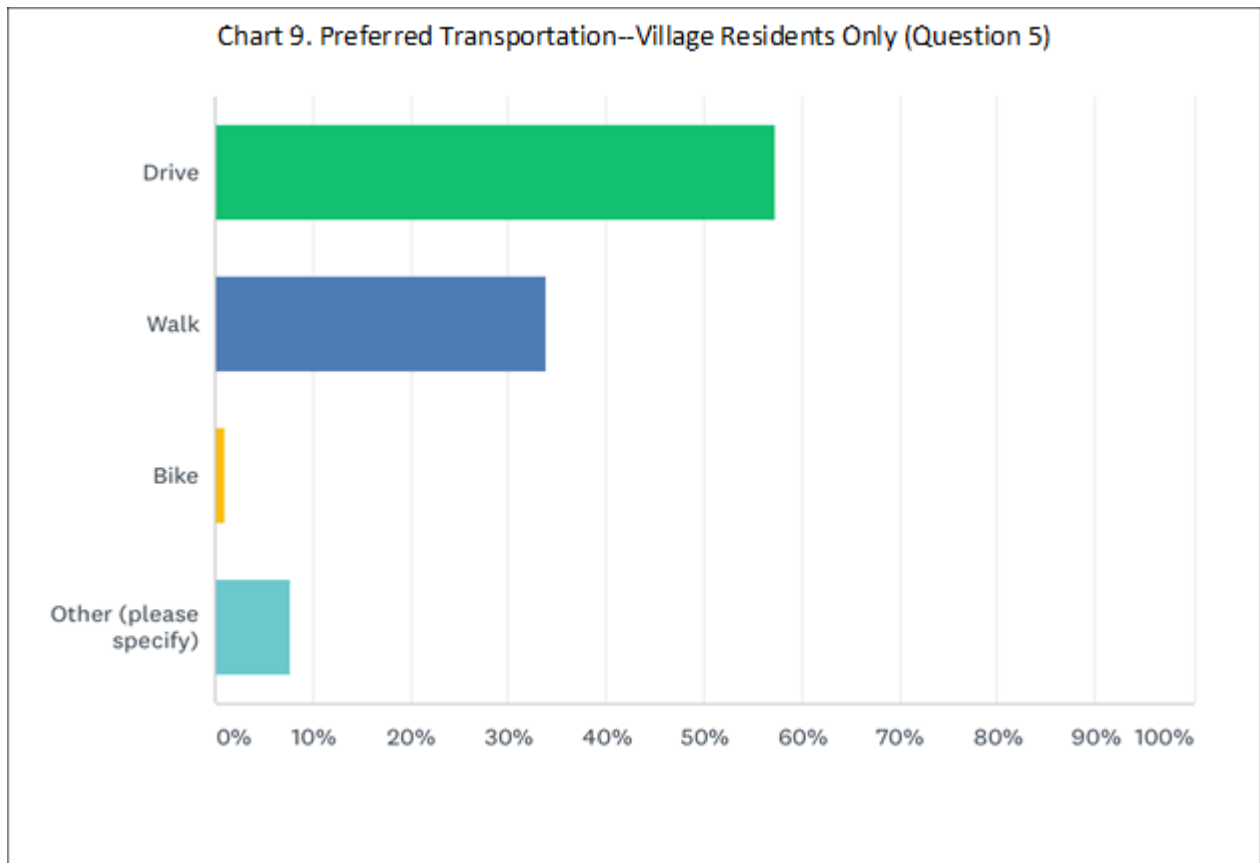
It is worth noting that walkability seems to be constrained by infrastructure. Among the respondents that selected “other” in Chart 8, the most frequently mentioned problem was the inadequacy of the sidewalks.

The safety of existing sidewalks as well as the complete lack of sidewalks on some streets is a significant problem in the Village of Warwick. When respondents were asked whether they ever walked or biked a longer route out of concern for their safety, about 66 percent of people responded either “yes” or “sometimes”.

Nonexistent or poorly maintained sidewalks are even more of a problem for the elderly, people in wheelchairs, and families with strollers. In survey question 16, respondents were asked to share any ADA accessibility concerns and the dangerous state of many Village sidewalks was frequently mentioned. There were numerous references to sidewalks deteriorated to the point where people in wheelchairs had to go

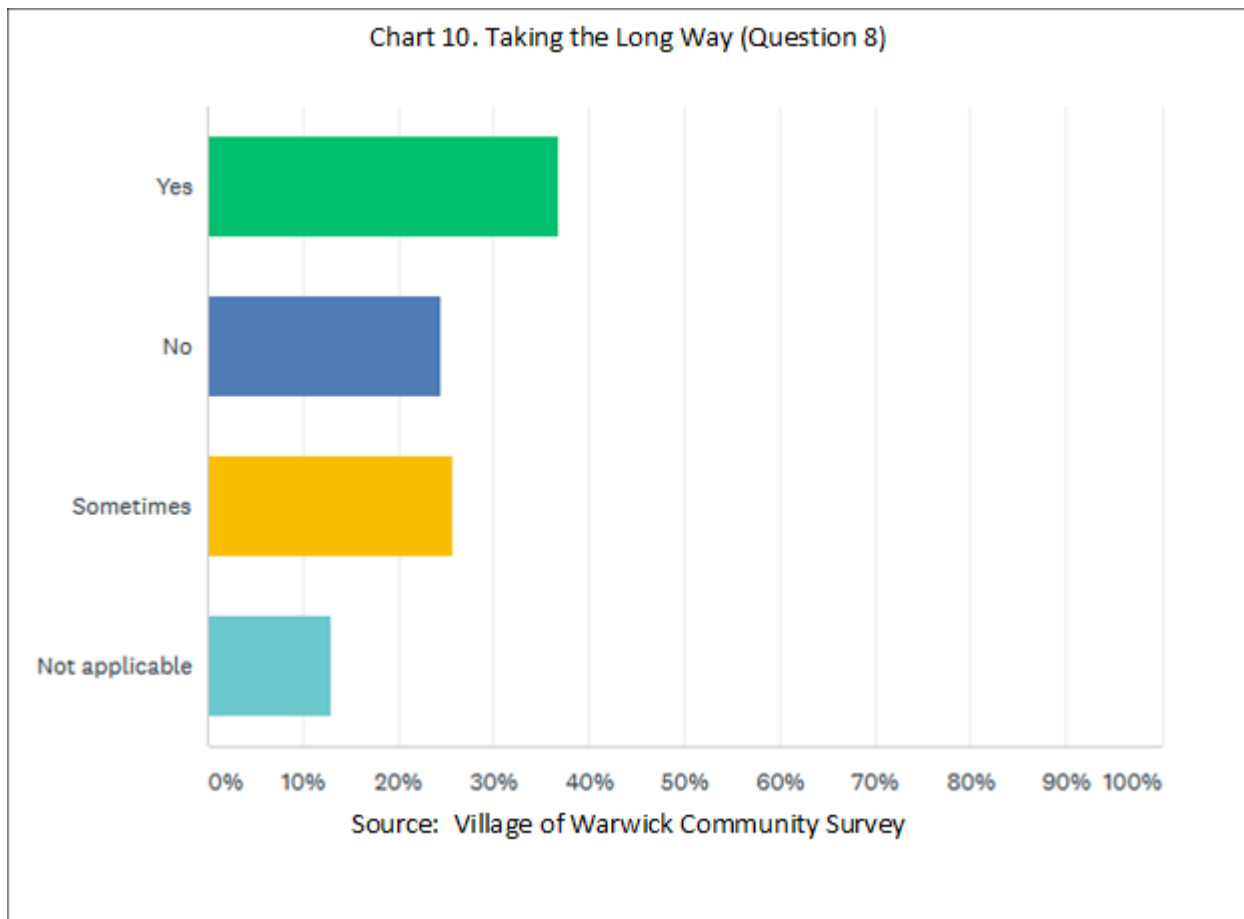
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in the street alongside cars. Several responses also mentioned that some businesses in the Village were not handicap accessible (lack of ramps, etc.).



Traffic congestion may also present some constraints for walkability in the Village. For example, Question 8 on the survey asked if respondents tended to take the “long way” to avoid dangerous roads and intersections. Approximately 60 percent said either yes or sometimes. (See Chart 10.)

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Parking

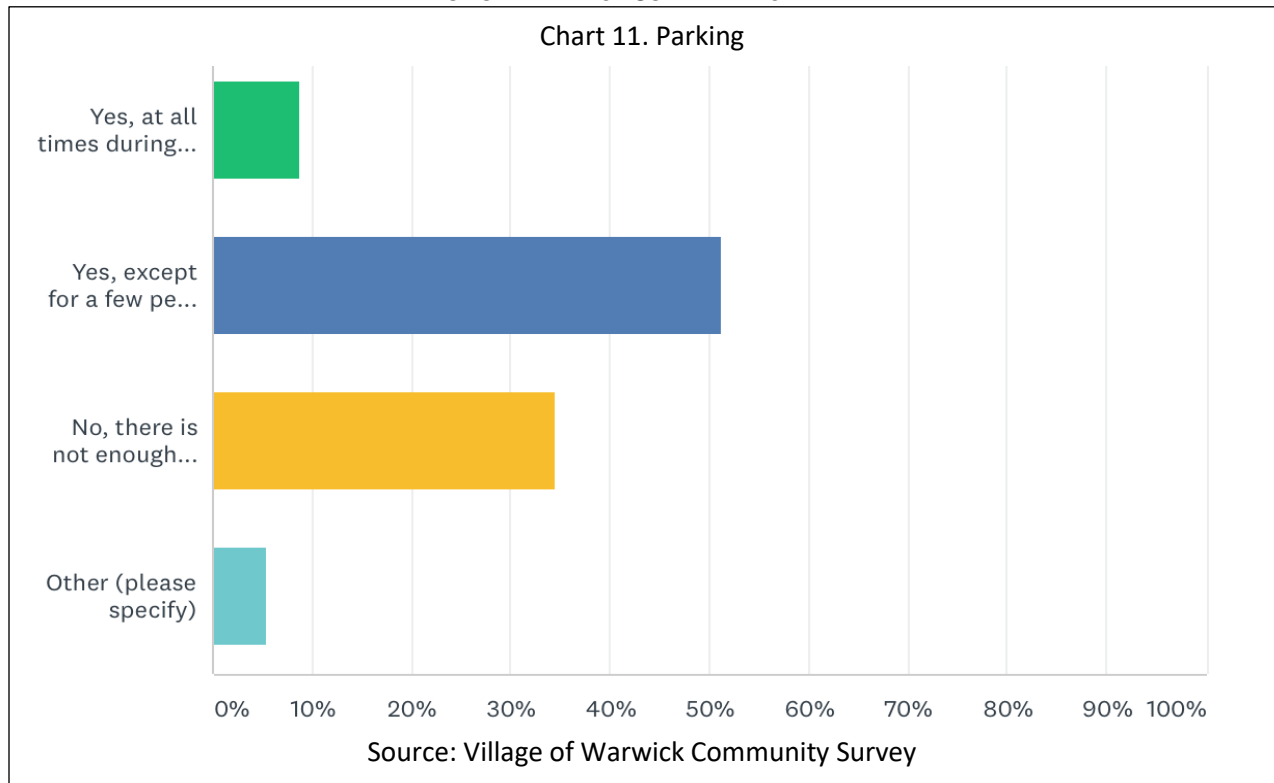
As can be seen in Figure 4, parking, or the lack thereof, were frequently mentioned when respondents were asked to list their least favorite things about the Village of Warwick. Traffic and dangerous sidewalks were also popular complaints.

Figure 4. Word Cloud Responses for Least Favorite Things about the Village (Question 4).



Source: Village of Warwick Community Survey

When asked about the parking situation in more detail, responses were more favorable. Almost 60 percent of respondents held that current parking was always adequate or adequate with the exception of peak times (weekends, restaurant hours, etc.). On the other hand, more than a third of respondents said there was not enough parking in the Village. In addition, several responses under “other” indicated the need for more handicap parking.

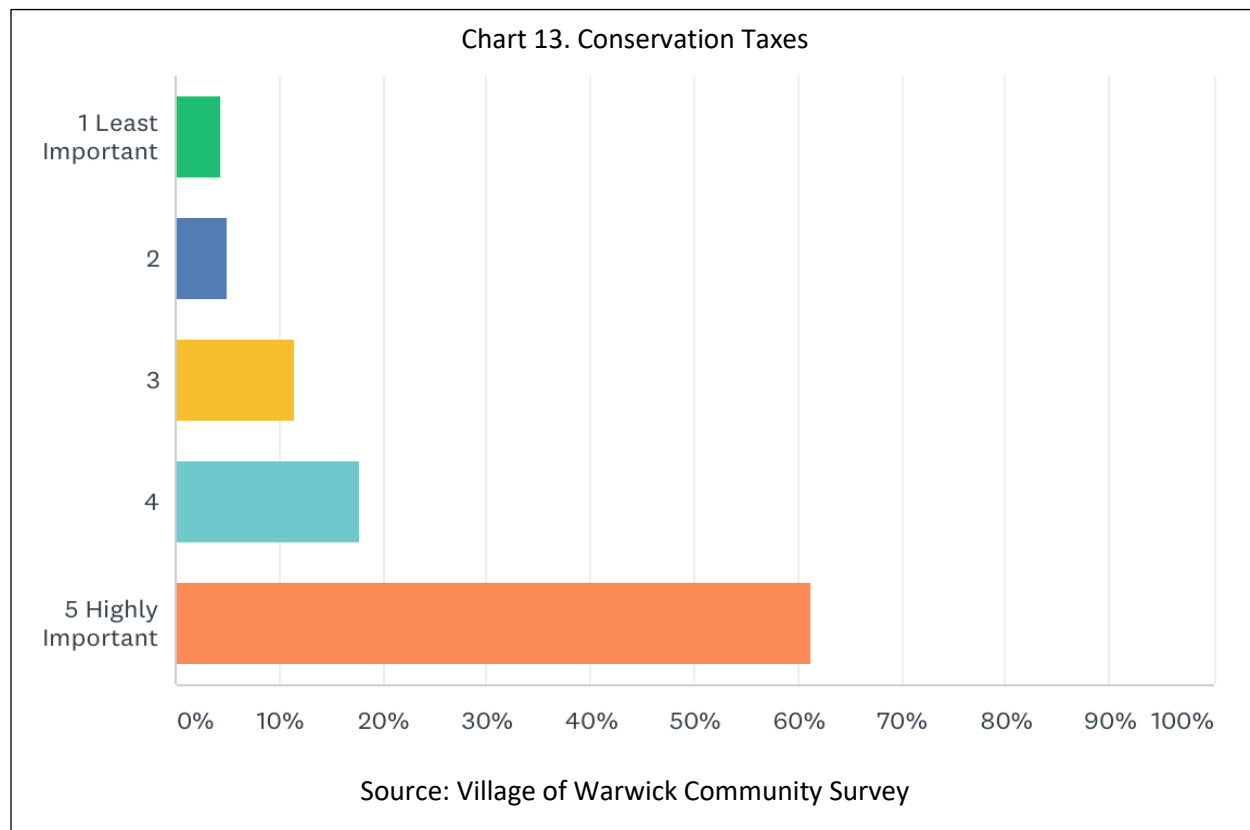
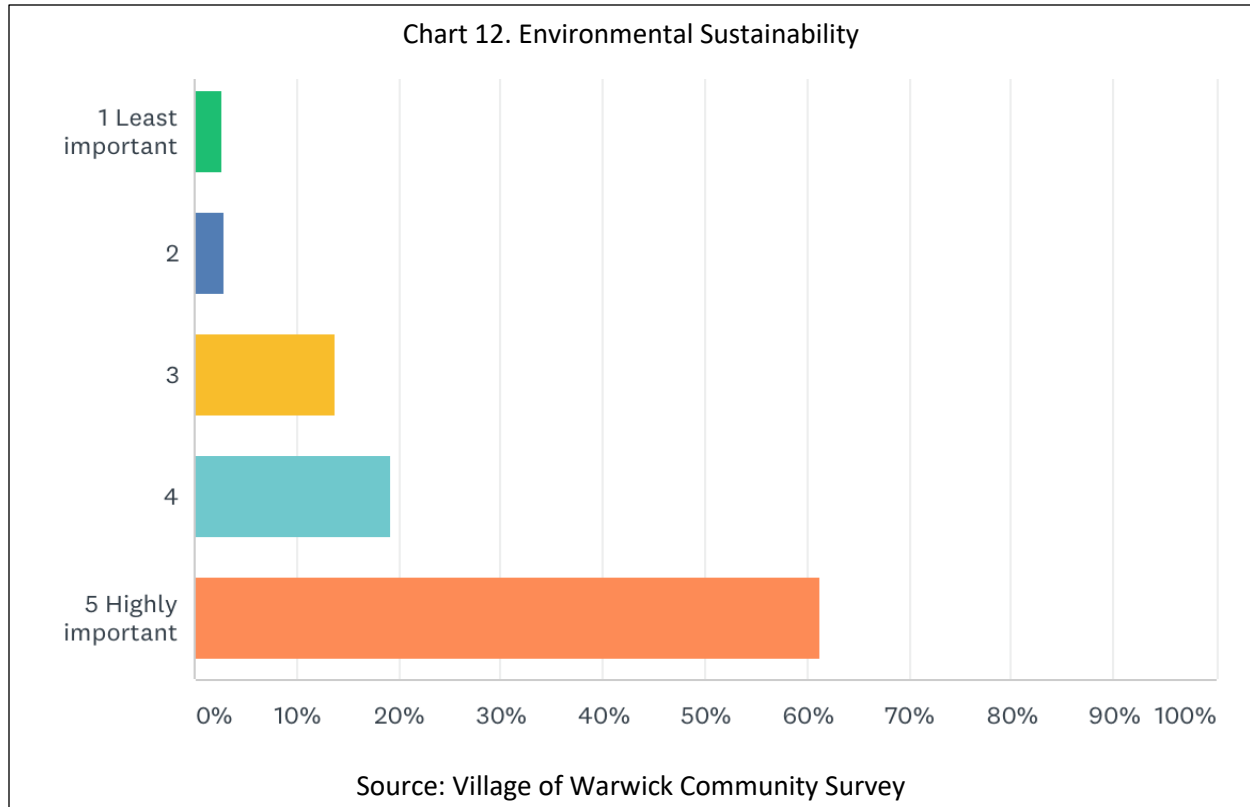


The Importance of Environmental Sustainability

Based on the results of the survey, the residents and visitors of the Village of Warwick overwhelmingly support keeping environment sustainability in mind during future development. When asked to rate the importance of prioritizing environmental stability in development, about 81 percent selected either four or five out of five.

Respondents also strongly supported the use of tax money to preserve conservation land and green spaces in the village. About 79 percent of people selected either a four or five.

VILLAGE OF WARWICK COMPREHENSIVE PLAN
RESULTS OF COMMUNITY SURVEY AS OF AUGUST 19, 2021



VILLAGE OF WARWICK COMPREHENSIVE PLAN
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Demographic Overview

The following section provides an overview of the demographic characteristics of the Village of Warwick in 2020. The demographic analysis is divided into three parts – population, households, and housing. The population section tracks changes in total population as well as the age of the population. Households and housing are distinct categories with the household data providing information on household numbers, size, and annual growth rates. The housing section focuses on the growth in housing stock as well as the portion of housing units that are owner occupied.

Demographic data from the Town of Warwick, Orange County, and the NYC Region (includes NYC and Long Island as well as parts of New York State, Connecticut, New Jersey, and Pennsylvania) are also included to provide points of comparison. The tables below use data from 2010 and 2020 to track changes over time. The 2010 numbers are US Census counts while the 2020 data is sourced from ESRI Business Analyst.

Population

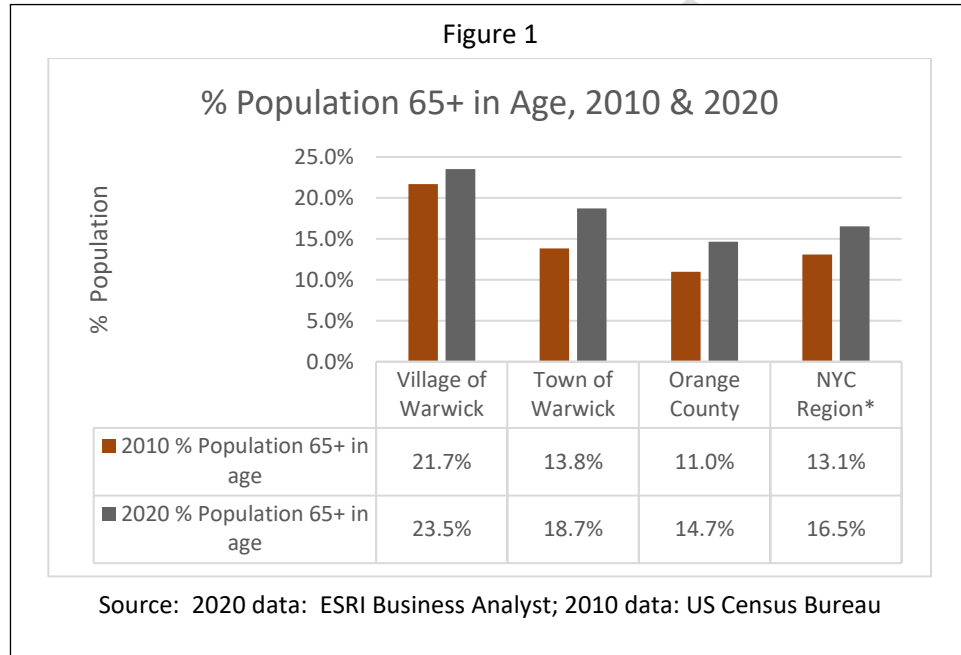
Table 1. Demographic Overview (Population) of the Village of Warwick, 2010-2020				
Population Characteristics:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2010 Total Population	6,762	32,079	372,876	20,866,507
2020 Total Population	7,063	33,438	394,613	21,580,264
% Change, 2010 to 2020	4.5%	4.2%	5.8%	3.4%
2020 Population Density (Pop per Square Mile)	2,921.5	330.0	486.2	1,898.3
2010 Median Age	46.2	43.2	36.5	37.7
2020 Median Age	47.5	45.7	37.3	39.2
2010 % Population 65+ in age	21.7%	13.8%	11.0%	13.1%
2020 % Population 65+ in age	23.5%	18.7%	14.7%	16.5%
Source: 2020 data: ESRI Business Analyst; 2010 data: US Census Bureau				

The Village of Warwick, the Town of Warwick, Orange County, and the NYC Region all experienced population growth from 2010 to 2020. The Village of Warwick saw 4.5% increase in population over the ten-year period. The population growth of the Village of Warwick was roughly in line with the town,

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county, and region. The Village population was slightly higher than the Town of Warwick (4.2%) and the NYC Region (3.4%) but fell short of the 5.8% population increase seen in Orange County.

The Village and Town of Warwick both have median ages in the mid-forties while the median ages in Orange County and the NYC Region are in the late thirties. Despite the similar median age of the Village and Town, the Village has by far the greatest proportion of people over 65 at 23.5%. (See Figure 1.)



Households

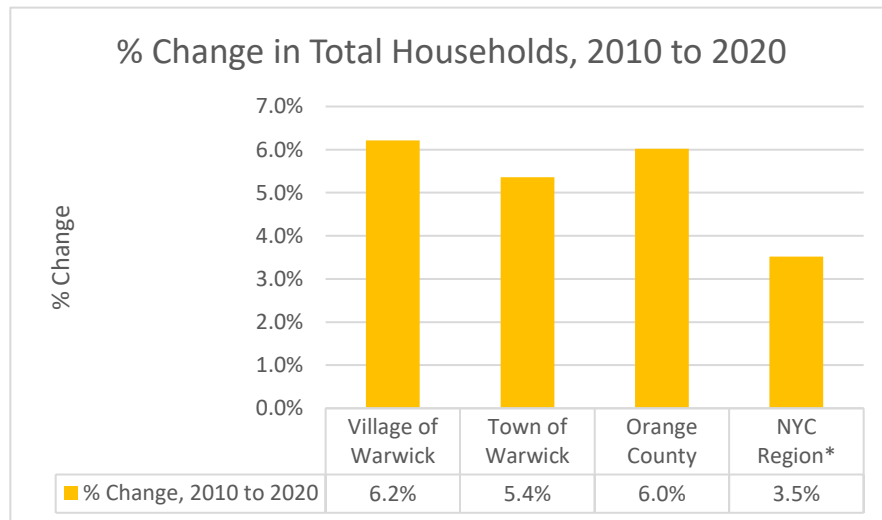
The Village of Warwick saw the largest increase in total households at 6.2 percent. As shown in Figure 2, the Town of Warwick and Orange County were close behind at 5.4 percent and 6.0 percent while the NYC Region only experienced a 3.5 percent increase.

Although the Village underwent the greatest increase in households, it has the smallest average household size at 2.26. Looking back to the population characteristics in Table 1, the smaller household size could be due to almost a quarter of the population being over the age of 65, who are unlikely to have children in the household and probably live in households of one to two people (alone or with a spouse).

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Table 2. Demographic Overview (Households) of the Village of Warwick, 2010-2020				
Household Characteristics:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2010 Total Households	2,896	11,835	125,925	7,631,053
2020 Total Households	3,076	12,469	133,510	7,899,578
% Change, 2010 to 2020	6.2%	5.4%	6.0%	3.5%
2020 Average Household Size	2.26	2.62	2.87	2.67
2000-2010 Households: Annual Growth Rate	0.96%	0.92%	0.93%	0.38%
2000-2010 Families: Annual Growth Rate	0.00%	0.66%	0.80%	0.15%
2010-2020 Households: Annual Growth Rate	0.59%	0.51%	0.57%	0.34%
2010-2020 Families: Annual Growth Rate	0.98%	0.35%	0.45%	0.21%
Source: 2020 data: ESRI Business Analyst; 2010 data: US Census Bureau				

Figure 2



Source: ESRI Business Analyst.

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The Village of Warwick has also maintained a slightly higher household annual growth rate than the Town, County, and Region since 2000. From 2000 to 2010 the Village had a household annual growth rate of 0.96%. In the following decade, the Village rate fell to 0.59%. The Town of Warwick, Orange County, and the NYC Region all saw drops of a similar magnitude indicating that the cause of the slowing household growth rate was not specific to the Village of Warwick. Another metric of interest is the families annual growth rate. From 2000 to 2010, the families annual growth rate in the Village was 0.00% while the Town saw an annual rate of 0.66%. From 2010 to 2020 however, the families annual growth rate for the Village increased to 0.98% which was more than the double the rates of the Town, county, and region.

Housing

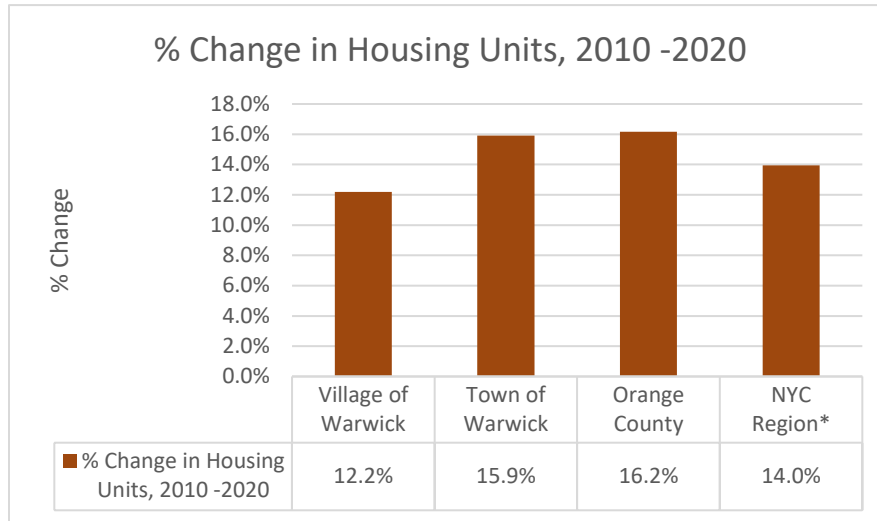
Table 3. Demographic Overview (Housing) of the Village of Warwick, 2010-2020				
Housing Characteristics:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2010 Owner Occupied Housing Units	1,785	9,356	86,756	4,024,076
2020 Owner Occupied Housing Units	1,933	9,521	88,118	4,071,278
2010 Vacant Housing Units	159	1,147	11,100	691,332
2020 Vacant Housing Units	173	1,248	12,766	796,223
2010 Housing Units	2,896	11,835	125,925	7,631,053
2020 Housing Units	3,249	13,717	146,276	8,695,801
% Change in Housing Units, 2010 -2020	12.2%	15.9%	16.2%	14.0%
% Owner Occupied Housing Units, 2010	61.6%	79.1%	68.9%	52.7%
% Owner Occupied Housing Units, 2020	66.7%	80.4%	70.0%	53.4%
% Vacant Housing Units, 2010	5.5%	9.7%	8.8%	9.1%
% Vacant Housing Units, 2020	5.3%	9.1%	8.7%	9.2%
Source: 2020 data: ESRI Business Analyst; 2010 data: US Census Bureau				

From 2010 to 2020, the Village of Warwick experienced a 12.2% increase in the number of housing units. As can be seen in Figure 3, this change was the smallest of the areas with the Town of Warwick, Orange County, and the NYC Region all seeing changes several percentage points greater.

Table 3 contains data on the number of owner-occupied and vacant housing units in 2010 and 2020. Only 5.3% of the housing stock of the Village was vacant in 2020 while the Town (9.1%), County (8.7%), and NYC Region (9.2%) all had significantly higher rates. The percentage of vacant housing remained relatively constant from 2010 to 2020 across all four areas. The Village of Warwick had 61.6% owner occupied housing units in 2010 which increased to 66.7% in 2020. In both years, these rates left the Village of Warwick only above the NYC Region and lagging far behind the Town of Warwick which saw owner occupied housing rates of about 80% in both years.

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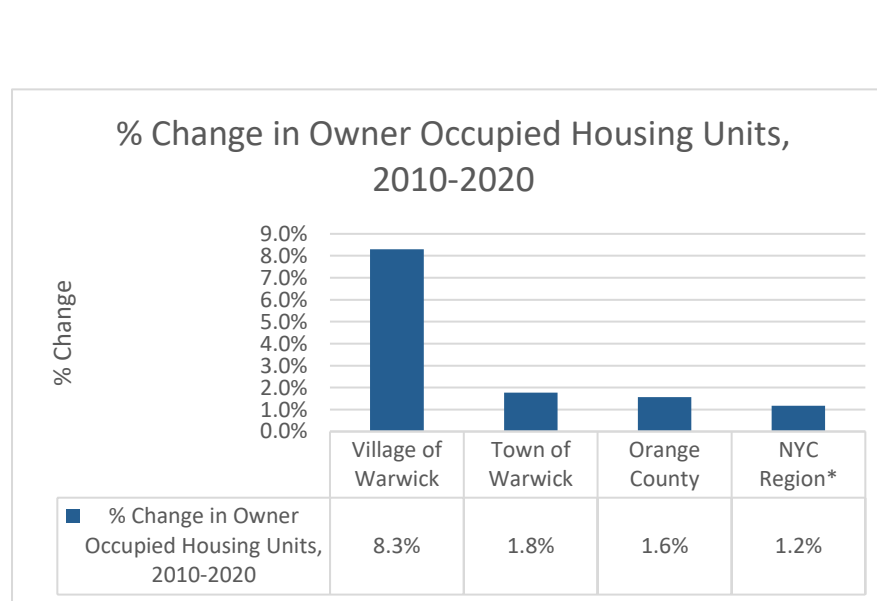
Figure 3



Source: 2020 data: ESRI Business Analyst; 2010 data: US Census Bureau

Figure 4 and shows the percent change in owner occupied housing units from 2010 to 2020. Although the Village of Warwick was middle of the pack in both 2010 and 2020, it saw the greatest growth in owner occupied housing at 8.3 percent with the surrounding areas all seeing less than 2 percent growth.

Figure 4



Source: 2020 data: ESRI Business Analyst; 2010 data: US Census Bureau

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Labor Force Overview

The following section provides an overview of the job figures for the Village of Warwick in 2020. The data includes information on both employment and occupation for the Village of Warwick, the Town of Warwick, Orange County, and the NYC Region. The employment data is defined by place of work while the occupation data is categorized by place of residence. Both the employment and occupation data are sourced from ESRI Business Analyst preliminary 2020 estimates and may not capture the full economic effects of the Covid-19 Pandemic.

The overview also examines commutation data for the Village of Warwick in 2018. The data looks at both modes of transportation and total commute times for workers over the age of 16. Similar to the occupation data, the commutation data are organized by place of residence. All commutation data are sourced from ESRI Business Analyst.

Employment by Industry

Table 4. Overview of Employment by Industry for the Village of Warwick, 2020 (% of Labor Force)				
2020 Industry Categories:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
Civilian Population Age 16+ in Labor Force	3,557	17,773	197,164	11,393,365
Agriculture/Forestry/Fishing/Hunting	1.60%	1.04%	0.61%	0.18%
Mining/Quarrying/Oil & Gas Extraction	0.00%	0.00%	0.04%	0.02%
Construction	8.47%	8.93%	6.91%	6.43%
Manufacturing	6.29%	8.76%	6.89%	5.80%
Wholesale Trade	3.59%	2.81%	3.05%	2.72%
Retail Trade	14.66%	12.50%	11.25%	8.74%
Transportation/Warehousing	1.35%	3.31%	5.63%	5.42%
Utilities	2.41%	1.64%	1.33%	0.65%
Information	2.34%	3.46%	2.33%	2.93%
Finance/Insurance	6.19%	4.25%	3.97%	6.97%
Real Estate/Rental/Leasing	0.61%	1.56%	1.96%	2.71%
Professional/Scientific/Tech Services	4.23%	9.56%	6.62%	10.78%
Management of Companies/Enterprises	0.00%	0.39%	0.09%	0.15%
Admin/Support/Waste Management Services	0.38%	1.36%	2.98%	3.63%
Educational Services	14.82%	10.75%	12.17%	10.85%
Health Care/Social Assistance	14.47%	13.40%	15.97%	16.68%
Source: ESRI Business Analyst				

The employment data by industry in Table 4 are based on place of work so the Village of Warwick numbers refer to people who work but may not live in the Village. Educational services, retail trade, and health care/social assistance represent the three largest industry categories in the Village with each making up almost 15% of jobs. This trend is reflected across the Town of Warwick, Orange County, and the NYC

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Region with all three benchmarks having retail, health care, and retail among their most represented industries.

At 14.66 percent, the Village has the greatest proportion of workers in the retail trade industry when compared to the benchmarks. This is unsurprising given that the Village is the most densely populated of the four and will therefore have a greater concentration of shops and stores in a small area. The Village also has the greatest proportion of workers in Educational Services at 14.82 percent. This elevated number could be explained by the presence of schools or other educational centers within the Village. The Health Care/Social Assistance Industry is well represented across all four areas with the Village (14.47%) being roughly the same as the benchmarks.

Both the Village and Town of Warwick have a higher proportion of construction jobs (8.47% and 8.93%) relative to the County and NYC Region (6.91% and 6.43%). This could be indicative of greater growth in the Village and Town than in the surrounding areas. The Village also has a relatively high proportion of jobs in the Finance/Insurance industry (6.19%) compared to only 4.25 percent in the Town of Warwick. This difference could potentially be due to businesses locating offices in the more densely populated Village. Another industry of note is Professional/Scientific/Tech Services. The Village of Warwick has the lowest proportion of jobs in the industry by a significant margin and less than half that of the Town.

Employment by Occupation

The occupation data in Table 5 provides an overview of the professions of the residents of the Village, Town, County, and Region. Sales is the most popular occupation in the Village of Warwick at 12.32 percent with Management coming in a close second at 12.03 percent. Sales and Management are also the top two occupations in the Town of Warwick, but this is not the case for Orange County and the NYC Region. The Village of Warwick also has the highest proportion of residents working in Education/Training/Library when compared to three benchmarks.

Overall, the most popular occupations in both the Village and Town indicate a greater white-collar presence than the County and Region. The higher percentages of residents in Management and Education could also suggest higher levels of educational attainment in the Village and Town. The retail and service industries are also well represented in the Village of Warwick with 12.32 percent of residents working in Sales and 7.64% working in Food Preparation/Serving Related.

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Table 5. Overview of Employment by Occupation for the Village of Warwick, 2020 (% of Labor Force)				
2020 Occupation Categories:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2020 Employed Civilian Population Age 16+ by Occupation Base	3,117	15,658	173,468	9,907,739
Management	12.03%	12.20%	9.58%	11.04%
Business/Financial	4.17%	3.93%	3.94%	6.30%
Computer/Mathematical	2.28%	3.15%	2.00%	3.11%
Architecture/Engineering	0.77%	1.71%	1.50%	1.44%
Life/Physical/Social Science	0.00%	0.79%	0.79%	0.99%
Community/Social Service	2.41%	1.65%	2.51%	1.99%
Legal	1.19%	1.48%	1.09%	2.03%
Education/Training/Library	10.88%	8.91%	8.23%	7.59%
Arts/Design/Entertainment/Sports/Media	1.51%	1.71%	1.59%	3.06%
Healthcare Practitioner/Technician	5.77%	5.67%	6.33%	6.00%
Healthcare Support	2.69%	1.98%	3.09%	3.78%
Protective Service	7.67%	5.05%	5.10%	2.74%
Food Preparation/Serving Related	7.64%	4.60%	3.99%	3.78%
Building/Grounds Cleaning/Maintenance	0.42%	2.11%	3.58%	4.13%
Personal Care/Service	2.05%	2.87%	3.24%	3.89%
Sales and Sales Related	12.32%	12.23%	10.71%	9.75%
Office/Administrative Support	10.91%	11.70%	13.92%	12.88%
Farming/Fishing/Forestry	0.00%	0.31%	0.35%	0.12%
Construction/Extraction	4.59%	5.58%	5.05%	4.74%
Installation/Maintenance/Repair	1.44%	2.46%	2.86%	2.17%
Production	2.73%	4.00%	4.01%	2.91%
Transportation/Material Moving	6.54%	5.91%	6.54%	5.55%
Source: ESRI Business Analyst				

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Commuting Patterns

Table 6. Commutation Overview (Mode of Transportation) of the Village of Warwick, 2018 (% of workers)				
Mode of Transportation:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2018 Workers Age 16+	3,155	15,276	174,767	10,203,499
Workers 16+ Drove Alone to Work	69.00%	75.39%	74.36%	51.66%
Workers 16+ Carpooled	11.44%	8.71%	9.32%	6.55%
Workers 16+ Took Public Transportation	5.17%	5.43%	5.45%	29.55%
Workers 16+ Took a Bus or Trolley Bus	3.26%	3.44%	3.46%	7.11%
Workers 16+ Took the Railroad	1.36%	1.51%	1.66%	3.96%
Workers 16+ Took a Taxicab	0.00%	0.00%	1.03%	0.62%
Workers 16+ Bicycled	0.00%	0.07%	0.13%	0.62%
Workers 16+ Walked	6.91%	2.50%	3.72%	5.66%
Workers 16+ Motorcycled	0.57%	0.12%	0.05%	0.06%
Workers 16+ Took Other Means of Transportation	0.44%	0.58%	0.74%	0.79%
Workers 16+ Worked at Home	6.47%	7.21%	5.20%	4.49%
Source: ESRI Business Analyst				

As shown in Table 6, across all four regions, the majority of people drive alone to work. Village residents show a slight preference for carpooling relative to the benchmarks with 11.44 percent of workers reporting a carpool as their mode of transport. The Village is roughly in line with the Town and County across the public transportation, Bus, and Railroad categories. Unsurprisingly, the NYC Region sees significantly higher utilization of those same three modes of transport.

The Village of Warwick appears to be relatively pedestrian friendly given that 6.91 percent of people walk to work compared to only 2.50 percent in the Town. Even the NYC Region only sees 5.66 percent of workers choosing to walk. No residents in the Village of Warwick reported biking to work. The Village and Town of Warwick also see a greater proportion of the workforce working at home. However, this data is from 2018 meaning that the numbers are likely much higher today due to the Covid-19 pandemic.

Table 7 indicates that the Village of Warwick has by far the highest percentage (5.59%) of people with a commute time under 5 minutes. These are likely people that both live and work in the Village. However, even in the Village, the vast majority of people have much longer commute times. The most common commute time for the Village, Town, County, and NYC Region is 5 to 29 minutes. The Village of Warwick has the second lowest average commute time at 34.9 minutes, but the averages of the benchmarks are not significantly different as they are also in the mid 30s.

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Table 7. Commutation Overview (Commute Time) of the Village of Warwick, 2018				
Commuting Time:	Village of Warwick	Town of Warwick	Orange County	NYC Region*
2018 Workers Age 16+	3,155	15,276	174,767	10,203,499
2018 Workers Age 16+ Commute to Work Base	2,951	14,175	165,674	9,745,672
Under 5 Minutes	5.59%	2.69%	3.03%	1.60%
5 - 29 Minutes	45.72%	42.71%	52.78%	41.43%
30 - 59 Minutes	27.00%	29.73%	25.25%	35.50%
60+ Minutes	21.69%	24.87%	18.92%	21.47%
2018 Average Commute to Work for Workers 16+	34.9	38.7	33.3	36.3
Source: ESRI Business Analyst				

Retail Analysis

Retail has long been an anchor economic activity for the Village of Warwick. In light of the major disruption taking place in that sector due to on-line shopping, questions have been raised about the viability of village retail. Indeed, the current COVID-19 pandemic may dramatically change all of this. But, up to this point, many downtowns have been able to adapt to this trend by ensuring that their patrons have access to an experience that goes far beyond simply shopping:

The bottom line seems to be that while most “stuff” can be bought online, people will still go to brick-and-mortar locations to have “experiences.” These experiences can be wide-ranging, and include the following:

- Personal services such as nail and beauty salons.
- Health and fitness facilities such as yoga, massage and meditation studios, as well as traditional gyms.
- Restaurants.
- Cinemas and theaters that present plays, concerts, comedy shows, lectures and more.
- Art galleries and stores.¹

Thus, it is possible for downtown areas to survive and possibly thrive in this new retail environment. The effect of the pandemic was to accelerate an already existing trend. In order to assess the potential for this approach, it is important to have a basic understanding of the dynamics of the local retail market. This can be done through the use of what is termed “leakage/surplus” analysis.

The following section provides an overview of the retail industry of the Village of Warwick in 2017. The data includes retail sales and retail potential numbers for a variety of industry groups with groups sorted

¹ Maria Sicola, “The Rise of Experiential Retail,” *NAIOP Commercial Real Estate Development Association, Development Magazine*, Summer, 2016.

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by their North American Industrial Classification System (NAICS) codes. The retail data is sourced from ESRI 2017 Retail MarketPlace and Infogroup; demographic data comes from ESRI 2020 Updated Demographics.

Leakage Surplus Analysis

Leakage/Surplus measures the balance between the volume of retail sales generated by retail businesses and the volume of retail potential produced by household spending on retail goods within the same industry. Spending for residents in an area is estimated by matching the population in an area to demographic information linked to spending patterns as captured in the National Consumer Expenditures Survey. The data showing sales for stores is generated using the Economic Census that provides retail sales by categories for geographic areas. The difference between the estimated spending in a category for a geographic area and estimated sales in that category for that area determine if there is a surplus or leakage.

Leakage in an area represents a condition where sales by a category of stores in the area (supply) is less than the spending by the area's residents in that same category (demand). In other words, residents are leaving the area to go to retailers outside the market area to meet their demand. Therefore, demand is "leaking" out of the trade area. Leakage may present an opportunity for new retailers to enter the trade area or for existing retailers to extend their marketing outreach to accommodate the excess demand. Surplus in an area represents a condition where sales by stores in the area (supply) exceeds the spending by the area's residents in that category (demand). Retailers are attracting shoppers that reside outside the trade area. The "surplus" is in market supply. The area in question is drawing in shoppers for those particular types of stores. In the tables that follow, a surplus retail gap is indicated in red numbering. A leakage retail gap is indicated with green numbering.

Table 8. Retail Industry Summary (2017) for the Village of Warwick					
Industries:	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$146,141,868	\$50,878,998	\$95,262,870	86
Total Retail Trade	44-45	\$131,444,403	\$38,444,319	\$93,000,084	50
Total Food & Drink	722	\$14,697,465	\$12,434,679	\$2,262,786	36
Source: Esri and Infogroup. Esri 2020 Updated Demographics. Esri 2017 Retail MarketPlace. ©2020 Esri. ©2017 Infogroup, Inc. All rights reserved.					

Surprisingly, in Table 8 the Village of Warwick shows significant leakage across the board. As a tourism center, it would be reasonable to expect a surplus as both tourists and residents should be spending money in the Village's restaurants and shops. However, the Total Retail Trade gap shows about \$93 million in leakage. While this gap could potentially be explained by a preference for online retail options, the Food & Drink industry (much less likely to be suffering due to online alternatives) also sees leakage. The gap here is much smaller but still amounts to over \$2 million.

Table 9 provides a breakdown of the retail data by industry group. The bolded industry group rows represent a broader industry group with smaller subgroups in plain text. Again, there is substantial leakage

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in almost all industry groups. The Auto Parts, Accessories & Tire Stores and Home Furnishings Stores subgroups both have surpluses of roughly \$800,000. These numbers are not overly impressive considering that the Motor Vehicle & Parts Dealers and Furniture & Home Furnishings Stores industries still display leakage overall.

Table 9. Retail Industry Groups (2017)					
2017 Industry Groups:	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$26,109,213	\$2,998,736	\$23,110,477	3
Automobile Dealers	4411	\$21,965,777	\$0	\$21,965,777	0
Other Motor Vehicle Dealers	4412	\$1,961,829	\$0	\$1,961,829	0
Auto Parts, Accessories & Tire Stores	4413	\$2,181,607	\$2,998,736	-\$817,129	3
Furniture & Home Furnishings Stores	442	\$4,890,297	\$3,173,264	\$1,717,033	4
Furniture Stores	4421	\$2,489,463	\$0	\$2,489,463	0
Home Furnishings Stores	4422	\$2,400,834	\$3,173,264	-\$772,430	4
Electronics & Appliance Stores	443	\$5,090,532	\$1,526,648	\$3,563,884	2
Bldg Materials, Garden Equip. & Supply Stores	444	\$8,414,589	\$4,659,515	\$3,755,074	3
Bldg Material & Supplies Dealers	4441	\$7,719,503	\$4,659,515	\$3,059,988	3
Lawn & Garden Equip & Supply Stores	4442	\$695,086	\$0	\$695,086	0
Food & Beverage Stores	445	\$23,014,999	\$1,776,937	\$21,238,062	4
Grocery Stores	4451	\$19,427,499	\$884,750	\$18,542,749	1
Specialty Food Stores	4452	\$1,513,736	\$482,299	\$1,031,437	2
Beer, Wine & Liquor Stores	4453	\$2,073,764	\$409,888	\$1,663,876	1
Health & Personal Care Stores	446,4461	\$11,157,507	\$10,671,882	\$485,625	7
Gasoline Stations	447,4471	\$12,648,429	\$4,234,970	\$8,413,459	1
Clothing & Clothing Accessories Stores	448	\$11,342,612	\$2,110,272	\$9,232,340	5
Clothing Stores	4481	\$7,899,226	\$1,779,543	\$6,119,683	4
Shoe Stores	4482	\$1,263,126	\$0	\$1,263,126	0
Jewelry, Luggage & Leather Goods Stores	4483	\$2,180,260	\$330,729	\$1,849,531	1
Sporting Goods, Hobby, Book & Music Stores	451	\$3,861,527	\$2,067,435	\$1,794,092	6
Sporting Goods/Hobby/Musical Instr Stores	4511	\$3,239,935	\$1,968,829	\$1,271,106	5
Book, Periodical & Music Stores	4512	\$621,592	\$98,606	\$522,986	1
General Merchandise Stores	452	\$15,703,793	\$0	\$15,703,793	0
Department Stores Excluding Leased Depts.	4521	\$9,800,944	\$0	\$9,800,944	0

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Table 9. Retail Industry Groups (2017)

2017 Industry Groups:	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Number of Businesses
Other General Merchandise Stores	4529	\$5,902,849	\$0	\$5,902,849	0
Miscellaneous Store Retailers	453	\$5,015,367	\$5,224,660	-\$209,293	15
Florists	4531	\$525,296	\$1,321,021	-\$795,725	3
Office Supplies, Stationery & Gift Stores	4532	\$1,556,825	\$631,319	\$925,506	3
Used Merchandise Stores	4533	\$639,690	\$382,519	\$257,171	4
Other Miscellaneous Store Retailers	4539	\$2,293,556	\$2,889,801	-\$596,245	5
Nonstore Retailers	454	\$4,195,538	\$0	\$4,195,538	0
Electronic Shopping & Mail-Order Houses	4541	\$3,463,446	\$0	\$3,463,446	0
Vending Machine Operators	4542	\$69,133	\$0	\$69,133	0
Direct Selling Establishments	4543	\$662,959	\$0	\$662,959	0
Food Services & Drinking Places	722	\$14,697,465	\$12,434,679	\$2,262,786	36
Special Food Services	7223	\$668,959	\$0	\$668,959	0
Drinking Places – Alcoholic Beverages	7224	\$976,967	\$656,692	\$320,275	2
Restaurants/Other Eating Places	7225	\$13,051,539	\$11,777,987	\$1,273,552	34

Source: Esri and Infogroup. Esri 2020 Updated Demographics. Esri 2017 Retail MarketPlace. ©2020 Esri. ©2017 Infogroup, Inc. All rights reserved.

The only major industry group that has a surplus is Miscellaneous Store Retailers. The surplus is driven by Florists (\$795,725 surplus) and Other Miscellaneous Store Retailers (\$596,245 surplus). However, the overall surplus for the Miscellaneous Store industry group is still low at only \$209,293.

Understanding the Village's Leakage Data

The second part of the analysis compares the retail data and demographics of the Village of Warwick to several similar towns and villages. The other villages serve as points of comparison or benchmarks for the Village of Warwick. The demographic data is sourced from ESRI Business Analyst.

As shown in Table 10, the 2020 Total Population seems unrelated to surplus or leakage as the Village of Warwick has a similar population to many of the other towns and villages, some of which have surplus and some of which do not. (NOTE: Villages with marked with a * are county seats and those with ** are college towns.) Both the county seats (Goshen and Catskill) and the college town (New Paltz) have retail surpluses.

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Table 10. Population Demographics Village of Warwick v. Benchmarks (2020)

Sites (NY)	2020 Total Population	2020 Total Daytime Population	Change in Population (Daytime)	% Change in Population (Daytime)	Total Retail Gap (Surplus/Leakage)
Village of Warwick	7,063	7,170	107	1.51%	\$95,262,870
Florida Village	3,008	2,970	-38	-1.26%	\$16,426,900
Greenwood Lake Village	3,365	3,298	-67	-1.99%	\$29,284,119
Town of Warwick	33,438	29,796	-3,642	-10.89%	\$375,544,728
Goshen Village*	5,531	8,057	2,526	45.67%	-\$91,862,866
Beacon City	16,365	12,991	-3,374	-20.62%	\$69,067,247
Catskill Village*	4,012	5,031	1,019	25.40%	-\$124,423,178
Cornwall-on-Hudson Village	3,080	2,601	-479	-15.55%	\$54,357,080
Hudson City	6,701	7,984	1,283	19.15%	-\$31,952,998
Little Falls City	4,747	4,805	58	1.22%	-\$4,747,083
New Paltz Village **	6,992	8,059	1,067	15.26%	-\$24,245,561
Red Hook Village	2,016	2,249	233	11.56%	-\$797,785
Rhinebeck Village	2,671	3,737	1,066	39.91%	-\$47,714,584
Saranac Lake Village	5,178	5,447	269	5.20%	-\$33,663,551

Source: Esri and Infogroup. Esri 2020 Updated Demographics. Esri 2017 Retail MarketPlace. ©2020 Esri. ©2017 Infogroup, Inc. All rights reserved.

*county seat

**college town

The change in daytime population seems to be associated with the retail gap. All towns that have a retail surplus see an increase in population during the day. Goshen Village, for example, sees a 45.67% increase in population in the daytime. With the exception of Corning City, all towns experiencing retail leakage have low or negative daytime changes in population. The Village of Warwick only has a slight daytime population increase (1.51%) and sees significant leakage.

Table 11 shows surplus and leakage compared to disposable income. The Village of Warwick is at the wealthier end of the income range when compared to the benchmark villages and towns, with the third highest Aggregate Disposable Income behind Beacon City and the Town of Warwick which are both much larger. One might think that wealthier areas would be more likely to have retail surpluses, but this does not appear to be the case. The villages with relatively low median and average disposable incomes see retail surpluses while the five wealthiest villages (including the Village of Warwick) experience retail leakage.

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Table 11. Disposable Income Village of Warwick v. Benchmarks (2020)

Sites (NY)	2020 Median Disposable Income	2020 Average Disposable Income	2020 Aggregate Disposable Income	Total Retail Gap (Surplus/Leakage)
Village of Warwick	\$61,524	\$77,498	\$238,384,022	\$95,262,870
Florida Village	\$66,027	\$79,237	\$87,001,741	\$16,426,900
Greenwood Lake Village	\$60,939	\$75,885	\$104,873,209	\$29,284,119
Town of Warwick	\$71,749	\$88,832	\$1,107,644,626	\$375,544,728
Goshen Village*	\$54,358	\$74,446	\$167,055,827	-\$91,862,866
Beacon City	\$51,843	\$63,891	\$368,395,300	\$69,067,247
Catskill Village*	\$32,675	\$47,452	\$82,756,429	-\$124,423,178
Cornwall-on-Hudson Village	\$74,207	\$92,220	\$112,508,518	\$54,357,080
Hudson City	\$33,720	\$44,011	\$122,087,082	-\$31,952,998
Little Falls City	\$37,264	\$46,542	\$97,413,204	-\$4,747,083
New Paltz Village **	\$38,159	\$52,482	\$96,671,813	-\$24,245,561
Red Hook Village	\$44,272	\$63,343	\$58,592,016	-\$797,785
Rhinebeck Village	\$45,545	\$69,291	\$90,979,688	-\$47,714,584
Saranac Lake Village	\$39,443	\$50,626	\$127,932,869	-\$33,663,551

Source: Esri and Infogroup. Esri 2020 Updated Demographics. Esri 2017 Retail MarketPlace. ©2020 Esri. ©2017 Infogroup, Inc. All rights reserved.

***county seat**

****college town**

This suggests that the issue may be unique to the Town of Warwick and its constituent villages. On the other hand, the existence of leakage in these wealthier communities could be simply a residue of how local spending by residence is calculated. As indicated above, the retail spending for each geographic area is estimated by applying the national consumer spending survey to a local population based on the demographics of the community. It may be that wealthier communities have a lower propensity to spend than less wealthy communities. Thus, the standard formula ESRI uses to calculate resident spending may overstate how much local spending takes place. This in turn would indicate leakage exists in an area where it may not. Further research will be performed to better understand this situation.